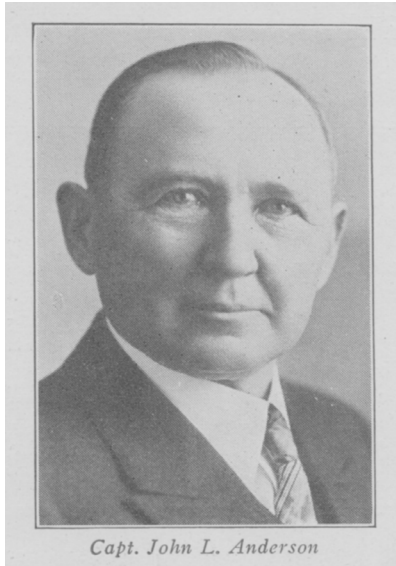


Change Over Time

The Lowering of Lake Washington

Captain John L. Anderson (1869 – 1941)



Credit: *Shipping Register*, September 21, 1929

John Anderson was an immigrant from Gothenburg, Sweden. When he arrived in Seattle in 1888, he had only \$20 to his name. His first steady job was as a deckhand on the C. C. Calkins, a steamer that ran between Mercer Island and Seattle. He saved his money and purchased his first boat, the Winnifred, in about 1895. For the next few years, he made his living by purchasing boats, repairing them, and then selling them at a profit.















In 1907 John bought a piece of land on the Houghton lakeshore (present-day Carillon Point) and opened the Lake Washington Shipyards. He intended to build a fleet of ferries to serve not only the residents of the Eastside, who often had to travel to Seattle to work or shop, but also tourists who came to see the Lake Washington wilderness. By the time of the Seattle World's Fair in 1909 (the Alaska-Yukon-Pacific Exposition), John owned 14 ferries.

Shoreline Map: Houghton/Kirkland



Source: Michael J. Chrzastowski, "Historical Changes to Lake Washington and Route of the Lake Washington Ship Canal, King County, Washington," U.S. Geological Survey Water-Resources Investigations Report 81-1182.

Map Key

EXPLANATION			
Symbols for historical map	Features	Symbols for present-day map	Remarks
	Shoreline		Corresponds to the line of mean high water level (saltwater) or mean lake level.
	Mean lower low-water line	(Not shown)	
	Streams	 Intermittent Perennial	The historical mapping made no distinction between intermittent and perennial streams. Streams indexed with solid, inverted triangles are historical channels that have been filled, diverted to sewers, or significantly modified. Open triangles indicate historical streams that today enter the lakes or bays in a near-natural state.
	Wetland		The historical wetlands were freshwater marsh except in Salmon Bay, where salt and brackish marsh existed.
	Forested upland	(Not shown)	The historical forest vegetation was predominantly a mixture of Douglas fir, western red cedar, and western hemlock.
	Grassland	(Not shown)	The historical grasslands included land that was logged prior to the surveys but not then developed for agricultural or urban use.
	Agricultural land	(Not shown)	Limits of land cleared for agricultural use. The polygons represent plots of different ownership or fields for different crops.
	Urban land	(Now shown as streets, buildings, or structures)	
	Shoreline structures		Piers, wharves, warehouses, and mills extending from the shoreline.
	Solid-waste disposal sites	(Not shown)	Sites of filled or modified land where the filling has included general waste and demolition waste (Sources: Wilson, 1975; Phelps, 1978, p. 208).

Anderson Steamboat Co.

J. L. ANDERSON, Manager.

Operating the Red Funnel Line of steamers connecting with Seattle Electric Company's car lines at Madison, Madrona and Leschi Parks, making regular trips to and from all points on Lake Washington. Carrying passengers and freight.

TOWING AND LIGHTERAGE TO ALL POINTS ON LAKE

PHONES:

LESCHI: Sunset, East 183; Independent, 8810.

MADISON: Independent, 8733; Sunset, East 26.

SUMMER TIME CARD

STEAMER GAZELLE.

Leaving Time

JUANITA	KIRKLAND	MADISON
A. M.	A. M.	A. M.
7:30	7:45	8:30*
9:30	9:45	11:30*
P. M.	P. M.	P. M.
1:00	1:15	2:00
—	2:45	3:45**
4:30	4:45	5:30

*For Juanita

**For Juanita direct

SATURDAY NIGHTS ONLY

Lv. KIRKLAND Lv. MADISON

7:00 p. m. 12:00 p. m.

STEAMER XANTHUS

Leaving Time

NORTHUP	MADISON
7:00 a. m.	8:00 a. m.
9:00 a. m.	10:30 a. m.
11:30 a. m.	12:30 p. m.
1:30 p. m.	2:30 p. m.
3:30 p. m.	4:30 p. m.
5:30 p. m.	6:30 p. m.

Only Landings between Madison and Northup.

STEAMER GAZELLE

SUNDAY

Leaving Time

JUANITA	KIRKLAND	MADISON
A. M.	A. M.	A. M.
—	7:00	7:45*
8:45	9:00	10:00*
A. M.	A. M.	P. M.
11:15	11:30	12:30
P. M.	P. M.	P. M.
—	1:30	3:00
—	3:45	4:45**
5:30	5:45	6:30

*For Juanita

**For Juanita direct

STEAMER DOROTHY

SUNDAY

Leaving Time

KIRKLAND	MADISON
7:30 a. m.	8:30 a. m.
9:30 a. m.	11:00 a. m.
12:30 p. m.	1:30 p. m.
2:30 p. m.	3:30 p. m.
4:30 p. m.	5:30 p. m.**
6:00 p. m.	7:00 p. m.

**Direct to Kirkland

FERRY ROUTE

Sunday

Steamer Dorothy with Barge

Tug Boat with Barge

LEAVING TIME

Kirkland	Madison	Kirkland	Madison
6.45 a.m.	7.30 a.m. (-)	8.45 a.m.	7.45 a.m.
8.15 a.m. (-)	10.00 a.m. (-)	12.00 m.	10.00 a.m.
11.00 a.m. (-)	12.00 m.	4.00 p.m.	2.30 p.m.
2.00 p.m.	3.00 p.m. (-)	6.00 p.m.	5.00 p.m.
4.00 p.m. (-)	5.00 p.m. (-)		
5.45 p.m. (-)	6.30 p.m.		

(-) Towing barge for teams.

Lake Washington ferry schedule published in the newspaper *Kirkland-Redmond Sun*, May 29, 1907. Source: *Kirkland Heritage Society*.



Photograph of the Anderson Shipyards in 1908. **Source:**
Eastside Heritage Center. L 93.100.010



Photograph of the Anderson Shipyards, circa 1917. **Source:**
Eastside Heritage Center. Andre/Ely Collection L 75.0109

A NEW ERA

Another footprint on the sands of time occurred at the Anderson Shipyards on the 3rd, when the 3500-ton wooden ship "Osprey" was launched before one of the largest crowds ever assembled on the East side. The "Osprey" is the first ocean-going boat to be built on the shores of Lake Washington and marks a new era in this territory. The boat left the ways about 5.45 p. m. and sailed serenely across the bay to the Yarrow shore. It was built for the Oriental American Steamship Co., Among the speakers of the day were ex-Senator Samuel H. Piles, Judge Thomas Burke and Mayor Hanson of Seattle. Miss Elinor Ramsay, niece of County Commissioner Claude Ramsay, was sponsor. The ship is now back at the Anderson yard dock, where it will be finished.

"The Reflector" is "Here to Stay"

News article from the Bellevue newspaper Lake Washington Reflector, July 10, 1918. Source: Eastside Heritage Center Newspaper Collection.

TWO HUNDRED MEN TO BE ADDED TO SHIPYARD SALARY ROLL IMMEDIATELY

INCOMPLETED FRENCH HULLS PURCHASED AND WILL BE RUSHED TO COMPLETION—OTHER CONTRACTS REPORTED THAT WILL INSURE ABUNDANT WORK AT THE BIG EAST SIDE SHIPYARDS—WORK HAS BEGUN AND NEW MEN ARE BEING EMPLOYED EVERY DAY.

After several months of limited activities due to the straightening out of affairs after peace was declared, the Anderson Shipbuilding Company has again opened up at full blast.

The incompleted hulls now on the ways at the shipyard that were being constructed for the French, have been purchased by the local people and will be rushed to completion.

It is estimated that three or four months at least will be required for the completion of these boats, during which time employment will be provided to several hundred men. Upon the completion of these boats, it is planned to do extensive repair and overhauling work to the fishing fleet preparatory to next season's work.

It is reported that additional shipbuilding contracts have been obtained by the local yard insuring an unlimited amount of work, but the Journal reporter was unable to reach Captain Anderson for confirmation of this fact before going to press.

The few months of comparative idleness at the yards has had little effect upon the East Side due to the large amount of available employment, but at the present time, when the demand for labor is not so great, the resumption of work at the yards is very opportune for the East Side.

Many of the former employees will be found at their old stand, but many more new ones will supplant those that are now elsewhere employed.

In addition to the work above outlined, there will be extensive work to be done on the county ferry system this winter, if the provisions of the budget stand as now outlined.

Several boats are slated to be remodeled. All vessels will have to undergo repairs, and a large \$200,000 ferry to ply between Kirkland and Madison Park is slated for construction.

It is very probable that Anderson yards will do all the overhauling and repair work, and they have a good chance to land the new big ferry contract.

According to these indications, the resumption of work means permanent activities at the local plant.

NEW SOCIAL CLUB WILL STAGE DANCES THRU WINTER

The recently organized Redmond Social Club with Messers Boyd, Seidel and Vaughn as chief boosters has announced a series of dances during the winter.

The first dance will be held at the Redmond Hall next Saturday evening September 27th. Josten's orchestra will furnish the music.

The promoters say that the dances will be kept absolutely free from all semblance of rowdiness.

NEW BAKERY ADDITION NEARS COMPLETION—OVEN INSTALLED

The Kirkland Hotel and Bakery addition is nearing completion. Proprietor Carney has installed his new oven and expects to have his plant in operation in another week.

The new addition is immediately to the rear of the hotel kitchen and will be used also to bake restaurant supplies.

PROCEEDINGS OF COUNTY COMMISSIONERS.

By Norman M. Wardall, County Auditor

September 16, 1919. Board meets.

Present were: Chairman, Claude C. Ramsay and Commissioners L. C. Smith and Thomas Dobson.

The following proceedings were

News article from the Kirkland newspaper *East Side Journal*, Sept. 29, 1919. The headline for the article (not shown on the document) is "Renewed Activities Have Begun at Anderson Shipbuilding Company's Big Local Shipyards." Source: *Bellevue Regional Library*.

Change Over Time

The Lowering of Lake Washington

Ferry Fay Burrows (1865 – c. 1925)

Ferry was born in Michigan. Not a great deal is known about his early life, but Ferry's father E. R. Burrows moved to Renton in the 1890s, and in 1896 Ferry decided to leave his home in Missouri and join him. On January 1, 1897 Ferry Fay Burrows arrived in Seattle with his wife Martha and their three children: Edwin, Melba, and Ruth. The family took the street car to Rainier Beach where they met Ferry's father. E. R. Burrows put them in his boat and rowed them to his cabin in Renton.















On July 6, 1897, Ferry Burrows bought two acres of property on the Black River from two Native Americans: Tenas Bill and his wife Nellie. Within a few months, he built a houseboat and opened the "Burrows Fishing Resort." The resort was designed to be a weekend getaway for recreational fishermen. The resort rented rooms at night and boats during the day.

Shoreline Map: Renton



Source: Michael J. Chrzastowski, "Historical Changes to Lake Washington and Route of the Lake Washington Ship Canal, King County, Washington," U.S. Geological Survey Water-Resources Investigations Report 81-1182.

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Homer Venishnick Oral History
June 29, 1989

Interviewer: Carrie L. Berquist
Renton Historical Museum

Carrie: When did your family come to Renton?

Homer: Well, my mother came here when she was two years old from Missouri. They were settled at Black River, in 1896 I believe it was. And there was no transportation to that area at that time from Seattle along Rainier Avenue. So my grandfather, Captain Ferry Burrows, started a boat house for people to go fishing, a fishing resort.

Carrie: Was this actually on the Black River?

Homer: This was actually on the Black River. [...] Fishing was extremely good in those days. I've seen pictures; I don't know where they are now. The scow was a boat that's probably 5 feet wide and 20 feet long, and just like a big motor box, just a big box. And they put 8 or 10 guys in it, and had a couple bushel baskets, and when the bushel baskets were full and running over, they'd come in and spend the night in the boat house and go out the next day. Then they'd take them back to Rainier Beach with their mess of fish that they either smoked or gave away or canned or whatever they did with them. [...]

Carrie: We were looking at this picture earlier of an area down by Coulon Park, and you were talking about the boat here.

Homer: Oh, that boat is very similar to the one that my grandfather had from the looks of it. The curtains around it, he usually didn't have the curtains on it. But it was a steam launch, wood-fired, and when fishing was poor or off-season, for an extra income he would go to Monohan, it's just south of Redmond, he'd go up the lake to Bothell-Kenmore, and go up the Sammamish Slough, and he'd pick up a load of logs to haul back. That was a one-day trip up there. And the next day he'd cut wood. And then they'd get a little more logs and come back about 3 days later.

Carrie: He was cutting this wood, though, for the steam...

Homer: For the steam power, so he could get back.

Carrie: For his boat?

Homer: Yes. He couldn't pack enough wood to cut it all down here, he'd go up there, and of course by the mill there was extra wood, and it was easier to load and he could load it up there. And then he'd have enough wood to come all the way down the lake. And that would take him a couple or three days, according to how the weather was, and then he would stop and stay all night at home at the boat house, and then the following day he'd go out to the Black River and try to go out when the tide was high, and meet the Duwamish [River] when the tide started to go out, so he could go out with the tide instead of fighting the tide. You'd always use the tide to your advantage. That was one of his ways of making his income during those days.

Excerpts from the 1989 oral history of Homer Venishnick,
grandson of Ferry Burrows. Source: *Renton Historical
Society*. 53.058b.

Carrie: How many logs do you think he would bring down in a trip?

Homer: I don't know. It only had about a 10 or 12 horsepower steam engine. Probably equal to 6 or 7 truckloads nowadays, because of the big trucks and the big trailers. And of course the logs in those days weren't bundled. They were just laid side-by-side, so that would take up a bigger area, and they didn't displace as much water, but they would take more area. It had the outside log boom around it, called the boom logs, held them together. And the channel was pretty narrow up there. Not as narrow as it is now, since they lowered the lake. But when they lowered the lake, they lost the business. All of the parking lot where Boeing is was all lake bottom, where the stadium is was lake bottom. When they lowered the lake, I think there was controversy; 11 feet, 9 feet, 12 feet. I've never seen the actual engineering report. But most of North Renton was under water in those days.

Carrie: So the effect of that was good in some ways and bad in others.

Homer: Yeah, that's for sure.

Carrie: It sure probably affected the fishing?

Homer: Yes, it did. Now with the way the ecology is and everything, they could never have built the locks and diverted the lake out that way. The lake actually ran out Black River, so if you take all the water that goes out the locks now and through Lake Union, if all that was going out Black River besides what was coming in Cedar River, which was much larger than it is now, because Seattle takes over half of the water out of Cedar River; if we really knew, probably three-quarters is what they take out. When I was a kid there was a lot more water in there in the summertime than there is now. You couldn't walk across the river anywhere when I was a kid. Of course, my legs weren't as long. But I've seen a lot of changes in the river.

Excerpts from the 1989 oral history of Homer Venishnick, grandson of Ferry Burrows. **Source: *Renton Historical Society*. 53.058b.**

WHEN Mrs. Hayes arrived at Bryn Mawr late in 1896 not a house stood between the Black River and Rainier Beach. Her father-in-law, E. R. Burrows, operated boats on the Black River and her husband for a quarter of a century was employed towing logs and driving rafts.

Mrs. Hayes explained, "Driving rafts meant riding logs, poling them along, getting them out of jams and keeping them from hanging up on brush and snags on the way down to the mills on the Sound. A boom brought down the lake to the mouth of the Black River would be opened and long lines of logs let out one at a time to float downstream.

"It took about two weeks to get a raft to its destination. Usually six men went with it. The distance to the Sound was 15 miles—the river wound so much. After delivering the logs the men had to return. They used to take meals at our place.

"I lived in a cabin on piles that Grandpa Burrows had built for hunters on a little island near the bank at Black River. That was the finest duck-hunting spot. Fishing of all kinds was good there; that is why we went into the resort business.

"I DIDN'T know how to row a boat the first year," said Mrs. Hayes, "and I couldn't swim. In March the lake level rose while my husband was gone and the water came up inside the house. I had to wear rubbers and walk on a plank to get to

my bed. I put the wood on a chair to keep it dry for the stove.

"I had two little children then and the only safe place for them was on chairs. I had a time keeping their clothes from getting wet.

"The reason I was so long alone that week was my husband had lost the rudder of his steamer going up to Issaquah for a load of lumber and had to pole the vessel all the way back.

"Later I got brave and learned to row."

When the canal was finished Mrs. Hayes says for a year the level of the lake was raised and lowered. Gradually the Burrows family moved its boat moorages farther out.

"The marsh was like a flower garden and my cabbages were as big as a bucket the first two years," Mrs. Hayes said. "Then suddenly everything grew up thickly with willows." "We were sorry to see things changed. Lowering of the lake broke up our resort business."

Interview with Martha Burrows Hayes, widow of Ferry Burrows, taken from a *Seattle Times* article by Lucile McDonald, December 25, 1955. Source: *Eastside Heritage Center Reference Files*.



Photograph of the Burrows Resort on the Black River, circa 1910. Source: *Renton Historical Society*. 41.0648.



Photograph of the Black River, November, 1916. Source: *Renton Historical Society*. 1994.068.3883.

Change Over Time

The Lowering of Lake Washington

William Crooker (1899 – 1956)

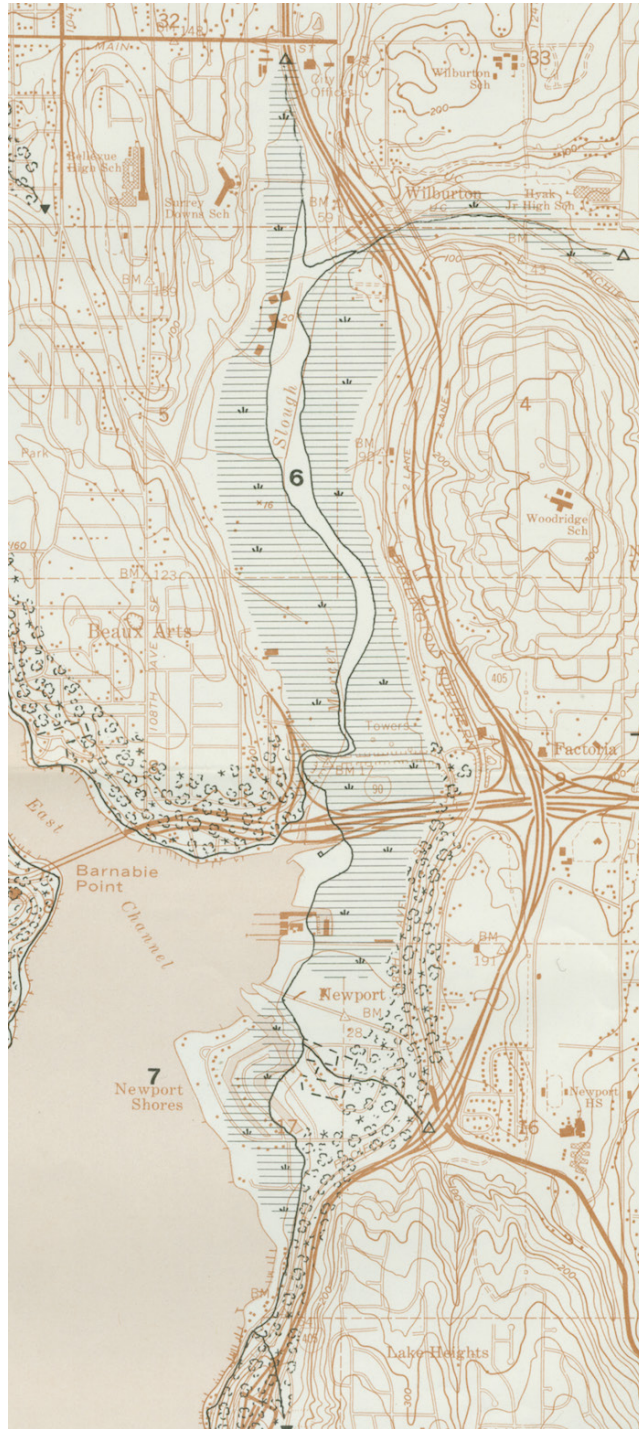


Bill was born in Ontario, Canada in 1899. He was the oldest of six children. His family moved to Washington State when he was ten years old, and they lived in Lake Sammamish and Factoria before moving to Wilburton. His family died in about 1915, and although Bill was still a teenager, he went to work for the Wilburton Mill. He was successful enough that he was a foreman by the time the mill closed in 1919.

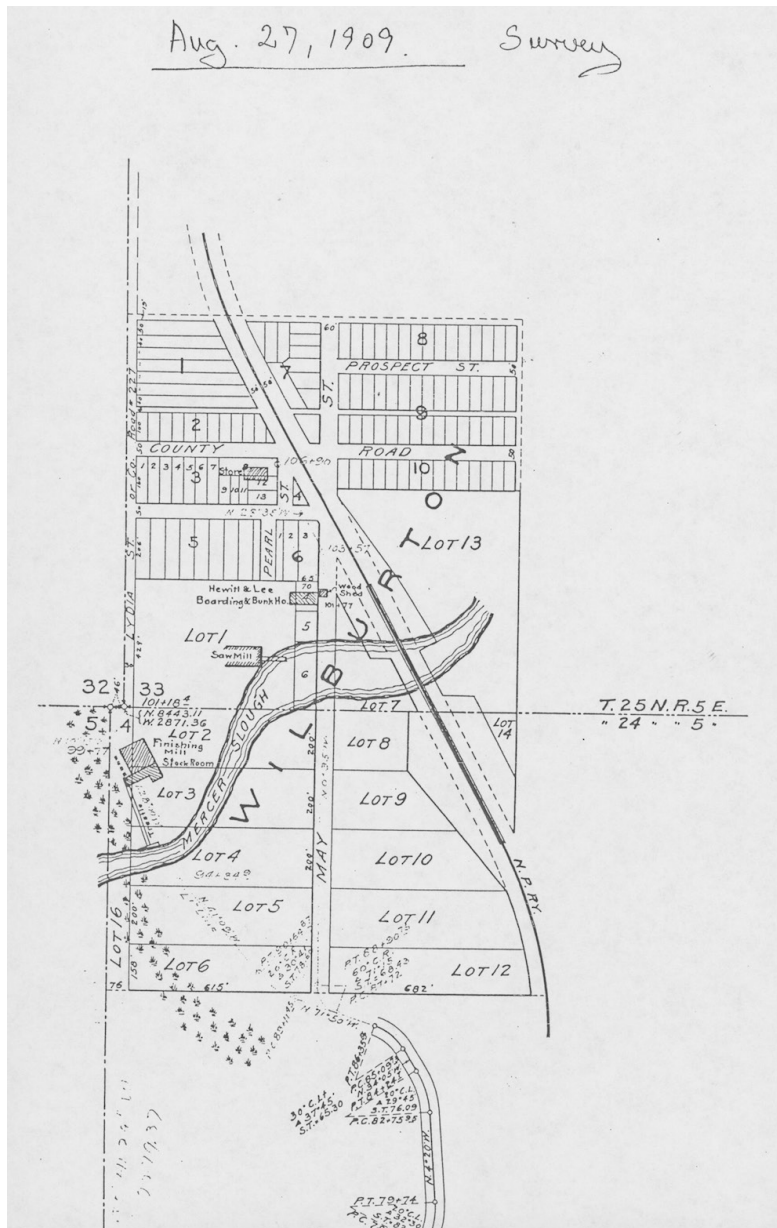
Bill became an American citizen in 1921, and he lived in Bellevue for most of his life. He was a member of a number of Bellevue organizations, including the Chamber of Commerce and the Volunteer Fire Department.

William Crooker, ca. 1947
Source: Eastside Heritage Center,
Ken Crooker Collection, 2008.033.001

Shoreline Map: Mercer Slough



Source: Michael J. Chrzastowski, "Historical Changes to Lake Washington and Route of the Lake Washington Ship Canal, King County, Washington," U.S. Geological Survey Water-Resources Investigations Report 81-1182.



King County survey of the Hewitt-Lea (Wilburton) Mill site, 1909. Source: *Eastside Heritage Center. Richard McDonald Files.*

D. C. McKee of Blake, McKee & Co., sold this week Tract 14 of Mercer Slough Garden tracts to Louis Wienecke of Chicago. Mr. Wienecke just arrived from Chicago with his wife and little girl and will build immediately and clear land and put it in loganberries.

Mr. McKee also sold Tract 13 of Mercer Slough Garden Tracts to Wm. H. Crooker of Wilburton. Mr. Crooker was formerly foreman of Hewitt-Lea Logging Co.

Mr. McKee sold Tract 28 Mercer Slough Garden Tracts to Edwin Benckert of Seattle. Mr. Benckert expects to improve at once and put in berries.

Mercer Slough Garden Tracts, about two and a half miles from Bellevue on Newport Road, are selling from \$450 to \$1200 for five-acre tracts. Some wonderful soil and a snap at the price.

News article from the Bellevue newspaper Lake Washington Reflector, March 20, 1920. *Source: Eastside Heritage Center Newspaper Collection.*

ENATIE

BEAUX ARTS

SOUTHVIEW

* * * "The Reflector" * * *

The drainage project for Mercer Valley was finally passed on in the Superior Court by Judge Jurey on Tuesday last. Contract to dig ditch at about \$25000.00 bid for by Mark Richardson, sub-contractor on the Bellevue-Newport road, and accepted. Work to be started by April 22 and be completed in 90 days. This improvement is of inestimable value to Bellevue and adjacent territory as it opens up a large fertile area that will be intensively cultivated. Many ranchers already on the ground have been waiting nearly 2 years for this good news and they now feel most optimistic; which by the way might be a good time to hit 'em up for a Reflector Subscription.

* * Patronize "Reflector" Advertisers * *

News article from the Bellevue newspaper Lake Washington Reflector, April 20, 1920. Source: Eastside Heritage Center Newspaper Collection.

In the Supreme Court of the State of Washington

HEWITT-LEA LUMBER COMPANY, a corporation, Appellant

Vs.

KING COUNTY, a municipal corporation, Respondent

APPEAL FROM THE SUPERIOR COURT OF THE STATE OF WASHINGTON, FOR KING COUNTY

HON. J. T. RONALD, Judge

BRIEF OF APPELLANT

STATEMENT

MR. C. W. LEA, president of the appellant company, was also familiar with the conditions and use of the slough during appellant's operation. He gave a good description of the general physical conditions surrounding the slough.

The valley in which the slough is located is between hills that were formerly timbered, the valley being about one-quarter of a mile wide at the upper end and three-quarters wide at the lower end. Small streams above the slough united into one flowing through appellant's lands. Upon this stream just above the slough appellant enlarged the dam. The mill is opposite the dam. The land on either side of the channel of the slough is what is described as a bog; parts of it almost floating, but up towards the head of the slough is more solid. The variation between the depth of the water of the slough in the late fall, winter and early spring and depth in the summer and early fall is about three feet. In the winter months, when the water was highest, it was spread out over the entire flat so as to form a lake from one side of the valley to the other. From late spring until fall the water would fall within the banks of the slough. The width of the slough from bank to bank varied from fifty to one hundred feet (Abs. pp. 11-12). Appellant used the slough for towing piling and logs and [word unreadable] lumber on barges.

Testimony from the court case Hewitt-Lea Lumber Company vs. King County, April 23, 1919. Source: *Eastside Heritage Center. Richard McDonald Files.*



Photograph of a farmhouse on the Mercer Slough, 1922.
Source: Eastside Heritage Center. L 88.23.4.

Change Over Time

The Lowering of Lake Washington

Walter King Curtis (1874 – 1945)



Curtis Biography

Walt Curtis was born in Vermillion, South Dakota in 1874. In 1877 the Curtis family (father Frank, mother Molly, Walt, and his brother Al) moved to Seattle, and seven years later they moved across the lake to Houghton. Their house was the largest home on the Eastside at the time, and the family rented out the extra rooms to travelers. Frank Curtis also operated the Squak, a small boat that carried passengers and towed logs between Seattle and Kirkland.















After the Squak sank during a storm in 1890, Frank Curtis and his sons decided to start a boatbuilding business of their own. For over a decade, the family built and operated steamboats on Lake Washington, including the Mist, the Peerless, and their favorite, the Elfin. Between 1901 and 1904 (accounts differ) they sold their shipbuilding business, but Walt continued to work as a ferry captain. After John Anderson started the Lake Washington Shipyards in 1907, he hired Walt as the captain of one of his first steamers, the Urania.

Shoreline Map: Houghton



Source: Michael J. Chrzastowski, "Historical Changes to Lake Washington and Route of the Lake Washington Ship Canal, King County, Washington," U.S. Geological Survey Water-Resources Investigations Report 81-1182.

Map Key

EXPLANATION			
Symbols for historical map	Features	Symbols for present-day map	Remarks
	Shoreline		Corresponds to the line of mean high water level (saltwater) or mean lake level.
	Mean lower low-water line	(Not shown)	
	Streams	 Intermittent Perennial	The historical mapping made no distinction between intermittent and perennial streams. Streams indexed with solid, inverted triangles are historical channels that have been filled, diverted to sewers, or significantly modified. Open triangles indicate historical streams that today enter the lakes or bays in a near-natural state.
	Wetland		The historical wetlands were freshwater marsh except in Salmon Bay, where salt and brackish marsh existed.
	Forested upland	(Not shown)	The historical forest vegetation was predominantly a mixture of Douglas fir, western red cedar, and western hemlock.
	Grassland	(Not shown)	The historical grasslands included land that was logged prior to the surveys but not then developed for agricultural or urban use.
	Agricultural land	(Not shown)	Limits of land cleared for agricultural use. The polygons represent plots of different ownership or fields for different crops.
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	Shoreline structures		Piers, wharves, warehouses, and mills extending from the shoreline.
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★ ★ ★ FIRST SHIP BUILT AT HOUGHTON IN 1901

Captain W. K. Curtis of Houghton informs "*On the Ways*" that the S.S. *Atlanta* launched in 1906 by Captain Anderson was not the first steamer built at what is now LWS.

The S.S. *Peerless* was built in the spring of 1901 by Captain J. F. Curtis and his sons W. K. and Al. H. The *Peerless* was seventy-seven feet long and seventeen and one-half feet in beam and was powered with steeple compound engines and pipe boiler.

The S.S. *Peerless* left the shipyard on May 22, 1901, to go down the Black

When the S.S. *Peerless* arrived at the Black River, the spring run-off of the Cedar River had been so gradual that there were only thirty inches of water on the "Cedar River Bar." "We dragged the *Peerless* with a windless until we couldn't budge her another inch. She sat there until the second of December until she floated," Captain Curtis recounted.

"In order to get under the bridges the ship was without cabins, masts, and we had to fold the funnel down."

The *Peerless* inaugurated a new daylight roundtrip freight and passenger schedule between Coupeville and Everett and way points on Whidby Island and Camano Island.

In 1903 the *Peerless* was sold to a salmon packing company in Alaska and sailed for the Northland.

William S. Benjamin, the well known diver who works at LWS, assisted Captain Curtis in getting the S.S. *Peerless* over the Cedar River Bar.



River and the Duwamish in order to reach Puget Sound.

Only in the spring of the year was it possible to take ships drawing more than two and a half feet of water out of the Lake. In those days the Cedar River did not enter Lake Washington as now, but joined the Black River below Renton. High water in the Cedar River caused the Black River to rise and during freshets the Black River ran "backwards" into Lake Washington. It was during these spring floods that boats were usually taken out of the Lake.

April 15, 1942 article from *On the Ways*, a newspaper produced by the Lake Washington Shipyards in Kirkland.
Source: *Eastside Heritage Center Newspaper Collection*.

A Nautical Poem.

(Written by a Stoker.)

Hail to the queen of the silvery
Lake,
The Urània, staunch and true.
The sunlight gleams on her rip-
pling wake,
As she cuts through the waters
blue.

The purser, he rattles the mon. in
his purse
As he struts up the quarter
deck.

The pilot eats pie, puts the glass
to his eye
And looks for a possible wreck.

The stoker, he stokes, with the
poker he pokes;
Keeps the pressure at two hun-
dred pounds.

The brave engineer, now there and
now here,
Keeps watch for unusual sounds.

She pulls up to the dock with
scarcely a rock,
The deckhand he lassoes the
pile;

The passengers jump, one another
they bump,
In the true Seattle style.

Hurrah for the gallant Urània
With its whistle that makes the
earth quake,
She's the handsomest boat that
was ever afloat
On the bosom of Washington
lake.

Poem appearing in the newspaper Kirkland-Redmond Sun,
Sept. 25, 1907. Source: *Kirkland Heritage Society*.



Postcard of the steamer ferry Urania when Walt Curtis operated it, circa 1909. Source: *Eastside Heritage Center. Andre/Ely Collection. L 75.0012.*

Capt. W. L. Curtis is now Master of the Leschi, succeeding Capt. Harry Miller, who resigned to become 2nd Officer of the new S. S. Sacramento. Capt. C. Hatch, of Seattle, has been appointed Pilot, to fill the vacancy made by the promotion of Capt. Curtis.

News article from the Bellevue newspaper *Lake Washington Reflector*, Jan. 20, 1918. Source: *Eastside Heritage Center Newspaper Collection*.



Photograph of the ferry Leschi when Walt Curtis operated it, circa 1918. *Source: Eastside Heritage Center Postcard Collection.*

Change Over Time

The Lowering of Lake Washington

Fred J. Eitel (1866 – 1938)

Fred Eitel was born in Minnesota to German immigrant parents. He inherited his father's business, a flour mill, and in 1894 he came to Washington State and opened up a new flour mill in Bridgeport (near Spokane). In 1900 he came to Seattle, and in 1902 he started the Eitel Land Company. Eitel owned, bought, and sold properties along 3rd and 5th Avenue, between Pike and Pine Street. His office was in the Eitel Building on 2nd and Pike (this building is still standing today). He predicted that the land he bought would appreciate in value, that is, become more expensive over time.















In 1906 Fred Eitel sold the Eitel Building and began looking for other real estate investments. Again, he wanted land that was cheap at the time, but would become more valuable in a few years. In July of 1906, Fred Eitel formed the Bellevue Land Company with William Norris and F. A. Sutphen.

Shoreline Map: Bellevue



Source: Michael J. Chrzastowski, "Historical Changes to Lake Washington and Route of the Lake Washington Ship Canal, King County, Washington," U.S. Geological Survey Water-Resources Investigations Report 81-1182.

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Instrument No. 57.

Auditor's No. 445383.

BELLEVUE LAND COMPANY
to
UNITED STATES OF AMERICA.

Release of Damages. Consideration, \$———. Dated November 23, 1906.
Filed for record December 14, 1906, and recorded in Volume 1 of Release
of Damages, page 152.

Recites that the said United States many years ago began the construction of a ship canal connecting the waters of Puget Sound with those of Lakes Union and Washington, which canal is still unfinished; that it may seem expedient to the said United States as a part or feature of the construction and maintenance of such canal to lower the waters of Lake Washington to a mean annual level of 7 feet, or more, below the present level thereof, and to raise the waters of Lake Union not more than 3½ feet above the present mean annual level thereof, or to bring the waters of both lakes to such common level as said second party shall determine; that first party is the owner of the following land in King County, Washington, abutting on Lake Washington, and more particularly described as follows:

Government subdivision Lot 4 in Section 31, Township 25 North, Range 5 East W. M., and adjoining shore lands of the second class.

Now, therefore, first party, heirs or assigns, in consideration of the benefits to accrue from the construction of such canal, and from the lowering or raising of the waters aforesaid, hereby wholly and forever releases said second party of and from every liability or claim for damages of any kind or description that may be claimed to accrue or ensue from such lowering or raising of said waters incidental to such construction, maintenance or operation of said canal.

One witness.

(Signed) BELLEVUE LAND COMPANY,
By FORREST A. SUTPHEN (Seal)
Vice President,
FRED J. EITEL, Secretary.

(Corporate seal).

Acknowledged in King County, Washington, November 23, 1906, by Forrest A. Sutphen and Fred J. Eitel, known to be Vice President and Secretary of the corporation that executed the within and foregoing instrument and acknowledged the said instrument to be the free and voluntary act and deed of said corporation, and on oath stated that they were authorized to execute said instrument, and that the seal affixed is the corporate seal of said corporation, before J. L. Martin, Notary Public in and for the State of Washington, residing at Seattle. Attested with seal.

Bellevue Land Company to United States of America, release of damages following construction of the Lake Washington Ship Canal, dated November 23, 1906. *Source: Eastside Heritage Center. Eleanor Eitel Dawes Collection.*



"Change Over Time: The Lowering of Lake Washington" was developed by Eastside Heritage Center in collaboration with the Bellevue School District.

Bellevue on Lake Washington

BELLEVUE is a thriving, prosperous suburb of Seattle, situated on the east shore of Lake Washington and lying directly across the lake from Leschi Park.

The population of the Bellevue district is about nineteen hundred. There are three good stores, three grammar schools, a fine high school, and two churches—Congregational and Baptist. There is one blacksmith shop, one large sawmill and shingle mill, postoffice, daily rural free delivery of mail and daily delivery of Seattle papers by carriers. Also telephone connection with the city. In fact, all the conveniences of city life without its crowding and congestion. There is plenty of pure air and abundance of the purest water (but no saloons). There is also a very live improvement club, E. M. Sherman, Secretary; a grange, J. A. Hoadley, Secretary; a lodge of Modern Woodmen of America, Gordon Clayton, Secretary.

The land is held largely in small tracts of from two to ten acres, although there is yet a large area lying between Lake Washington and Lake Sammamish that is undeveloped and covered with natural fir and cedar timber for which this state is noted.

The soil is diversified in character, ranging from gravelly loam on the highlands to black peat and

muck in the valleys, as classified by the official government soil survey.

There are many fine orchards. A few of the trees which thrive and reach perfection here are cherry, apple, pear, quince, plum and prunes of all varieties. Then there are the phenomenal berries, Loganberries, blackberries, raspberries and strawberries, which are wonderfully prolific and of surpassing size and flavor. Currants, gooseberries, grapes, and, in fact, all varieties of small fruits, grow to perfection. Among the tree fruits which merit special mention are our cherries of all varieties for which this district is noted, and in which we challenge the world for comparison as to size, quantity and flavor.

As to vegetables, all varieties are grown successfully and in great quantities. Hundreds of tons of tomatoes are shipped to the Seattle markets every year. There are several large greenhouses which grow flowers and vegetables under glass, out of season, for the Seattle market, and are very successful.

This district is particularly adapted to dairying. The climate, soil and other conditions are ideal for this industry. No finer clover and other forage crops are grown in the world than are raised here, and on account of the mild and equable climate the percentage of production from a given ground area and number of cows is the highest possible. The district and vicinity has held several world's records

Brochure for Bellevue real estate (Front), circa 1912. Source: Eastside Heritage Center. Eleanor Eitel Dawes Collection.

for butter and milk production from single cows within the past few years, and we now have some of the finest thoroughbred herds in the world.

TRANSPORTATION.

The Northern Pacific railroad passes through the town, connecting with Seattle, two trains daily. A fine large steamer plying between Leschi Park and Bellevue makes ten round trips a day. Commutation fare, 15 trips for \$1.00. Single trip, 15 cents. Round trip, 25 cents. The Port Commission of the Port of Seattle has recently let a contract for the construction of a fine, fast steel ferry to ply across the lake, directly between Bellevue and Leschi Park, Seattle, making the run in about 15 minutes. The contract price is \$93,500, and the required dimensions and capacity are: Length, 160 feet; width, 50 feet; speed, 14 miles per hour; space for 40 teams or autos on the main deck, and seating capacity for 400 persons on the passenger deck. The vessel is to be completed and ready for operation in the early autumn.

On June 1, 1911, work was begun on the new government canal, which when completed will connect Lake Washington with Puget Sound and the Pacific Ocean, making of Lake Washington a landlocked fresh water harbor of the first magnitude. On account of the size and favorable location of the lake it is expected that upon the completion of the canal the government will utilize it as a rendez-

vous for war ships of all classes when not in active service, or when awaiting orders. This will be an added attraction on the lake, and will help to make it what it is destined in the near future to be—one of the greatest show places on the Pacific Coast. The near proximity of the coal fields which lie less than two miles from the east shore of the lake guarantees a lasting supply of cheap fuel for manufacturing and domestic purposes.

The opening of this canal will also add 125 miles of water front to the present harbor area of Seattle, and will provide the city ample and convenient shipping and terminal facilities, both by rail and water, to make it one of the great cities of the world.


The Bellevue district, situated as it is on the shore of this lake, and in such close touch with the city, cannot fail to develop and expand with the city, and by the very force of actual physical and commercial conditions now existing, and not merely in prospect, is certain to become in a very few years a rich and populous section of a great city. At the present time the County Commissioners and the Port Commission are working in conjunction, surveying and laying out through this district a very complete system of boulevards and highways to connect all parts of the section with the system of ferries being established on the lake, all connecting with the city by the shortest and quickest routes. King County is already operating one large ferry on the lake.

Brochure for Bellevue real estate (Back), circa 1912. Source:
Eastside Heritage Center. Eleanor Eitel Dawes Collection.

Hardman

L OCHLEVEN is situated on beautiful Meydenbauer Bay, Lake Washington, and lies directly opposite from Leschi Park, just six miles from Pioneer square. A splendid boat service is furnished by the Anderson S. S. Co., the average time from Pioneer Square being less than 40 minutes.


Lochleven is a splendidly lying tract of over one-half mile of waterfront, extending from the Clyde landing to the Bellevue landing. A large amount of the property has already been sold and a number of fine houses have been erected. Seattle has grown northward for many years until the limit has been reached. Eastward is the only way for it to grow in the future. On the eastern shores of Lake Washington, and extending back to Lake Sammamish, is room for one million people. No prettier country is to be found than that about Meydenbauer Bay.




McKee A Clyde Cottage

Rev. Baker

Its soil is famous for its strawberries, cherries, plums and apples. No eastern Washington land produces better fruit. Garden truck flourishes, and the soil is noted for its tomatoes. Good country roads lead in every direction. Splendid schools and churches are at Bellevue. Many a Seattle family has been made wealthy by having owned a good sized home site, and the growth of the city has done the rest. This has been especially true of First Hill, Renton Hill and Denny Hill property.



A Bellevue House



Stephenson Near Clyde

You can buy a splendid lot at Lochleven, 63 x 136, for from \$200 to \$300 on easy terms; can live on it in comfort at far less money than it costs you in town; taxes are much less and your land will be worth many times what you pay for it. The people are awaking to the advantages of the splendid shores of Lake Washington, and it is a safe prediction that the lots we are now offering will all be sold within sixty days.

Brochure for Lochleven, published by the Bellevue Land Company, circa 1918. Source: Eastside Heritage Center. Eleanor Eitel Dawes Collection.

BELLEVUE

The following lots have recently been sold by the owner, F. J. Eitel;

H. Moldenhauer, an architect of Seattle, has purchased the tract adjoining H. H. Perkins' place to the east between Lake Washington Boulevard and Highland Drive.

Wesley Bancke of Seattle has purchased the tract just east of the tract purchased by Mr. Moldenhauer.

Mrs. Ethel Griffiths has purchased the lot just east of the lots owned by herself and her husband, L. C. Griffiths, between Highland Drive and Lakeview Av. near Clyde.

A. J. LeMoine has purchased 2 lots on Highland Drive just east of the Griffiths property. He is improving them and plans to build this fall.

Ernest Graeff has purchased the lot just north of his new home in Lochleven.

D. D. Dobbins is planning to build at once on his recently acquired lot north of and adjoining the lot his father just bought on Bellevue Ave.

The pretty little triangle tract bounded by Clyde road, 1st Avenue and Lake Washington Boulevard was purchased last week by Mr. and Mrs. W. T. Fulton who plan to build sooner than they at first expected because the place, where they now live, formerly

The Van Sielen place, has also been sold and the purchaser wants possession.

Excerpt from the Bellevue newspaper Lake Washington Reflector, May 20, 1919, listing tracts sold by Fred Eitel in Lochleven. Source: *Eastside Heritage Center Newspaper Collection*.

Change Over Time

The Lowering of Lake Washington

Bert Farrar (1873 - 1960)















Bert was born in Michigan on Christmas Day, 1873. By 1900 his family had moved to Seattle, where his parents ran a rooming house. In 1909 Bert teamed up with E. C. Burke to form Burke & Farrar, Inc., a real estate company. Bert's brother Guy Farrar was one of their employees. Although their main office was in downtown Seattle, the men were interested in selling Eastside property, and they purchased the Kirkland Development Company from Peter Kirk in 1910. In 1918 Bert also bought a share in the East Side Journal, a Kirkland newspaper.

Shoreline Map: Eastside/Kirkland



Source: Michael J. Chrzastowski, "Historical Changes to Lake Washington and Route of the Lake Washington Ship Canal, King County, Washington," U.S. Geological Survey Water-Resources Investigations Report 81-1182.

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BURKE & FARRAR INC.

Articles of Incorporation. Auditor's File No. 597611. Dated: Feb. 17, 1909.
Filed: Feb. 23, 1909. Vault File No. 12470.

We, the undersigned, E. C. Burke and Bert Farrar, citizens of the United States and residents of the State of Washington, do make, execute and enter into these articles of incorporation in triplicate, certifying as follows, to-wit:

1. Name: Burke & Farrar Inc.
2. Objects: To acquire, own, lease, occupy, use and improve real estate and lands and personal property, and to sell and dispose of same, and to buy, sell and lease real and personal property for others * * and generally to do a real estate and investment business in the State of Washington and elsewhere; * * to borrow money upon bonds, notes, mortgages or other obligations, * * and to mortgage and hypothecate any and all of the property of the corporation to secure the payment of the same * * .
3. Capital Stock: \$300,000, 3000 shares of \$100 each.
4. Duration: 50 years.
5. Number of Trustees: Two. (E. C. Burke and Bert Farrar, to manage its affairs during the first 3 months or until the annual meeting is held in 1909.)
6. Principal place of business: Seattle, King Co., Wash.

Signed: E. C. BURKE (Seal)
BERT FARRAR (Seal)

One witness.

Acknowledged in King Co., Wash., Feb. 17, 1909, by E. C. Burke and Bert Farrar, before Robert Patrick, a Notary Public in and for the State of Washington, residing at Seattle. (Notarial Seal.)

BERT FARRAR.

Affidavit. Auditor's File No. 599452. Filed: March 3, 1909. Vol. 668 Deeds, page 48.

State of Washington, County of King—ss.

Bert Farrar, being first duly sworn on oath deposes and says:

That he is, and on Feb. 24, 1909, was Secretary of Burke & Farrar, Inc., a corporation under laws of the State of Washington; that at a regular meeting of the Trustees of said corporation held at its office in the City of Seattle, on Feb. 24, 1909, the following resolution was unanimously adopted, to-wit:

Be it resolved that the President and Secretary be and they are hereby authorized to make, execute and deliver any and all contracts for the sale of any and all lands of this corporation, and to make, execute and deliver all necessary or proper deeds, of conveyance for any and all lands of this corporation in behalf of said corporation.

BERT FARRAR, Secretary.

Subscribed and sworn to Feb. 24, 1909, before W. B. Stratton, a Notary Public in and for the State of Washington residing at Seattle. (Notarial Seal.)

Articles of incorporation of Burke and Farrar, Inc., February 17, 1909. Source: *Eastside Heritage Center. L 95.16.*

"Change Over Time: The Lowering of Lake Washington" was developed by Eastside Heritage Center in collaboration with the Bellevue School District.



Photograph of the Seattle ferry dock at Leschi Park on Lake Washington, circa 1914. Source: *Eastside Heritage Center*. L 95.020.189.

RECKON THE COST.

In our refusal to be drawn into any discussion wherein Burke & Farrar are concerned, it is possible that we have been too reserved for the good of all parties concerned and, in this one instance, we shall depart from our established rule sufficiently long to point out a few facts pertaining to matters of vital interest to the community.

There exists in this community an idea among some that the holding of such large tracts of land in and around Kirkland by one concern is not to the best interests of the town.

Some have gone so far as to make the assertion that the "Land Company" should be so burdened with taxes and assessments that they will be forced to turn loose their holdings to private individuals. This expression has come from official sources as well as from private individuals.

Suppose for a moment that Burke & Farrar should send representatives to the four corners of the earth and sell their Kirkland lots, thereby making this a town of absent land owners. How many have reckoned the cost to every business man and home owner in the community?

During the past ten years, Kirkland has retained a steady growth, while Bellevue, Medina, Renton, Bothell and other neighboring towns have made little or no advancement. Hundreds of new homes have been built in this town and with few exceptions, they were financed directly or indirectly by Burke & Farrar. These homeowners could not and would not be permanently located in their own homes were it not for the Land Company.

A prominent Bellevue resident remarked to us several years ago that Bellevue would have outgrown Kirkland had it a concern like Burke & Farrar to bring people to the community and build them homes. As it is Bellevue a shorter distance from Seattle, claimed superiority of soil, and its beautiful location is only a hamlet while Kirkland is assuming the airs of a city. The reason for the difference is their having no company with sufficient holdings to justify their advertising and boosting Bellevue.

If it had not been for the enterprise of the "Land Company", Kirkland today would be a lake shore settlement in the same class as Medina and Bellevue.

Let Burke & Farrar sell their holdings, as they can within eighteen months at a handsome profit, and we will see the growth of the town suddenly stop. Thru this company 90 per cent of the new residents of Kirkland have been brought to the community. With no concern to boost and advertise Kirkland and no one to build new home, we would soon take our place among the stagnant towns of this section.

Again, we want industries. Without the assistance of Burke & Farrar, sufficient money could not be raised in Kirkland to donate a fair sized factory site. People with small holdings are not benefitted sufficiently to justify large contributions.

They could sell out Kirkland in a few months, buy up property elsewhere along the lake and divert the flow of new comers to their holdings. It would be money in their pocket.

Burke & Farrar have considered the selling of their property above described. Some of the firm favor this plan while others oppose it and, fortunately for Kirkland have prevailed.

These things are worthy of consideration. This concern is no burden to Kirkland. It is the one vitalizing influence that has made the town what it is.

The recent spectacle of a local man with a petty personal grievance running up and down the street with a petition for vacancy appointment on the council with a "knife Burke & Farrar" platform is nauseating, when East Siders compare what he and Burke & Farrar have done for Kirkland. He that is profiting from the efforts of the builders would now destroy them.

This statement is written without the knowledge of the company mentioned and its purpose is not for their benefit but for the good of Kirkland.

There is such a thing as killing the goose that lays the golden eggs and if the wishes of some are carried out that will be the result.

Editorial from the Kirkland newspaper *East Side Journal*, May 15, 1919. Source: *Bellevue Regional Library*.

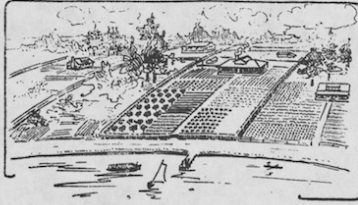
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Editorial from the Kirkland newspaper *East Side Journal*
(Close up), May 15, 1919. Source: *Bellevue Regional Library*.



KIRKLAND FARMS

Are Making Prosperous People

Yesterday---A Village

Today---A Town of Little Farms

Tomorrow---A City of Importance

What Does This Mean to You? The same opportunity that McIntyre took advantage of when he located in KIRKLAND---Read what this man has done on ordinary days wages---His place confirms the story.

A few years ago R. J. McIntyre, tired of living in town and renting, although having no knowledge of farming, bought four acres of uncleared land at Kirkland, on which he paid \$300 down, arranging to pay the balance on the monthly payment plan. He brushed out a place for a temporary house, had the stumps blown and the balance of the clearing he and his wife accomplished themselves.

McIntyre worked in town for four years after purchasing, during which time he had several hundred fruit trees set out. He now has 180 bearing trees from which two tons of cherries alone were sold last year at 10 cents a pound; besides a variety of other fruits, and this year's crop is already contracted for. An in-

come has also been derived from chickens, live stock, garden produce etc.

Last year he built a new six room house, barn and garage.

All the time McIntyre was improving his place he was employed in town at an ordinary salary and had no help from anyone.

When he bought there were no roads or conveniences of any kind in this particular locality but the McIntyre home is now in a thickly settled neighborhood, faces a fine graded street has electric lights, telephones, water piped onto the place and practically all city conveniences. Last week he refused \$8,000 cash for this property.

Hundreds of Others are Duplicating McIntyre's Experience every day in KIRKLAND. Use Your Credit as he did - We Will Stand Back of You - It is to our interest to assist in making your little Suburban Farm a Success.

Large and Small Improved and Unimproved Farms on Your Own Terms

BURKE & FARRAR INC.

KIRKLAND, WASH.

REFERENCES
5000 Satisfied
HOME OWNERS

Suite 203 New York Bldg.,
SEATTLE; WASH.

Advertisement from the Kirkland newspaper *East Side Journal*, June 5, 1919. Source: *Bellevue Regional Library*.

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Advertisement from the Kirkland newspaper *East Side Journal* (Close up), June 5, 1919. Source: *Bellevue Regional Library*.

Change Over Time

The Lowering of Lake Washington

Alicia Hanratty Forbes (1891 – 1975)



Alicia and Les Forbes

Photo Credit: Eastside Heritage Center, L 88.43.17

Alicia was born in San Francisco in 1891. In 1894, after her father died, she and her mother moved to Seattle to be near relatives. Her mother remarried; Alicia's stepfather was Sherman Stuart, the superintendent of the Lake Washington Shipyards in Houghton. In 1907, when Alicia was 16, she and her mother moved to Houghton, and Alicia walked the family cow off the ferry to their new home.

Alicia loved to dance and sometimes walked north to Forbes Hall at Juanita to go dancing there. One evening she arrived early and met Les Forbes lighting the fires at the Hall. They were married in 1910 and lived near the Juanita ferry dock where they ran a snack counter.

Shoreline Map: Juanita



Source: Michael J. Chrzastowski, "Historical Changes to Lake Washington and Route of the Lake Washington Ship Canal, King County, Washington," U.S. Geological Survey Water-Resources Investigations Report 81-1182.

Map Key

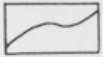
EXPLANATION

Symbols for
historical map

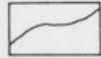
Features

Symbols for
present-day map

Remarks



Shoreline

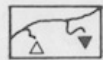


Corresponds to the line of mean high water level (saltwater) or mean lake level.

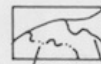


Mean lower
low-water line

(Not shown)



Streams



Intermittent
Perennial

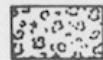
The historical mapping made no distinction between intermittent and perennial streams. Streams indexed with solid, inverted triangles are historical channels that have been filled, diverted to sewers, or significantly modified. Open triangles indicate historical streams that today enter the lakes or bays in a near-natural state.



Wetland



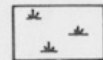
The historical wetlands were freshwater marsh except in Salmon Bay, where salt and brackish marsh existed.



Forested
upland

(Not shown)

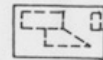
The historical forest vegetation was predominantly a mixture of Douglas fir, western red cedar, and western hemlock.



Grassland

(Not shown)

The historical grasslands included land that was logged prior to the surveys but not then developed for agricultural or urban use.



Agricultural
land

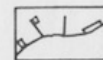
(Not shown)

Limits of land cleared for agricultural use. The polygons represent plots of different ownership or fields for different crops.

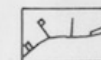


Urban land

(Now shown as
streets,
buildings, or
structures)



Shoreline
structures



Piers, wharves, warehouses, and mills extending from the shoreline.



Solid-waste
disposal sites

(Not shown)

Sites of filled or modified land where the filling has included general waste and demolition waste (Sources: Wilson, 1975; Phelps, 1978, p. 208).

On Nov. 10, 1910 Alicia Hanratty and Lloyd Leslie Forbes (the youngest of four Forbes boys) were married. After a short time, they moved into the living quarters at the end of the Juanita dock. Together they ran a candy, lunch, and snack store in the waiting room of the lake steamer. My first years were spent there.

Later we moved to the living quarters of the Forbes Hall which burned about 1918. Practically everything was lost. At that time I had two younger sisters: Joyce (Damm) and Elizabeth (Betty Webster). We then moved into a one room cabin near where the Juanita Turnkey Apts. now are. Our father worked at the Ship Yard as well as trapped muskrats, etc. in order to get enough money to get another start economically. We raised chickens and rabbits. I remember that during one night all our chickens were stolen including my pet chicken which my grandfather (Dorr Forbes) had given to me. A year or two after the hall burned, a one story building was moved across the lake and placed on the corner across from where the entrance to the future Juanita Beach was to be. Our family lived there until 1937.

In 1920 our father, Leslie, along with Edward Nelson leased property from Mr. Edwards. This property was later known and developed as Sandy Beach. From an outdoor stand they sold ice cream, soft drinks, candy, etc. to people who came to the end of the road and wandered down to the nice sandy beach which had appeared as the result of the locks at Ballard being opened and the subsequent lowering of Lake Washington.

In 1921 our parents, Alicia and Leslie Forbes, began to develop what they named Juanita Beach. Soon they decided that a store with light groceries and a lunch counter with ice cream and soft drinks was needed in the summertime. So one end of our house was converted into an ice cream parlor and store where Mother sold ice cream, rootbeer, home made sandwiches, light groceries, etc. As the beach developed and business at the beach increased, the "store" and lunch counter was leased and Mother was then able to devote her time of rearing of us children and in the summertime to managing the beach. At that time our father was working as chief clerk for Judge Reah Whitehead and could help mother only on weekends and holidays. Mother truly "ran" the beach.

Alicia Forbes was a lady endowed with a wonderful personality, an astute sense of business, great energy, and keen foresight. She truly loved people and was a leader keeping ahead of the times. I remember her being the first woman in our Juanita community to have her hair "bobbed"--cut short with bangs. She, thereby, created quite a stir.

Excerpts from "Our Mother," a biography of Alicia Forbes written by her children. Source: *Eastside Heritage Center. Eastside Women's Project Reference Files. L 89.052.055.*

Dorris Forbes Beecher Oral History
August 18, 1978
Interviewer: Lilly Mae Anderson

LILLY MAE ANDERSON: When the park started, did you want to get on to that?

DORRIS FORBES BEECHER: Okay, first someone might be interested, or not, to know that the Hiram Chittenden Locks, which opened in 1916 and were dedicated after the Montlake Cut was completed on July 4th, 1917, were the cause of the nice, sandy, shallow beach in Juanita. They caused all that to be uncovered. And when the locks were opened, the lake was lowered about 9 feet and did truly unveil that nice, sandy, long, shallow beach on the north shore on Juanita Bay. In 1920 – it was summertime – there seemed to be enough numbers of people swimming and picnicking there in Juanita Bay that Leslie Forbes [Dorris's father] and Edward Nelson leased the Edwards property.

LMA: I didn't get the year.

DFB: 1920. Leslie Forbes and Edward Nelson leased the Edwards property which was later known as Sandy Beach. It was sandwiched in between Juanita Beach/Sandy Beach and then Delia's Beach [Shady Beach]. They built an open air stand selling candies and so forth. And there was no road past that point in 1920. Also in 1920, Leslie Forbes purchased two lots on the waterfront and bought the 30-foot waterfront strip from his mother Eliza Forbes. Now this 30-foot strip of land was the one which Dorr Forbes [Leslie's father, Dorris's grandfather] had originally bought for the purpose of getting his logs and material to and from the lake to his sawmill, and Leslie paid \$10 a front foot for the beach property. Then in 1921...

LMA: '21?

DFB: ...between 1920 and 1921 the beach was all sand and logs and tules – those are cattails. And there were few if any trees. There were no fences, so as fast as the folks would plant the trees the cows would break them down, because there were no herd laws in those days.

And one little sidelight: I was really young then, and our grandparents lived in back of us and farmed back where the big house is now. And I thought that I'd help my grandfather, and I was going to take his cow in. I was afraid of cows, but I went down about where Art's is now. The cows were all grazing down there. I picked out what I thought was Midge and brought her up to my grandfather and it was the wrong cow! A lot of the Finnish people had cows up along there.

Then in 1921 was the actual start of the beaches at Juanita – at Juanita Beach. Our father Leslie hired horses to haul away the logs as there were no tractors readily available. In fact I don't know if there were any tractors at all in 1921. The very first buildings built on Juanita Beach were two "chic salles" [outhouses]. Then in 1922 the first bathhouse was built.

LMA: That was when I was in high school.

DFB: And the bathhouse in 1923 was enlarged to increase the number of dressing rooms. A two-plank walk to the beach was installed because customers complained about the sand clinging to their legs and feet. And one winter our folks planted 150 cottonwood trees. Our father and helpers trucked in the trees from an area near Houghton – I think around near where the Houghton parks are now. I'm not sure.

LMA: You mean to say there weren't cottonwood trees around there?

DFB: No. None at Juanita. None at the beach. Well, they weren't there. I'll show you pictures. There were very few trees at all.

LMA: They were not native trees? I thought they were.

DFB: Not down there. But they chose the cottonwood tree because it grew rapidly. And shade was desperately needed on the beach. And one New Year's Day our father and mother planted nearly all of those trees; some of those seem to still be standing down there. Some of those are the original trees.

Now in 1925 an open-air kitchen picnic space, all undercover, with room for 30 picnic tables, was built. This is a picture there. The facility offered protection from the sun and the rain. In 1927, Mother and we three girls drove to California to gather ideas concerning the bathhouses, checking methods and so forth. And I remember visiting the big Fleishacker Pool in San Francisco and buying bathing suits for rental purposes and [a clothing store], also in San Francisco. I remember that we went in there to buy these bathing suits, three little girls and my mom, about Christmas time.



Photograph of Juanita Beach, circa 1914. *Source: Eastside Heritage Center. L 88.043.015.*



Photograph of Juanita Beach, circa 1920. *Source: Eastside Heritage Center. L 88.043.012.*



Photograph of Juanita Beach Resort, circa 1925. *Source: Eastside Heritage Center. OR/L 79.79.052.*

Change Over Time

The Lowering of Lake Washington

William H. Hewitt (c. 1870 – ?)

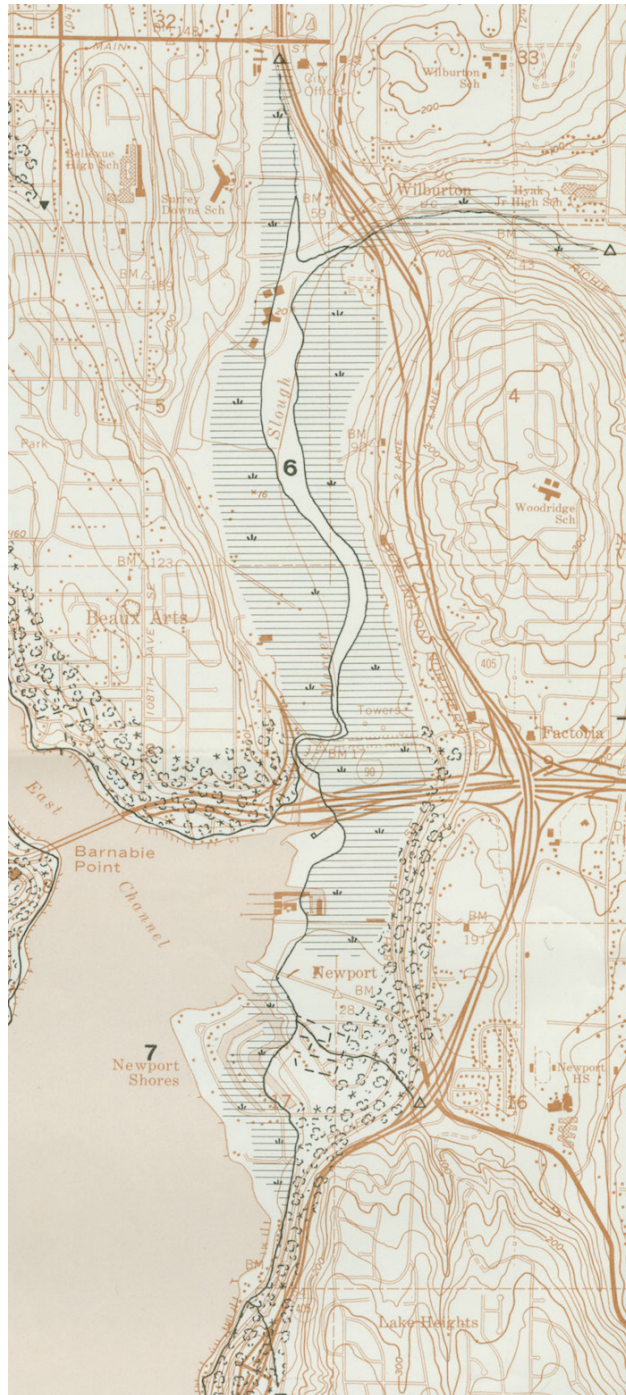


Hewitt Biography

William Hewitt was born in Wisconsin in about 1870. He was the son of Henry Hewitt, Jr., a wealthy businessman. In 1890 the Hewitt family moved to Washington State, and Henry Hewitt acquired multiple mining, lumber, and manufacturing companies in the Puget Sound area. His holdings eventually stretched from Everett to Tacoma.















William Hewitt followed in his father's footsteps, and by 1903 he was in charge of the family's lumber mills in Everett. In 1904, when Henry Hewitt purchased a lumber company on Wilburton Hill, he put William in charge of overseeing the logging operations at that location as well.

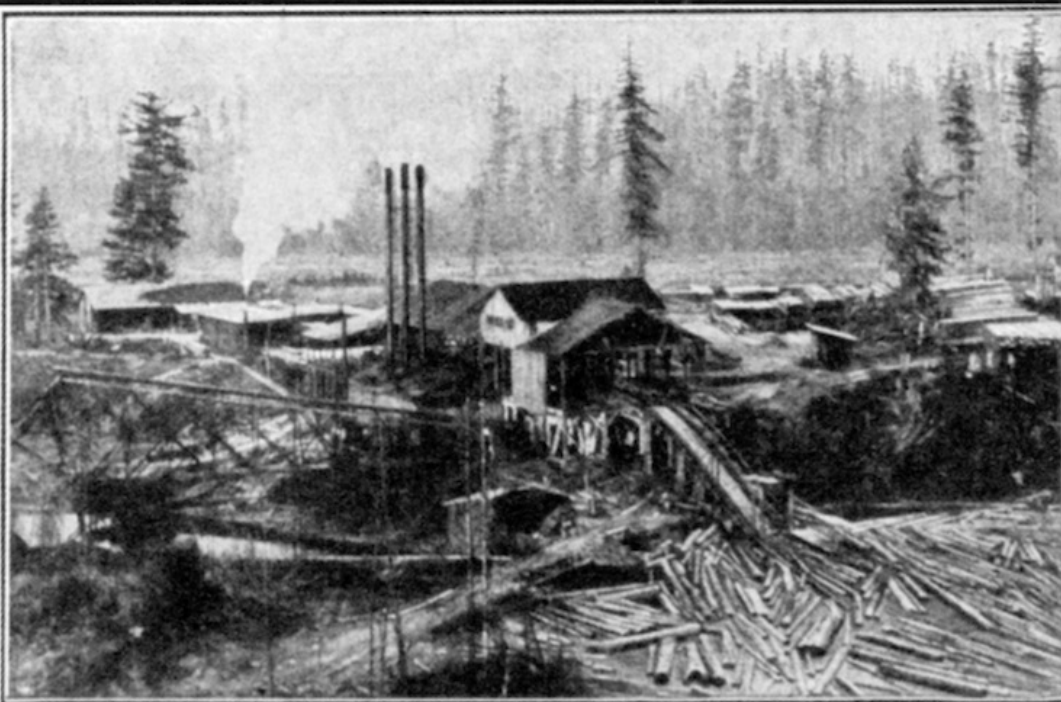
Shoreline Map: Mercer Slough



Source: Michael J. Chrzastowski, "Historical Changes to Lake Washington and Route of the Lake Washington Ship Canal, King County, Washington," U.S. Geological Survey Water-Resources Investigations Report 81-1182.

Map Key:

EXPLANATION			
Symbols for historical map	Features	Symbols for present-day map	Remarks
	Shoreline		Corresponds to the line of mean high water level (saltwater) or mean lake level.
	Mean lower low-water line	(Not shown)	
	Streams	 Intermittent Perennial	The historical mapping made no distinction between intermittent and perennial streams. Streams indexed with solid, inverted triangles are historical channels that have been filled, diverted to sewers, or significantly modified. Open triangles indicate historical streams that today enter the lakes or bays in a near-natural state.
	Wetland		The historical wetlands were freshwater marsh except in Salmon Bay, where salt and brackish marsh existed.
	Forested upland	(Not shown)	The historical forest vegetation was predominantly a mixture of Douglas fir, western red cedar, and western hemlock.
	Grassland	(Not shown)	The historical grasslands included land that was logged prior to the surveys but not then developed for agricultural or urban use.
	Agricultural land	(Not shown)	Limits of land cleared for agricultural use. The polygons represent plots of different ownership or fields for different crops.
	Urban land	(Now shown as streets, buildings, or structures)	
	Shoreline structures		Piers, wharves, warehouses, and mills extending from the shoreline.
	Solid-waste disposal sites	(Not shown)	Sites of filled or modified land where the filling has included general waste and demolition waste (Sources: Wilson, 1975; Phelps, 1978, p. 208).



**LONG
TIMBERS
FOR
PROMPT
SHIPMENT**

**Cedar Flume
Stock and
Cedar
Shiplap.**

View of Our Plant.

We are Manufacturers of

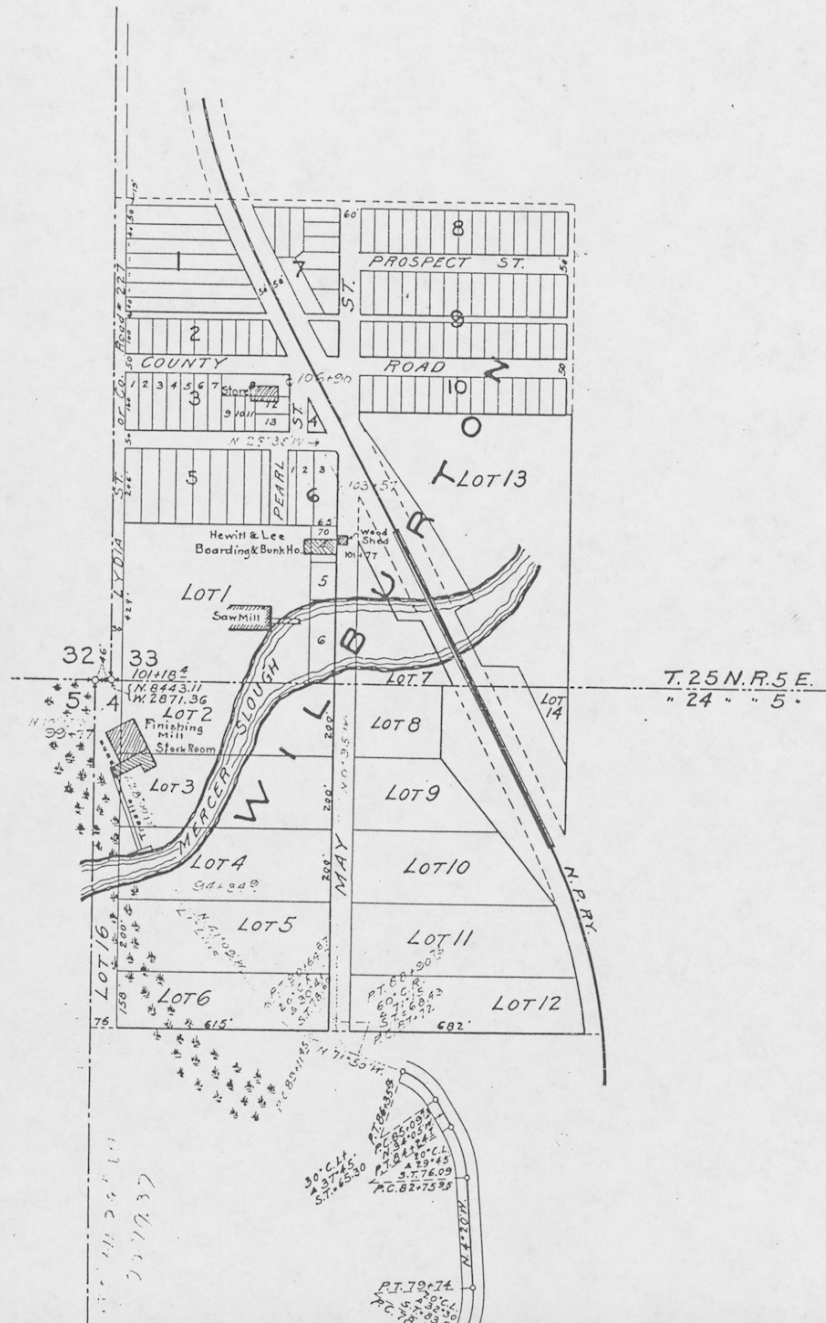
FIR AND CEDAR LUMBER AND RED CEDAR SHINGLES

HEWITT-LEA LUMBER CO., BELLEVUE, WASH.

Advertisement for the Hewitt-Lea Lumber Company, circa 1905. Source: *Eastside Heritage Center Reference Files*.

J. R. MORRISON, COUNTY ENGINEER

Aug. 27, 1909. Survey



King County survey of the Hewitt-Lea (Wilburton) Mill site, 1909. Source: Eastside Heritage Center. Richard McDonald Files.

Time Cards.

WINTER TIME TABLE ANDERSON STEAMBOAT CO.

In Effect October 18, 1909.

NEW STR. ATLANTA

(Adolf J. Anderson, Master)

For Medina, Eastland, Clyde, Bellevue
and Hewitt & Lea Lumber Co.,
Wilburton.

The Finest Furnished and Best Equip-
ped Steamer on Lake Washington.

TIME TABLE

Daily Except Sunday

Leave	Leave	Leave
Leschi Park	Bellevue	Medina
6:20 a m	6:50 a m	7:00 a m
7:30 a m	7:55 a m	8:10 a m
8:45 a m	9:15 a m	9:25 a m
11:00 a m	11:30 a m	11:40 a m
1:30 p m	2:00 p m	2:10 p m
3:30 p m	4:00 p m	4:10 p m
5:30 p m	6:00 p m	5:45 p m
6:30 p m	7:00 p m	7:10 p m
12:00 p m	Saturday only	

SUNDAY

Leave	Leave	Leave
Leschi Park	Bellevue	Medina
8:00 a m	8:30 a m	8:40 a m
9:30 a m	10:00 a m	10:10 a m
11:00 a m	11:30 a m	11:40 a m
1:00 p m	1:30 p m	1:40 p m
2:30 p m	3:00 p m	3:10 p m
4:00 p m	4:30 p m	4:40 p m
5:30 p m	6:00 p m	6:10 p m

Commutation Tickets to Daily Patrons.
Round Trip Fare 25c.

Fare on Evening Trips 15c Each Way.

Time and boats subject to change
without notice.

JOHN L. ANDERSON.

President and Manager.

Phones: Sunset, East 183. Independent 8810

Lake Washington ferry schedule from the Kirkland news-
paper East Side News, February 11, 1910. Source: *Kirkland
Heritage Society*.

WILBURTON

It is only a matter of a few days now when the local logging camp will close for good and ever.

Mrs. J. Jordan has sold her home to Mr. Johnson and moved to Ballard.

George Blanchard has purchased the Hewitt house and will be a Wilburtonian.

J. D. Smith and family, accompanied by Miss Marion McDowell, recently motored to Lake Keechelus and enjoyed a frolic in the snow.

Milton Hough is contemplating an investigating expedition to Oregon.

Clayton Sanford is home from the Hospital much improved.

News item from the Bellevue newspaper *Lake Washington Reflector*, June 20, 1919. Source: *Eastside Heritage Center Newspaper Collection*.

In the Supreme Court of the State of Washington

HEWITT-LEA LUMBER COMPANY, a corporation, Appellant

Vs.

KING COUNTY, a municipal corporation, Respondent

APPEAL FROM THE SUPERIOR COURT OF THE STATE OF WASHINGTON, FOR KING COUNTY

HON. J. T. RONALD, Judge

BRIEF OF RESPONDENT

STATEMENT OF THE CASE

The litigation herein arises out of the lowering of the waters of Lake Washington upon the completion of the Lake Washington Ship Canal. Appellant had a sawmill on Mercer Slough, an arm of the lake. When the lake was lowered, the slough could no longer be navigated. This action for damages resulted.

Mercer Slough is an arm of Lake Washington, extending about two miles back from the eastern shore of the lake, with a width between banks of from 400 to 75 feet, with a channel wide enough to permit the use of a barge 20x60 feet (S. F. 60, Abs. 29), the water depth in the channel being sufficient for vessels drawing 3 ½ feet of water in low water stages; the water being some three feet deeper in the winter time. (S. F. 33, Abs. 19.)

A bog extends on either side of the slough to higher ground. The bog and slough comprise an area at least three-fourths of a mile wide at the lake and narrowing as it proceeds towards the head of the slough. A stream flows into the head of the slough. Many logs, roots, and snags are imbedded in the slough and bog.

The slough and bog originally formed a large bay of the lake of considerable depth. In time, winter freshets washed roots, tree trunks and snags with quantities of light soil down into the bay, where, because of its flat gradient, they were gradually deposited, building up the bog and partially obstructing the slough. When the waters of the lake reached their winter levels, prior to its lowering with the opening of the Lake Washington Canal, the bog was entirely submerged, forming a large bay of the lake.

Appellant holds title to lands across the upper end of the slough. Appellant's predecessor built a sawmill on these lands in 1901 and one Powell, in 1895, constructed a dam in the creek above the slough, impounding logs therein. Appellant purchased the property in 1905, increased the size of the dam and the daily capacity of the mill from 20,000 feet to 75,000 feet and operated it continuously until such lowering of the lake rendered water transportation impossible.

Testimony from the court case Hewitt-Lea Lumber Company vs. King County, April 23, 1919. *Source: Eastside Heritage Center. Richard McDonald Files.*

Change Over Time

The Lowering of Lake Washington

Climie Hill (c. 1875 – 1956)



Hill Biography

Climie Hill was born in California and moved to Seattle with his family when he was a small boy. He and his three brothers all attended the University of Washington and received degrees in engineering. After graduating, Climie and his brother Sterling started the Hill Hydraulic Machinery Co., which had an office in Smith Tower. The two brothers invented and sold equipment for irrigation and pumping systems, including the Hill Hydraulic Ram, the Hill Chlorine Sterilizer, and the Hill Hydraulic Air Compressor.















In about 1910, Climie met and married his neighbor Grace Cruse. One year later, Grace's father William decided to move out to Bellevue to become "a gentleman farmer." Climie and Grace came with him and purchased a property on NE 8th and 100th Ave NE. Climie's office was still in Seattle, and he was often away from the Puget Sound area doing surveying or engineering projects. However, he also took an interest in the development of Bellevue, especially the water supply.

Shoreline Map: Bellevue



Source: Michael J. Chrzastowski, "Historical Changes to Lake Washington and Route of the Lake Washington Ship Canal, King County, Washington," U.S. Geological Survey Water-Resources Investigations Report 81-1182

Map Key:

EXPLANATION			
Symbols for historical map	Features	Symbols for present-day map	Remarks
	Shoreline		Corresponds to the line of mean high water level (saltwater) or mean lake level.
	Mean lower low-water line	(Not shown)	
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Photograph of Rev. Strong's "Tower House" with water tank, circa 1910. *Source: Eastside Heritage Center. 2000.008.001.*

Josephine Godsey Oral History
June 5, 1978
Interviewer: Lilly Mae Anderson

Note: The original manuscript was quite confusing, due to the tendency of the narrator and interviewer to change subjects without warning, and some inaccuracies in Ms. Anderson's own historical knowledge. The following document has been edited for clarity.

LILLY MAE ANDERSON: Now, you were talking on the tape we ran the other day about the water supply. And I'm interested in the beginnings of the water supply here. I didn't hear it very well and I wondered what you could tell me about the first wells.

JOSEPHINE GODSEY: Oh, everybody maintained their own water system before [they lowered the lake]. Bellevue had little separate systems, private systems. If anybody had a good well, that's where the neighbors would go for their water or even pipe it into their own. And in this Lochleven Community here, people were supplied by a well on the Strong property. And the storage tank for that was the Tower House.

LMA: Where was the Strong property and what was Strong's whole name?

UNKNOWN WOMAN: Reverend Strong, Reverend Strong.

JG: What was his first name? His brother was Sidney Strong in Seattle and [Rev. Strong] was on the way to the gulch.

UW: Meydenbauer Park.

JG: Meydenbauer Park. Just about halfway down the slope there almost under the First [Street] Bridge. And he... I think he had a pump. A gasoline pump. I don't know how people from other little districts got their water. There was an awfully good spring across the bay and I know lots and lots of people got their water from there. There was no trouble about water in Bellevue until the lake was lowered. People maintained their own wells and good water. And you didn't have sprinkling systems like you had now. If you did much [garden] watering, you carried it in a bucket.

LMA: And lowering the lake, did that lower the water table?

JG: That lowered the water table.

[Ms. Godsey and Ms. Anderson talk about the water system in Midlakes for a few moments, and then return to the subject of the Meydenbauer Bay/Lochleven area.]

LMA: I dug up some facts about the water system here in Bellevue to see if there was anything to fill in on it. I once did an article about... I went over there with a photographer, and we took a picture of the tank on the hill. The [current] water district bought out the old Bellevue Water Company late in 1946 when it served 400 customers. What was the Old Bellevue Water Company? Do you know?

Excerpts from the 1978 oral history of Josephine Godsey, a
Lochleven resident. **Source: *Marymoor Museum Oral History***
Collection.

JG: 1946?

LMA: Um-hum. It said at first there were wells but the water table dropped and this was remedied temporarily when [a] pumping station began taking water from the lake.

JG: Oh, that's the lake plant.

LMA: That was the lake plant.

JG: That's right here on Meydenbauer. On Meydenbauer Point. At the top of the hill. Well, they experimented. They dug wells.

LMA: That was what the Bellevue Water Company was?

JG: Yeah. It seems to me they had a supply before which was quite limited and then Bellevue started to grow so, and the wells were not successful. The terrain was so that wherever their pipe... they couldn't keep the gravel out of the pipes. So that is when they decided they would have to have a different system that went into the lake. And at first they pumped directly from the lake into, up the Meydenbauer Park gulley and up to a tank here, a wooden tank.

UW: It was by Grace Methodist, I mean Grace Lutheran Church.

JG: Right back of my...

UW: ... property.

JG: Right there.

UW: That's a concrete tank, now.

JG: Well, they had a wooden tank, and it lasted, gee, it had two roofs on it. I remember the night that the roof fell in. And Mr. Rudolph maintained the pumping plant down on the lake and took care of the system up here. He'd come up every day to see it and take the measurement of the water and see how much was used.

Excerpts from the 1978 oral history of Josephine Godsey, a Lochleven resident. *Source: Marymoor Museum Oral History Collection.*

BELLEVUE WATER COMPANY

The Bellevue Water Company is a local corporation, organized by Bellevue people for the purpose of securing a water supply for Bellevue and the surrounding district.

The water system will be a pumping plant on Lake Washington, and will be built in sections and extended as fast as the demand for water is sufficient and the money is available to do so. A franchise has been applied for.

The Bellevue Water Company is now fully incorporated under the laws of the State of Washington, and authorized to do business. It has a capital stock of \$10,000, which is divided into 10,000 shares of \$1.00 each.

It is the plan of the company to sell the stock of the company and for each 50 shares of stock sold to one person to give in addition thereto, one \$50.00 bond bearing interest at 6% per annum. The bonds are secured by a first mortgage on all the property of the company, including the franchise, and made payable on or before ten years.

Each householder using water from this system must be the purchaser of at least one \$50.00 bond. These bonds, however, are transferable, and in addition to paying a fair rate of interest, will be a safe investment for your money.

The water system is to be installed under plans to be submitted and approved by the County and State Health Departments.

The well known chlorine treatment for the sterilization of water will be used. This method is highly endorsed by health authorities and water works engineers, and is now in use by over 3,000 cities in the United States.

The cost of water will be kept as low as possible, but the aim is to have sufficient water for all domestic use as well as for irrigation and fire protection.

It is the intention to build a reservoir on the high ground at an elevation of 200 feet above the Lake and large enough to have an ample supply in storage for any emergency, and to add to the reservoir from time to time as the demand for water increases.

The officers until the first annual stockholders' meeting in December are:

D. D. Dobbins	President
Geo. Hanson	Vice President
F. J. Eitel	Secretary-Treasurer
J. D. Dill	Director
C. E. Hill	Director

Self-description of Bellevue Water Company, early 1923.
Source: *Eastside Heritage Center*. 00.22.04.

Journal of Proceedings of County Commissioners,

KING COUNTY, WASHINGTON

August 6, 1923 - Cont'd

The following Resolution No. 1248 was passed granting to the Bellevue Water Company a franchise to maintain and operate a water system:

RESOLUTION NO. 1248

A Resolution granting to the Bellevue Water Company, its successors and assigns, a franchise to lay down, maintain and operate in, along or upon certain street, alleys, public places and public highways within the County of King, State of Washington, without the limits of an incorporated city or town, pipes and conduits for the purpose of conducting water and maintaining and operating a water system for public and private purposes:

Be it resolved and ordained by the Board of County Commissioners of County of King, as follows:

Section 1. That there be and is hereby granted unto the said Bellevue Water Company its successors and assigns, being hereinafter included in the term and referred to as the grantee, the right, privilege and authority and franchise for and during the term of twenty-five (25) years from the date of passing this resolution, and subject to all the conditions, provisions and restrictions herein set forth, to lay down, maintain and operate in, along and upon the certain streets, alleys, public places and public highways within the County of King, State of Washington, hereinafter set forth, without the corporate limits of cities and towns, pipes and conduits for the purpose of conducting water and maintaining and operating a water system for public and private purposes and to enter upon the streets or public highways hereinafter designated for the purpose of constructing, operating said system and for any and all purposes contemplated by this resolution or franchise.

Section 11. The streets and public highways hereinbefore referred to are as follows to-wit:-

"County Road No. 277, from County Road No. 137 to Peach ave. in Cheritan Fruit Gardens, Plat No. one, County Road No. 984 from County Road No. 137, to County Road No.

Sections of King County Resolution 1248, granting a franchise to the Bellevue Water Company (1/2), August 6, 1923. Source: King County Archives.

Journal of Proceedings of County Commissioners,

KING COUNTY, WASHINGTON

August 6, 1923 - Cont'd

THIRTEENTH: King County reserves for itself the right at any time upon a forty-eight (48) hours written notice to the grantee to so change, amend, modify or amplify any of the provisions or conditions herein enumerated to conform to any state, statute or county regulation, relating to the public welfare, health, safety or highway regulation, as may hereafter be enacted, amended, adapted, changed, etc., and this franchise may be terminated at any time if same is not operated or maintained in accordance with its provision, or at all.

FOURTEENTH: If within thirty (30) days after the granting of this franchise the grantee herein shall have failed to sign his written acceptance of same then the herein granted rights and privileges shall be deemed forfeited and be declared null and void.

Done in regular session in the office of the Board of County Commissioners of King County, Washington, this 6th day of August, 1923.

Wm. A. Gaines

Frank H. Paul

Tom Dobson

BOARD OF COUNTY COMMISSIONERS
KING COUNTY, WASHINGTON.

ATTEST:

D. E. FERGUSON

Clerk of Board

By C. F. Gage

Deputy

I, the undersigned hereby accept all the rights and privileges of the above granted franchise subject to all the terms, conditions, stipulations and obligations contained therein.

Signed Bellevue Water Co.
"Grantee"

By Delos D. Dobbens
President

Dated this 9th day of August 1923.

Sections of King County Resolution 1248, granting a franchise to the Bellevue Water Company (2/2), August 6, 1923. Source: King County Archives.

88 46 190
Ignorance and Simplicity follow Brain and Ability

The Lake Washington

REFLECTOR

BELLEVUE

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BEAUX ARTS ENATIE FACTORIA HIGHLAND HUNT'S POINT MIDLAKES WILBURTON YARROW

Entered as second-class matter Feb. 20, 1918 at the Post Office at Bellevue, Wash., under act of Mar. 3, 1879

Vol. 6 No. 26 BELLEVUE, WASH., U.S.A., SEPTEMBER 10, 1923 Whole No. 206

Water for Home and Garden

Considering the essential value of water to a community such as Bellevue, one would think any prospect concerning the needs in this respect would be welcomed and earnestly supported by every one living within the area that it is possible to serve.

It is evident that the residents of Bellevue have failed to give this matter serious consideration. Therefore, I think it advisable to call your attention briefly to some of the advantages to be realized by having an adequate system of water distribution that will be ample for lawn and garden as well as household use. To supply this need the Bellevue Water Co. has been organized as a corporation with a capital stock 10,000 shares of par value \$1.00 each.

Our plan is to install and maintain a pumping plant on Meydenbauer Bay at the foot of the ravine known as Park Place. The water is to be taken from the lake at this point and purified by the Chlorine process of sterilization. A site has been secured for a reservoir of sufficient size at an elevation of 200 feet above the lake level. The water is to be pumped into this reservoir and distributed from there over the district within the limits of a franchise recently secured from King County, the boundaries of which are as follows: On the West by Clyde road, on the North by Meydenbauer road, on the East by Lincoln Avenue and on the South by Meydenbauer Bay.

All of this territory can be supplied at a pressure ranging from 25 to 60 lbs. gravity pressure. The capacity of the proposed system has not been definitely decided. Work of preparing plans, specifications, etc. has been delayed in order to thoroughly canvass the entire district and encourage the support of everyone it is possible to reach.

The plan to finance this system is to sell stock in the company, and as an additional inducement for investment

of capital stock, a Bond issue in the amount of \$10,000 has been offered. The Bonds are secured by a first mortgage on the entire assets of the company. With each fifty (50) shares of the capital stock (\$1.00 par value) a Bond in the amount of \$50.00 is given, bearing interest at 6% per annum for a period of ten years, at which time the bonds are redeemable at full value. This arrangement secures the investor against further assessment and in addition to providing water under pressure at your home, pays you a reasonable return for the use of your money in establishing the project.

The rate it is proposed to charge for service will be determined by the actual cost of maintaining and operating the plant. At the end of three years, setting aside a sufficient amount annually to insure the redemption of the Bonds issued.

To stabilize the assets of the company and to properly safeguard the investors the Trustees have executed a Trust Deed to Mr. E. M. Sherman, whose duty it will be to see that the interest on Bonds are paid when due, maintain a system of Registration of the ownership of securities, to watch over the affairs of the company in such manner as would in any way affect the security of capital invested.

In constructing and operating a system of this nature a considerable amount of money must be available for the initial work, also a definite amount must be subscribed to insure the completion of the system.

It is the intention to put in a plant with ample capacity at the out-set, rather than be compelled to increase pipe lines, pumps, etc. as the near future needs will require. Therefore, a definite amount must be pledged in advance to warrant the installation of equipment that will prove adequate for future business as well as immediate need.

continued on page 378

Hill Primary Source 5A

Guest editorial from the Bellevue newspaper *Lake Washington Reflector*, September 10, 1923 (1/2). Source: *Eastside Heritage Center Newspaper Collection*.

Bellevue residents are usually active and anxious to co-operate and support any worthy enterprise that will create additional assets to the community, but it is not always convenient to pay out money for various purposes, so, therefore, the Trustees of the Bellevue Water Co. have arranged to accept a note for the purchase of Bonds and Stock and will credit payments in installments. That, we believe, will give everyone, who wishes to assist in this undertaking, an opportunity to do so. Payments of \$5.00 on one bond with subsequent amounts of \$5.00 each month are very liberal terms and should be taken advantage of by those who find it inconvenient to pay larger amounts.

A great deal more could be said to point out the imperative and urgent need of water for this community if it were necessary. Perhaps the tourist as he passes through our town and notes the contrast between the green and pleasing lawn around the homes of a few of our residents, while the general appearance is dry and parched, appreciates the advantage of water better than we do. Green lawns and productive home gardens are factors which induce the newcomer and prospective resident to stop and investigate and ultimately will prove the greatest asset in building Bellevue into a settlement we can all be proud to live in.

In summarizing this article I wish to call attention to the cardinal points as follows:-

1st, the great need of water to induce settlement of vacant property.

2nd, to provide a pressure system that hot water baths and modern conveniences may be had in a suburban home.

3rd, the probability of a reduction in insurance rates. At least a medium to prevent an increase, which is liable to happen if the present hazard is not reduced.

4th, the exceptional and favorable location of Bellevue on the slope of a hill where an unlimited supply of water can be had under gravity pressure.

5th, the comparative small cost of the plant in comparison with the advantages to be realized.

All tend to induce the investment of capital and prove beyond any doubt the medium for future growth, convenience and local prosperity.

D. D. Dobbins

"They Don't Bake Out," LeHuquet Concentrated Flavoring Extracts are sold by all local grocers. They recommend them.

THE REFLECTOR

Originated, owned, managed, controlled, edited, published and issued three times each month by

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Devoted to the best interests of the Community. To serve as a medium for the exchange of ideas relative to local improvement. A record of advancement. Issued: 1st, 10th and 20th of each month.

VOL. 6 SEPTEMBER 10, 1923 No. 26

Question

There is no organization, group or influential individual that will insistently, consistently, persistently and constantly boost for any progressive measure that will benefit Reflector Territory like The Reflector does. Many times an individual, a group, or a club will start out on some endeavor, which seems to them all important, but which may not be essential or interesting to the entire district. The Reflector must use its own judgement as to the importance of the matter at hand and do its best to co-operate in every way with those interests that appear to be of benefit to the greatest number of the residents of the territory.

The Reflector can boost Reflector Territory in a proportionate degree as it receives the support of the residents of that territory. Are you, dear reader, a subscriber? Do you send in at least one news item each month? If not, why not?

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Guest editorial from the Bellevue newspaper Lake Washington Reflector, September 10, 1923 (2/2). Source: *Eastside Heritage Center Newspaper Collection*.

Change Over Time

The Lowering of Lake Washington

Jennie Moses (c. 1852 – 1937)

Jennie Moses was a long-time resident of the Renton area. Little is known of her early life and her parents; her obituary claimed that she was raised by her uncle. She married James Moses, a member of the Duwamish tribe, and they had at least two children: sons Henry and Joseph. Since the Duwamish were never granted a reservation, the Moses family never moved away from the Renton area. The family lived on the shores of the Black River, but they did not have legal title to their property, and as Euro-American settlers moved closer, the Moses' land became smaller and smaller. Eventually, one of the Renton residents (Henry Tobin or Erasmus Smithers, accounts differ) legally donated them an acre of land.















After James Moses died in 1912, Jennie brought in money by doing housework and making rugs to sell. Her sons also did odd jobs after school. Both boys attended Renton High, and Henry was a member of the basketball team.

Shoreline Map: Renton



Source: Michael J. Chrzastowski, "Historical Changes to Lake Washington and Route of the Lake Washington Ship Canal, King County, Washington," U.S. Geological Survey Water-Resources Investigations Report 81-1182.

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Some thirty years ago the following account of a notable event appeared in a local newspaper:—

For the past week over 300 Indians of the Black River, Cedar River and Puyallup tribes have been holding an immense “sing-gamble” near Renton, the first event of its kind in this county for thirty years or more. In early days before the advent of the paleface modified the savage traits of the dusky braves, a “sing-gamble” was an annual occurrence, and was always the most important as well as the most exciting event among the Indians of Puget Sound. The revival of the ancient custom, literally as well as figuratively, and the somber tone of the tom-tom and blood-curdling chant of the painted, feather-bedecked bucks made night hideous for a radius of two miles.

The Black and Cedar River tribes, always inveterate gamblers, were combined, and they tried their fortunes against the Puyallups, but at 6 o'clock last evening, after 120 hours of unceasing hullabaloo and work, the gamblers suffering from sore eyes, weary from loss of sleep and weak from fasting, called the game a draw and broke camp. The stakes played for included forty horses, wagons, buggies, saddles, blankets, jewelry, rifles, bed quilts, shawls, clothing and \$150 in cash, the whole representing a total of \$3,500 worth of property. The Cedar and Black River Indians could ill afford to lose, for everything they possessed, including the winter's food and the clothes they wore, had been put up, and in case it happened, that their god of fortune deserted them they would have been obliged to appeal to the white residents of Renton for the necessities of life. The Puyallups are a more numerous and a wealthier tribe, and have the additional distinction of a residence on a reservation, but notwithstanding these advantages they did not purpose to throw the game in favor of their poorer, but not less plucky brethren. The game was for blood, and no “sing-gamble” of the old days was ever more stubbornly contested.

Among the Black River tribe at the “sing-gamble” were the following well-known worthies: Dan James and his boys, Jim and Dave, and his daughters, Louise and Mattie; Jake Foster, George Washington, Daniel Webster, Jim Moses, and Jim Driscoll. Those of the Cedar River: Doctor Jack, William Rogers and his son, Pete, Chief William, Doctor Bill, Ben Solomon and his boy, Dave, Frank Allyn, Charley Moses, Paul Williams, Henry Tom, George Yuk, Jerry Kaum, Thomas Josh, Kultus Johnny and Green River Jimmy. On the Puyallup side were Nuke Sewaltis, George Newallup, John Wallace, Johnny McKemm, Johnny Wrinkles and Boston Charley. It will be noticed that some of the names are English, but English is only adopted by the Indians when it is found that the untutored paleface can't twist his foreign tongue around the native names.

Description of a Duwamish “sing-gamble,” circa 1900
(1/2). Source: *Clarence Bagley's History of King County*,
copyright 1929.

During the progress of the game on Monday the squaw of Jimmy Moses, a ponderous Indian woman, was suddenly taken ill, with symptoms of insanity. The game was not stopped even for a moment, but Doctor Bill was summoned and he immediately began preparations to drive away the evil spirit of which the woman was supposed to be possessed. Mrs. Moses was first seated in front of one of the fires near the entrance to the main tepee and Doctor Bill then ran his hands over the squaw's face and shoulders, manipulating and gesticulating in much the same manner as a magician when he essays to place a subject under a hypnotic spell. In fact, the old doctor, notwithstanding his wise grimaces and solemn blinkings, gave evidence of having at some time witnessed an exhibition of mesmerism. While the doctor was subduing the evil spirit in the woman, the wives of old Doctor Jack filled an empty white lead keg full of water and placed it beside the afflicted woman. Then a stone as large as a person's hand was placed in the fire. Now the fun began in earnest. The woman's friends joined the doctor in a weird dance around the fire, all singing in a low, weird tone:

"Si-si Tomomalies!

"Si-si Tomomalies!

"Si-si we!"

Tomomalies is supposed to be the imp of sickness who takes possession of good and bad Indians alike, and rends and tears them and causes them pain. By making a hideous noise and calling out "Tomomalies," the spirit is frightened and seeks to hide itself. Having a fondness for cold water, it will generally leave the person whom it has possessed and go to the water. Thus it was that a keg of water was placed by the side of "Mrs." Moses. Finally the squaw became quite placid, and then with war-whoop, Doctor Bill rolled the stone, now red hot, from the fire and dumped it into the deg of water. The women danced livelier and yelled louder than ever, while the doctor repeatedly soused his hands and arms in the boiling water up to his elbows. The hot rock was put into the water for the purpose of torturing Tomomalies. The doctor did not hope to kill the spirit, for that is impossible, but he wanted to give it such a warm reception that it would not molest the tribe in the future. There was a time, in the long, long ago, when a doctor, who failed to save a patient, suffered the death penalty. It became the duty of the nearest male relative of the deceased to cut the doctor's throat, and if the relative neglected to carry out the custom and commit the bloody deed, he was liable to punishment himself. This custom served to make the profession a dangerous one and consequently there were few doctors, but now every tribe has several doctors, who practice the art of healing with indifferent success.

A few hours after Tomomalies had been boiled Mrs. Moses was herself again and occupied a back seat, indifferent to the chant of those engaged in the "sing-gamble." She was busy with an old pair of carders, carding a bunch of yellow wool. An American, who had a limited knowledge of Chinook and who was curious to know what the old lady was about, asked her:

"Ieta mika mamock?"

"Nika mamock wool kapo sock," promptly replied the squaw, signifying that she was carding the wool preparatory to weaving it into socks.

But the game still went on. The savage song of the siwashes and monotonous sound of the tom-tom continued to disturb the repose of the residents of Renton and make the advance of night a thing to be dreaded. It is interesting to note that this is only the second game played within the last sixty years that ended in a draw. At a game between the Black and Cedar River tribes, the date of which is not known, the Indians played for four days and five nights, at the expiration of which time they were completely exhausted and the game was declared a draw.

**Description of a Duwamish "sing-gamble," circa 1900
(2/2). Source: Clarence Bagley's *History of King County*,
copyright 1929.**



Photograph of the Black River, circa 1900. Source: *Renton Historical Society*. 1966.060.0317.

**Interview with Henry Moses, about 1964 –
Extracted from “Where the Black River Flowed” by Morda Slauson, written April, 1967
Renton Historical Society – Black River Files**

My ancestors lived first about where West Seattle is now. But after white settlers began coming the Indians found it hard to hold their land because the whites insisted on legal titles. My grandfather and some other relatives moved to Renton and settled on the Black River. Here, through the kindness of Henry Tobin who staked a donation claim bordering both the Cedar and Black Rivers, they were able to keep their land. Tobin gave them land and saw to it they had the necessary legal papers to protect their property.

My three brothers and I grew up in a house near the Black River just back of the present Renton High School. When my brother Joe died in 1956 the last two acres belonging to the family were sold to the Renton School District.

When I was a boy there was an Indian village about where the Renton Shopping Center is now and another at Elliott on the Cedar [River]. The Indian cemetery was at the forks of the Cedar and the Black.

There was wonderful fishing in the Black River, trout up to two feet long. All the Renton boys, both Indian and white, fished and paddled canoes up and down it. Our family always kept a cedar dugout tied to our porch. When the bell of the old Presbyterian Church on Renton Hill rang warning of a flood, we just paddled off to high ground.

Interview with Henry Moses, circa 1964. Reprinted in
“Where the Black River Flowed,” by Morda Slauson, April,
1967. *Source: Renton Historical Society.*

IF WE feel a little sadder than usual on the passing of a friend, well—

Chief Joe Moses departed this earth just as something very nice was going to happen to him.

Moses was 75 when he wound it up. He lived in an old, barn-like house in back of Renton High School. Two, three sacks, usually, protruding from broken panes. Vines over the weathered sides, surrounded by ancient and gnarled fruit trees—that kind of a place.

And, indeed, we can still see Moses in what some might call a disordered kitchen, chair tilted against the wall and near the cast iron stove winter or summer, a hand-made cigaret dangling from his mouth.

In the days of old, in the days before the white man came, the place was a lush one. Moses used to tell us. In the first place, he would say, pointing to the dry gulch in front, the Black River ran right by the door.

There was a landing there, so, and Indian canoes tied to it, so. Willows here, cattails in the part that was swampy.

★ ★ ★

THE INDIANS used to call the near-by Cedar the "Dow," Moses would say then. A river was "mish." Somehow or other the early settlers put these two words together and hung the name on another river—and all the Indians who lived in these parts.

That used to puzzle Moses—not that he regarded it as particularly important.

We think we should say that he regarded old Chief Seattle a good deal less lightly than we who live under his name, too.

Chief Seattle, Moses used to say, was not as much as a local Indian. He had been a slave of the Kitsaps, origin unknown, and he escaped, and was embraced and/or tolerated by the more friendly natives on these shores.

The early settlers liked Seattle—Moses version—because he was such an accommodating fellow.

"Look um here, Chief," they would say, giving the man a title he did not have, and pretending to be proficient in his own language. "We ums need um more land. How um about that there couple a-thousand acres over there?"

Chief Seattle would nod that it was a deal.

"My dad used to tell me that the woods around here were full of deer," Moses has told us. "The marsh, that was a resting place for the ducks and geese on the migrations. Myself, I've seen the Black fairly choked with salmon."

★ ★ ★

NONE OF THAT, of course, mattered to the pioneers, nor did the fact that a band of Indians lived there.

The timber went and the bogs were drained and city lots were staked out and all the Indians but the Moses family moved elsewhere.

"Yes, my dad stayed on," Moses used to say, "but I want to tell you something:

"Every day of his life he lived in fear that he'd see some white man coming down that path waving legal papers."

And so they lived—by the river, at least—until the opening of the Lake Washington Ship Canal.

"That was quite a day, for the white people, at least," Moses used to tell us, and with sighs. "The waters just went down, down, until our landing and canoes stood dry, and there there was no Black River at all.

"There were the pools, of course, and the struggling fish trapped in them. People came from miles around, laughing and hollering and stuffing the fish in gunny sacks."

The Moses, we gathered, were too overcome to join in.

★ ★ ★

Obituary of Joseph Moses, unknown newspaper, 1956.
Source: *Eastside Heritage Center Reference Files*.

Chief's Daughter Is Dead At Eighty-five

Mrs. Jennie Moses is dead, and in Renton and other communities people are mourning her death. Mrs. Jennie Moses was the descendant of a chief of the Duwamish Indians and was born eighty-five years ago on the shore of a Lake Washington.

She lived all her life in Renton and Black River. The pioneers of Renton knew her and the doors of their houses were always open to her. A visit from Jennie Moses was an event, and no one who knew the beloved Indian woman ever denied her their hospitality.

Renton's children knew Jennie Moses, too. There was once a choice swimming hole in Black River, near the Moses farm. After splashing in the river the children often flocked to the Moses home, where tasty tidbits of food and grand stories of the old days awaited them.

Jennie Moses died Friday night at her home. Her life had been a full one. She saw the coming of the white man. She saw the tall trees on the hills of her beloved lake crash to the ground under the remorseless axes of the woodsmen.

She saw Indian river and lake canoes displaced by motor-powered craft. She saw the coming of roads and the "iron horse," and the husky men who went down under the earth in search of coal. She saw her tribesmen fall off, one by one, until but a handful of the once hardy and proud tribe was left to carry on its traditions.

The mother and father of Jennie Moses died when she was a small girl. She lived with her uncle, a trapper. Together, the girl and trapper combed the hills, rivers, canyons and woods of the Lake Washington country. It was said that Jennie Moses knew every knoll, every rippling brook and every hidden glen in the region.

She had eight children, seven sons and one daughter. Only two sons survive—Henry and Joseph Moses, of Renton. Her husband, James Moses, died in 1912.

Funeral services were held at 9:30 o'clock Tuesday at St. Anthony's church in Renton, with Stokes Mortuary making arrangements.

She was buried in the Indian section of Mount Olivet cemetery, on the hill above Renton and overlooking the waters of Lake Washington.

Obituary for Jennie Moses from the *Renton Chronicle*, February 18, 1937. Source: *University of Washington Newspaper Collection*.

Change Over Time

The Lowering of Lake Washington

Alfred James Pritchard (1868- 1934)



Source: Rainier Valley
Historical Society.
1996.033.0002

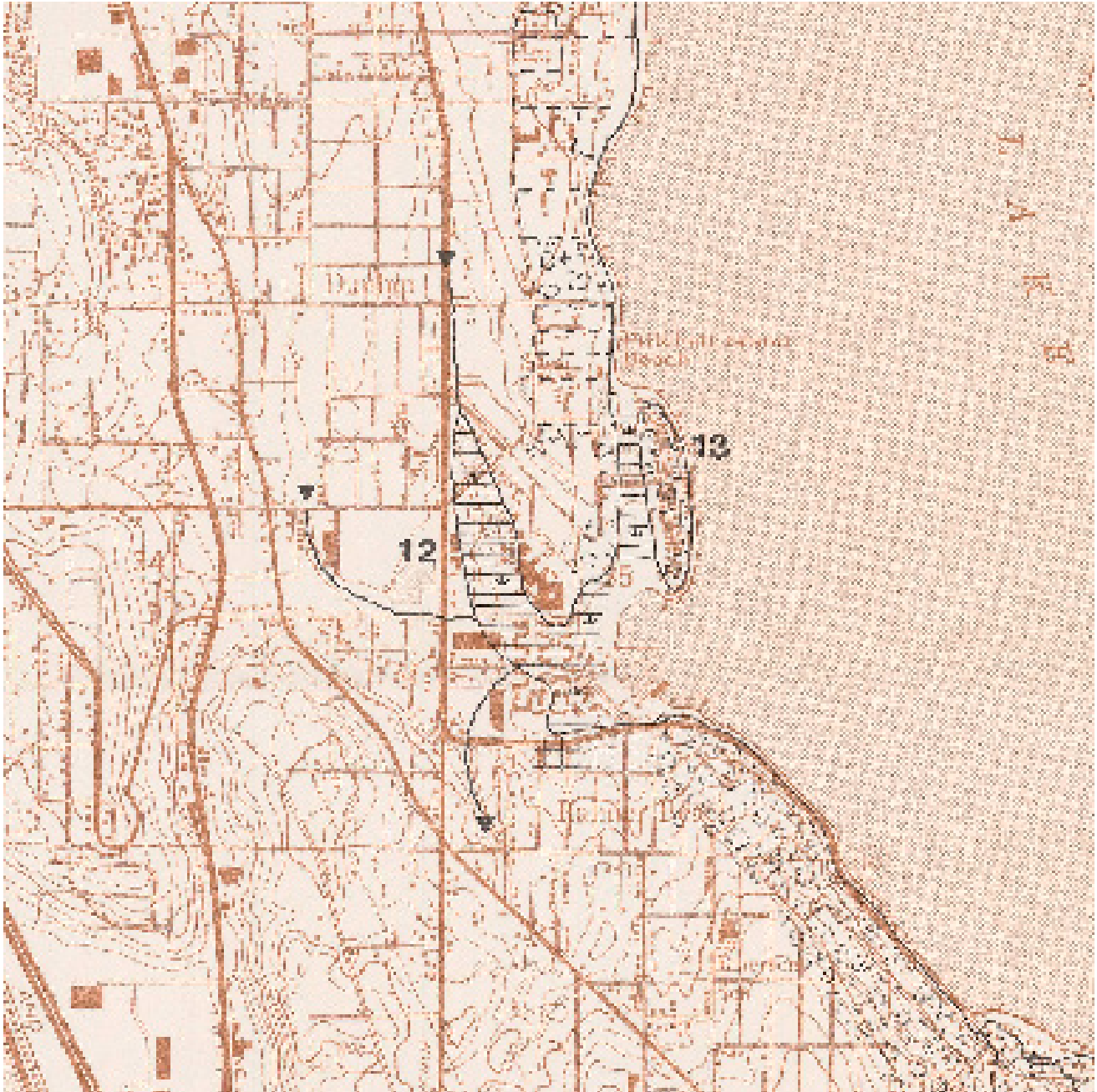
Alfred J. Pritchard was an immigrant from London, England, who arrived in New York City in 1887, with his wife Emma. In 1888, they were in San Francisco, where their first child, Frank Alfred, was born. Alfred and his family were in Seattle by 1891. Two years later their daughter Amelia Margaret was born. Alfred held a variety of jobs including clerk, a salesman, and secretary for a mining company. When he applied for United States citizenship in 1914, he listed himself as a real estate investor.

In 1900, he purchased property from Andrew B. Young along Lake Washington near present day Rainier Beach, which was then also known as Dunlop Slough. Pritchard's property included a small island, known to Native people as TlúTlatSas (Small Island) and to settlers as Young's Island. It soon became known as Pritchard's Island. Pritchard built an estate on the island and a footbridge connecting it to the mainland. He lived there with his wife and children.

In August of 1916, the US Army Corps of Engineers completed the Lake Washington Ship Canal. The water level of Lake Washington dropped by nine feet and Pritchard's Island was no longer an island. Although connected to the mainland, it retained its name.

In 1919, Pritchard and his son platted the family land, which included 120 properties and three roads. When Alfred began to advertise his property in the Seattle Times, he highlighted the "Rich Garden Tracts." "You Never Saw Such Soil!" said another advertisement. And in each description he noted how the lowering of the lake had exposed the soil, where "vegetation at once sprang up."















Shoreline Map: Pritchard Beach



Pritchard Map

Source: Michael J. Chrzastowski, "Historical Changes to Lake Washington and Route of the Lake Washington Ship Canal, King County, Washington," U.S. Geological Survey Water-Resources Investigations Report 81-1182.

Map Key

EXPLANATION			
Symbols for historical map	Features	Symbols for present-day map	Remarks
	Shoreline		Corresponds to the line of mean high water level (saltwater) or mean lake level.
	Mean lower low-water line	(Not shown)	
	Streams	 Intermittent Perennial	The historical mapping made no distinction between intermittent and perennial streams. Streams indexed with solid, inverted triangles are historical channels that have been filled, diverted to sewers, or significantly modified. Open triangles indicate historical streams that today enter the lakes or bays in a near-natural state.
	Wetland		The historical wetlands were freshwater marsh except in Salmon Bay, where salt and brackish marsh existed.
	Forested upland	(Not shown)	The historical forest vegetation was predominantly a mixture of Douglas fir, western red cedar, and western hemlock.
	Grassland	(Not shown)	The historical grasslands included land that was logged prior to the surveys but not then developed for agricultural or urban use.
	Agricultural land	(Not shown)	Limits of land cleared for agricultural use. The polygons represent plots of different ownership or fields for different crops.
	Urban land	(Now shown as streets, buildings, or structures)	
	Shoreline structures		Piers, wharves, warehouses, and mills extending from the shoreline.
	Solid-waste disposal sites	(Not shown)	Sites of filled or modified land where the filling has included general waste and demolition waste (Sources: Wilson, 1975; Phelps, 1978, p. 208).

PRITCHARD ISLAND ADDITION TO THE CITY OF SEATTLE.

Scale: 1 in. = 100 ft.

Rutherford & Whitworth,
Engineers.

DESCRIPTION

This Plat of "Pritchard Island Addition to the City of Seattle," embraces all of Government Lot 6, Sec. 35, Twp. 24 N., R. 4 E., W. M., King County, Washington, with second class shore-lands adjoining thereon.

All distances are as shown on this plat in feet.

All bearings are referred to the City Standard Meridian.

DEDICATION

Know all men by these presents, that we the undersigned, owners in fee simple of the land included in Government Lot 6, Sec. 35, Twp. 24 N., R. 4 E., W. M., with second class shore-lands adjoining thereon, hereby dedicate this plat of Pritchard Island Addition to the City of Seattle and dedicate to the use of the public forever all streets, avenues, drives, places and alleys shown thereon and the use thereof for any and all public purposes not inconsistent with the use thereof for public highway purposes, also the right to make all necessary slopes for cuts or fills upon the lots shown on this plat in the reasonable original grading of all the streets, avenue, drives, places and alleys shown thereon.

Frank A. Pritchard
Lower Lake Investment Co.
by Frank A. Pritchard
President
A. J. Pritchard
by Alfred J. Pritchard, Secretary
Northwest Trust and Savings Bank
E. Storrock
A. Myers
President
Secretary

ACKNOWLEDGMENT

State of Washington) This is to certify that on
County of King) s.s. this 20 day of July 1919
before me the undersigned Notary Public in and for
the State of Washington, duly commissioned and
sworn, personally appeared Frank A. Pritchard and
A. J. Pritchard, to me known to be the President and Secretary
of Northwest Trust and Savings Bank, a corporation
that executed the foregoing plat and acknowledged
the said instrument to be the free and voluntary act
and deed of said corporation for the purposes and
uses therein mentioned and on oath stated
that they were authorized to execute said instrument
and that the seal affixed is the corporate
seal of said corporation.
Witness my hand and official seal the day
and year above written.

Edgar J. Wright
Notary Public in and for the State
of Washington, residing at Seattle.

ACKNOWLEDGMENT

State of Washington) This is to certify that
County of King) s.s. on this 20 day of July 1919
before me the undersigned Notary Public in
and for the State of Washington, duly commissioned
and sworn, personally appeared Frank A. Pritchard,
a bachelor, to me known to be the person
who signed the above and foregoing plat
and acknowledged to me that he signed and
executed the same as his free and voluntary
act and deed for the uses and purposes
therein mentioned.
Witness my hand and official seal the
day and year above written.

Edgar J. Wright
Notary Public in and for the State
of Washington, residing at Seattle.

A. G. Simmer
Draftsman

ACKNOWLEDGMENT

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before me the undersigned Notary Public in and for
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A. J. Pritchard, to me known to be the President and Secretary
of Lower Lake Investment Co., a corporation
that executed the foregoing plat and acknowledged
the said instrument to be the free and voluntary
act and deed of said corporation for the purposes
and uses therein mentioned and on oath stated
that they were authorized to execute said instrument
and that the seal affixed is the corporate
seal of said corporation.
Witness my hand and seal the day and year
above written.

Edgar J. Wright
Notary Public in and for the State
of Washington, residing at Seattle.

Examined and approved this 4th day of August
A. D. 1919.

A. H. Dimock
City Engineer

Approved by the Mayor and the City Council
of the City of Seattle by Ordinance Number
39180 this 20 day of August A. D. 1919.

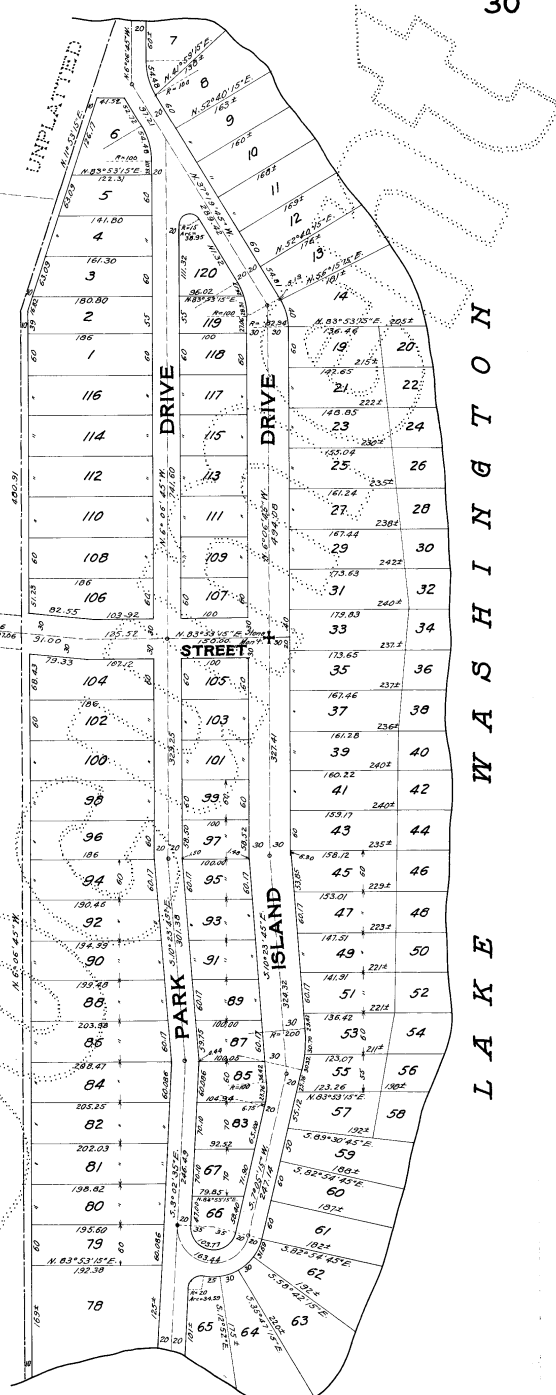
Ole Hanson,
Mayor

Attest: H. W. Carroll
City Comptroller and Ex-officio City Clerk

1336997

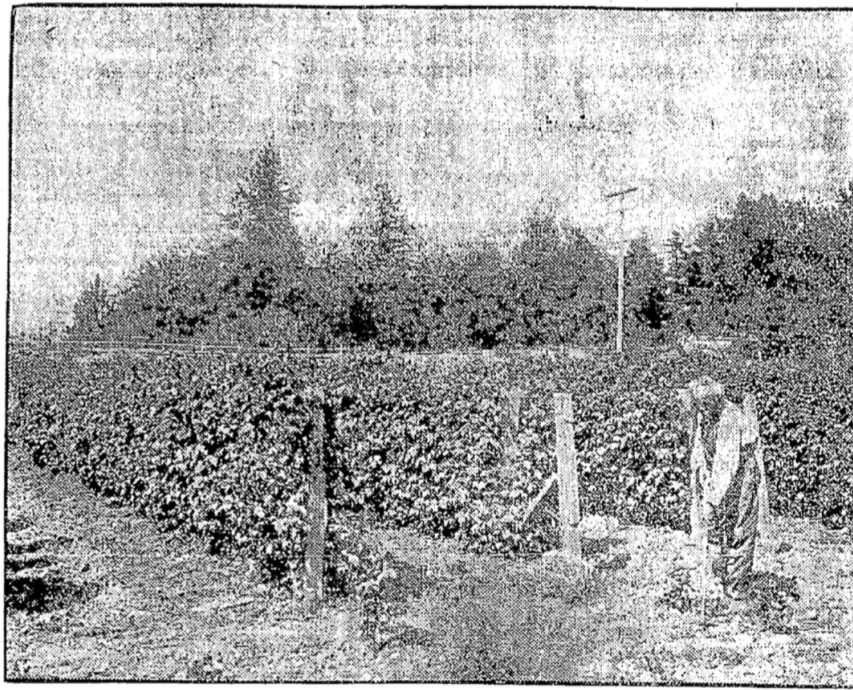
Filed for record at the request of City Engineer
Aug. 21-1919 at 22 min. past 8 A.M. and
recorded in Volume 23 of Plats, page 30, Records
of King County, Washington.

Norman M. Wardall
County Auditor
by *McQuar*
Deputy





Pritchard Family on Porch. Source: *Rainier Valley Historical Society*, 1996.40.0004



Berry Growing in rich garden tracts of Pritchard Addition

You Never Saw Such Soil!

Just think of it—for countless years this strip of land was the bottom of the slough between Pritchard Island and the west shore of Lake Washington. Slough-grass, lily pads and all the various forms of vegetable and animal life with which it teemed settled to it and formed layer after layer, many feet deep, of the very richest material.

Then the opening of the Canal lowered the Lake and left this old bed high and dry. Vegetation at once sprang up. Everything grows in it with amazing rapidity and profusion. Portions of it have been cultivated for several years. The illustration above can give you only a faint idea of how things grow on it.

You will be well repaid for the trip out to see it by the sight of the phenomenal crops it grows. If you love good soil you will dig your fingers into this ground and enthuse over the "feel" of it.

If You Have a Family

and are looking for a home-site where you can raise a large part of your own living you certainly should investigate this. The purchase plan is so easy that almost anyone can afford to buy one of these tracts.

A Remarkable Protection Provision

Not only do we sell you one of these tracts, provided you are acceptable as a purchaser, for \$16 down and \$16 per month, including interest, but we absolutely guarantee that in case of the death of the bread-winner before the completion of the contract we will give the widow a free deed to the tract and return all the money which has been paid on the contract.

Come Out and See These Garden Tracts

BY STREET CAR—Take Rainier Avenue car on Fourth Avenue, going south. Get off at Rose Street; walk toward lake. Ask for Pritchard.

BY AUTO—South on Rainier Avenue to Rose Street. Turn east at brick block. Follow road to Pritchard Addition.

A. J. PRITCHARD, (Sales Agent)

LOWER LAKE INVESTMENT CO.

Office: 416 Burke Building

Main 0717



Pritchard Boat House. *Source: Rainier Valley Historical Society 1996.033.0001*

Change Over Time

The Lowering of Lake Washington

William Schupp (1865 – 1947)



Schupp Biography

Bill Schupp was born in Saginaw, Michigan, and ran away from home at the age of thirteen. He spent most of his life working in a large insurance firm in Toronto, Canada. This firm, the Insurance and Vessel Company, Ltd., was connected with the North Pacific Sea Products Co., a whaling company that operated on the Pacific Coast.















When he was in his sixties, Bill apparently decided that he wanted to try something different. Between 1915 and 1917, he purchased both the North Pacific Sea Products Company and the American Pacific Whaling Company. At that time, North Pacific Sea Products was based out of Akutan Island, Alaska, and American Pacific headquarters was in Bay City, Washington (on Grays Harbor). Bill left the insurance firm and moved back to the United States in 1917 to pursue his new vocation.

Shoreline Map: Meydenbauer Bay



Source: Michael J. Chrzastowski, "Historical Changes to Lake Washington and Route of the Lake Washington Ship Canal, King County, Washington," U.S. Geological Survey Water-Resources Investigations Report 81-1182.

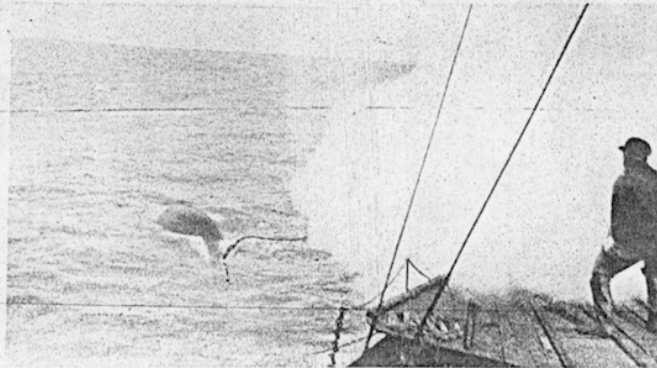
Map Key

EXPLANATION			
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	Mean lower low-water line	(Not shown)	
	Streams	 Intermittent Perennial	The historical mapping made no distinction between intermittent and perennial streams. Streams indexed with solid, inverted triangles are historical channels that have been filled, diverted to sewers, or significantly modified. Open triangles indicate historical streams that today enter the lakes or bays in a near-natural state.
	Wetland		The historical wetlands were freshwater marsh except in Salmon Bay, where salt and brackish marsh existed.
	Forested upland	(Not shown)	The historical forest vegetation was predominantly a mixture of Douglas fir, western red cedar, and western hemlock.
	Grassland	(Not shown)	The historical grasslands included land that was logged prior to the surveys but not then developed for agricultural or urban use.
	Agricultural land	(Not shown)	Limits of land cleared for agricultural use. The polygons represent plots of different ownership or fields for different crops.
	Urban land	(Now shown as streets, buildings, or structures)	
	Shoreline structures		Piers, wharves, warehouses, and mills extending from the shoreline.
	Solid-waste disposal sites	(Not shown)	Sites of filled or modified land where the filling has included general waste and demolition waste (Sources: Wilson, 1975; Phelps, 1978, p. 208).

Pacific Whaling Industry

The Pacific deep-sea whaling fleet is no more. The few that still remain in seaworthy condition of the score or more staunch vessels which, up to a few years ago, made annual trips into the Arctic and the Pacific oceans for oil and bone, are being or have already been dispersed into other lines of usefulness, with alterations in rig and internal arrangement that would make them almost unrecognizable to their former owners.

For many years San Francisco was the headquarters for the Pacific fleet, and the industry died a lingering death, the end virtually coming with the loss of the Gay Head in Chignik bay, Alaska, on June 27, 1914. Since that time the fleet has lain in the mud of Oakland creek, with the owners anxious for a chance to sell at any kind of a fair price, and no buyers, or very few. A few of the old boats were taken out from time to time and fitted up for trading or other uses, but most of them remained neglected un-

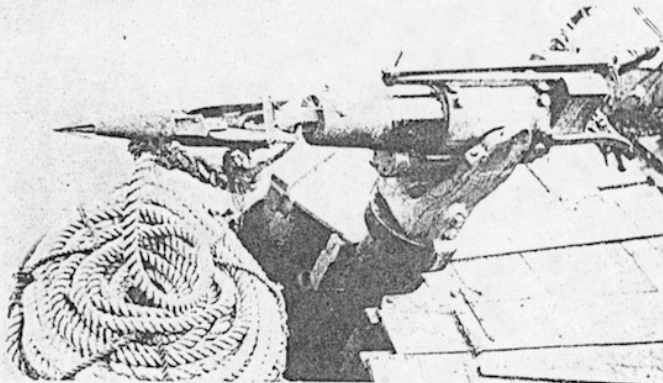


HARPOON ENTERING THE WHALE

some instances large steamers are fitted up with the necessary machinery for the handling of the catch, and are moved from place to place. There

ing company, with station at Port Armstrong, Alaska; Victoria Whaling company, with stations at Kyuquot, Naden harbor and Rose harbor, in British Columbia, and the American Pacific Whaling company, with station at Bay City, Wash.

The whales sought by the shore



GUN USED IN SHOOTING THE HARPOON

til the shortage of ships, resulting from the war, caused a demand for practically anything that would float.

This year the steamer Herman, owned by H. Liebes & Co., was chartered to Capt. L. A. Pedersen, well known in the whaling industry. Before sailing her engines were removed and an Atlas gas engine installed as the motive power. She left San Francisco early in the year, and while her trip was principally a trading one to Alaska, she did some whaling and secured about 7,000 lbs. of whalebone and 7,250 gallons of whale oil. She returned to San Francisco on Nov. 14.

The auxiliary whaling schooner Belvedere, sailed from Seattle in the spring and spent the season trading and hunting whales and walrus. She captured several whales and 485 walrus.

Shore Whaling.

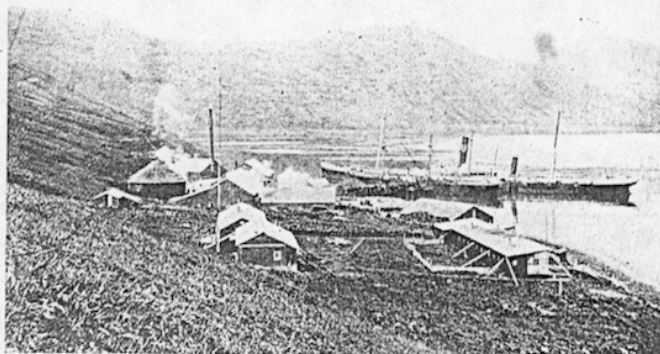
Most of the whaling of the world is being carried on from what are termed "shore stations." These are plants erected at places convenient to the shore whaling grounds, although in

were three companies engaged in shore whaling on the Pacific coast during 1915, viz.: North Pacific Sea Products company, with station at Akutan Island, Alaska; United States Whal-

whalers are those which have generally been avoided by the deep-sea whalers, due, largely, to the smallness of the baleen, and to the greater pugnacity of the animals. On this coast three species are generally



U. S. WHALING CO.'S STATION AT PORT ARMSTRONG, WASH.



NORTH PACIFIC SEA PRODUCTS CO.'S STATION AT AKUTAN HARBOR, ALASKA

Article from the trade journal Pacific Fisherman, "annual" issue, 1916 (1/2). Source: University of Washington Periodicals Collection.

sought, viz.: Sulphur bottom, finback and humpback. A few sperm whales are taken each season, while an occasional right whale is secured. The sulphur bottom is the largest known mammal, the length of an adult varying from 60 to 100 feet. They yield a large quantity of oil, and 800 pounds of baleen, three feet long, has been taken from the mouths of various individuals. The finback, or finner, sometimes called the blue rorqual, approaches the sulphur bottom in length, in some cases measuring 70 feet in length, but it has not the cor-



CUTTING OFF THE FLUKES OF THE WHALE'S TAIL

responding bulk. A fair quantity of oil is obtained from this whale. The humpback is the commonest species caught by the shore whalers. The average length is about 35 feet, 50 feet being a large specimen.

The season of 1916 was a fairly good one. The Victoria Whaling company secured 175 whales at its kyuquot station, 121 at Rose harbor, and 107 at Naden harbor, a total of 403. The American Pacific Whaling company secured 268, the North Pacific Sea Products company 238, while the U. S. Whaling company got

Late this year the California Sea Products company, of San Francisco, was incorporated for the purpose of establishing shore whaling stations along the California coast, but nothing further has since been done.

In Alaska waters the beluga, or white whale, is fairly common, and for many years the natives have killed a few each year for food, and used the skins for various industrial purposes. Several years ago Ben Nygren, of Nome, began the killing of these mammals near Bering Strait, the principal product obtained being the skins. He continued the business this year also. In addition a company



K. B. BIRKELAND

President of North Pacific Sea Products Co., Standing in Front of Whale's Mouth

known as the Beluga Whaling company, was incorporated in Alaska during the summer and has established a shore station at the mouth of Beluga river on Kachemak bay, Cook Inlet. J. A. Magill, who has been carrying on experiments in this region for a year or two, is president of the new company. Gill nets are used in catching the animals.

The beluga is a small whale, the hides averaging from 50 to 100 pounds each in weight and measuring from 7 to 25 feet in length. The carcass yields a good grade of oil, while the residue can be used as fertilizer or whale meal.

1916—PACIFIC COAST SHORE WHALING PRODUCTS—1916.

DISTRICT	STATIONS	WHALES	OIL		FERTILIZER	MEAL	BELUGA HIDES	WHALE BONE
			Whale	Sperm				
	No.	No.	Gals.	Gals.	Tons	Tons	Pounds	Pounds
Alaska.....	3	389	1,825,772	96,150	666	291	7,662	26,624
British Columbia..	3	403	1,599,000	66,100	600	150	60,000
Washington.....	1	268	700,000	8,000	300	90	10,000
Total.....	7	1,060	4,115,772	170,550	1,566	444	7,662	96,624

Article from the trade journal Pacific Fisherman, "annual" issue, 1916. (2/2) Source: *University of Washington Periodicals Collection*.

Seattle as a Center for Fisheries and Allied Industries

By PAUL P. WHITHAM

Former Chief Engineer Port of Seattle.

The advantages the Puget Sound country has to offer the fisheries and allied industries have become pretty well known, especially since Seattle has become the supply and distributing center for the North Pacific and Alaska fishing interests. That the available advantageous locations for such industries will be greatly increased by the opening of the Lake Washington Canal is less well known but will be brought out in this article treating on the Puget Sound country, and the Seattle district in particular.

PUGET SOUND.

The Puget Sound system of protected roadsteads, bays and inlets, with a total shoreline of something like two thousand miles, as might be expected, contains a great number of sites suitable for various industries and many sheltered coves particularly favorable as locations for fisheries headquarters. Such sites may be found all the way between Bellingham and Olympia, a distance of 165 miles.

There are distinct advantages, however, in the locations near the population and transportation center, which leads to the consideration of the Seattle district.

Seattle District.

The situation in and about Seattle may be readily appreciated by reference to the accompanying industrial map, a glance at which will make clear how the naturally available waterfront is being greatly added to by the construction of the nearly completed Duwamish Waterway, and particularly the Lake Washington Canal.

Lake Washington Canal: The Canal locks, the use of which will be free, are to be put into service in July next, opening to navigation, from Puget Sound, both Salmon Bay and Lake Union. The following year, Lake Washington will be lowered to the level of Lake Union, and the entire inner fresh-water harbor, with approximately 100 miles of shoreland, will become available. There are two locks, the large one being 80 feet wide by 825 feet in length, with 35 feet of water over the sill. The smaller lock, designed for fishing boats, yachts and small steamers, is 30x150 feet and very quick in operation.

The Salmon Bay and Lake Union basins offer exceptionally quiet anchorage and are well served by transportation lines; in fact, Lake Union is practically in the heart of the city. At Salmon Bay is located the winter headquarters for fishing power boats.

About Lake Washington are numerous sites for fisheries headquarters, where extensive grounds and anchorage may be had for the storing of tackle, laying up of vessels, the installation of repair shops, warehouses, and any other needed facilities. The inner harbor being free from tereedo and other wood-borers, the construction and maintenance of wharves and docks thereon is comparatively inexpensive. Such places as Juanita Bay, Yarrow Bay, Pontiac, Mercer Slough, Rainier Beach, and the north and south ends of the lake, all shown on the map, are especially desirable situations for fisheries headquarters during the "lay-up" and outfitting season.

If railway service be desired, the sections not reached with trackage may be served by car float ferries.

Duwamish Waterway: The Duwamish valley, extending southward from Elliott Bay, affords a large level area suitable for industrial and railway terminal purposes. In order to provide the district with water as well as land transportation facilities, the enterprising property owners formed a waterway district and proceeded to dig the Duwamish Waterway, which is now practically open to navigation for a distance of about five miles inland from Elliott Bay. On the east side a marginal street has been laid out paralleling the waterway at a distance of from 600 to 1,200 feet therefrom. A similar street is proposed for the west side. Railway tracks will be laid on these streets, so that both rail and water transportation will be available to industries located along the waterway. Owing to the character of the material and the market for its use in filling property to street grades, the cost of dredging special basins or slips to suit the needs of industries is very low.

On the Duwamish Waterway, as well as about Lake Washington and along the canal, particularly attractive sites may be had for boat- and ship-building plants and marine gas engine construction works and repair shops. Locations may be obtained on the outer harbor if preferred. Several fishing companies have terminals and storage plants on Elliott Bay, and the American Can Company recently purchased a site for a dock and branch factory close to the Alaska and coastwise shipping piers.

Speaking of shipping facilities suggests the fact that one of the greatest inducements Seattle has to offer not only those enterprises associated with the fishing industry, but practically all classes of industrial enterprises, is the fact that here are centered as many as and probably more trade routes than at any other point on the Pacific Coast.

America is becoming increasingly active in foreign trade, and the converging of these trade routes at Seattle opens to industries located convenient to these shipping facilities the opportunity not only to get into the American, British Columbia and Alaska trade, but to reach out for foreign markets. For instance, it has been found profitable to store the salmon pack from Columbia River, Puget Sound and Alaska in Seattle warehouses, for the reason that comparatively frequent sailings could be had from this point to the Orient, Australia, the Pacific Islands, South America, Africa and Europe. The sailings have been somewhat interrupted on account of the closing of the Panama Canal, but will undoubtedly be resumed as soon as that waterway is again in use. And upon the termination of the war the frequency in sailings, as well as the number of trade routes, undoubtedly will be greatly augmented.

The citizens of Seattle are public-spirited and have spent a great deal of money and gone to

great lengths in equipping the port with up-to-date shipping facilities, as well as contributing large sums toward the construction of the Lake Washington Canal, the Duwamish Waterway, and associated improvements.

Referring to the advantages of the Puget Sound country as headquarters for fisheries and allied industries, it should be noted that the greatest remaining supply of timber is located in Western Washington, the importance of which lies in the fact that the best lumber, at reasonable prices, is available for all classes of ship and boat construction, the building of barges, pile drivers, etc., and even the cannery buildings and warehouses themselves. It is also the original supply point for the piling much used in connection with the fishing industry.

CONCLUSION.

In conclusion, the industrial advantages of the Seattle District may be summarized as follows:

(1) Both salt water (tidal and fresh water non-tidal water frontage is available.

(2) The 18,000 acres of available industrial property is strung out along the shores or penetrated by waterway extensions so that practically all of it adjoins water transportation facilities.

(3) Four transcontinental railways enter the city over their own tracks and two others by operating arrangements. The terminal tracks of these railway companies reach most of the potential industrial districts, and plans are under way whereby extensions may be made to undeveloped sections as rapidly as they come into use.

(4) On Salmon Bay, Lake Union, Lake Washington, Duwamish Waterway, and immediately across Puget Sound are numerous sheltered bays and inlets that would make ideal sites for fisheries headquarters or other industries desiring extensive anchorage and land areas for their operation, but within easy reach of the numerous rail and other transportation lines having terminals on Elliott Bay.

(5) The dockage facilities available at reasonable rates are equal to the best anywhere, and on the Pacific Coast are second in extent only to those at San Francisco. In the matter of warehouse facilities Seattle is better prepared than any other city on the coast, and in the convenience of their location with reference to the docks themselves, and in the manner of their service by railway tracks, the new warehouses are not surpassed by those at any other port in this country.

(6) The people of Seattle are fully awake to the advantages that result to them from the upbuilding of their industrial activities and are in a spirit and mood to extend aid and encouragement to enterprises desiring to locate here to the full limit that may reasonably be expected.

Finally, it may be said that Seattle is fully aware of the importance of the fishing industry, as is evidenced by the fact that her citizens have gone down into their pockets and spent millions of dollars, both publicly and privately, to increase and develop her natural attractiveness as a center for fisheries and allied industries.

Article from the trade journal Pacific Fisherman, March, 1916
(1/2). Source: University of Washington Periodicals
Collection.

Lake Washington Canal: The Canal locks, the use of which will be free, are to be put into service in July next, opening to navigation, from Puget Sound, both Salmon Bay and Lake Union. The following year, Lake Washington will be lowered to the level of Lake Union, and the entire inner fresh-water harbor, with approximately 100 miles of shoreland, will become available. There are two locks, the large one being 80 feet wide by 825 feet in length, with 35 feet of water over the sill. The smaller lock, designed for fishing boats, yachts and small steamers, is 30x150 feet and very quick in operation.

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Article from the trade journal *Pacific Fisherman*, March, 1916
(2/2). Source: *University of Washington Periodicals Collection*.

It has occurred to me that, probably because it was so much a part of my life, I left out what was probably the biggest industry in Bellevue at the time. My grandfather's company, The American Pacific Whaling Company. It was based in Bellevue with the main office and machine shop on the site of the present Meydenbauer Bay Marina. He moved the ships into Lake Washington in 1919 and built the dock shortly after the locks were completed. I guess I got the cart a bit before the horse here. I should say he built the pier in 1919 and then moved the ships in. The idea was to berth them in the winter off season in fresh water as is done with the fishing fleet in Salmon Bay. Bellevue at that time was way out in the sticks and there was no objection to a commercial enterprise in Meydenbauer Bay.

The whalers themselves were almost universally Norwegians and very colorful fine men, but that is another story. The original dock burned down about 1930 and was rebuilt. It is now part of the present Meydenbauer Bay Marina. The fine cedar shingle roof installed in 1930 was finally replaced (for the first time) by asbestos shingles in 1976.

The whaling season in Alaska was from late May into late September. There were two whaling stations in operation during the period of the '30s; one at Akutan in the Aleutian Islands near Dutch Harbor and the other at Port Hobron on Sitkalidak Island about 60 miles from the town of Kodiak. The ships were seaworn and rusty when they returned in the fall and, in general, remained so during the winter. Great anticipation, excitement and bustle arose in March every year when preparations were made for the following season. Chipping hammers would be busy; the boats would be chipped and painted, refurbished and repaired. I can still remember the smell of Stockholm tar as it was applied to the rigging and the ratlines. The decks were tarred and waterproofed and the boats were then towed down to the Lake Washington Shipyard at Kirkland to be drydocked and their bottoms scraped and painted and to be otherwise made ready for the forthcoming season. Toward the end of the period supplies would be taken aboard, the harpoons and powder loaded, the harpoon lines (hundreds and hundreds of fathoms of four and six-inch manila) would be rove down from the loft on the dock and into the holds of the boats and they would receive their final preparations for the summer operations. Along about the middle of May they would be loaded down almost to the gunwales and steam would be raised. On a great and exciting day the excitement would reach a crescendo and they would get underway for Alaska. A few of us would be privileged to ride on them to the locks. A great thrill.

Getting underway was a time of smoke, steam, tearful farewells and as I said before, great excitement. The boats would leave from Bellevue and at about the same time, or perhaps a day or so later, the whaling station crews would leave on the Alaska steamships from Seattle.

Excerpt from the oral history of Bill Lagen, grandson of William Schupp. Source: Eastside Heritage Center. Bill Lagen Oral History Reference Files.



American Pacific Whaling Company deed for property on Meydenbauer Bay, 1919 (1/2). Source: Eastside Heritage Center. Bill Lagen Collection.

D E E D.

W. H. STEWART and
AGNES C. STEWART, his wife,
of Seattle, Washington

Dated October 20, 1919.

Recorded November 13, 1919.

TO

Vol. 1084 of Deeds, page 277.

AMERICAN PACIFIC WHALING
COMPANY, a Washington
corporation.

File No. 1364150.

Consideration: \$1950.

\$2. I. R. Stamp affixed and cancelled.

First parties convey and warrant to second party the
following described real estate in King County, Washington, to-wit:

Lot 6 in Block 6 of Lochleven, King County,
Washington as per map recorded in Vol. 16 of
Plats, page 46 records of said county, together
with all second class shorelands fronting and
abutting upon said property.

(Signed)	AGNES C. STEWART	(SEAL)
	W. H. STEWART	(SEAL)

Acknowledged at King County, Washington, October 20, 1919
by W. H. Stewart and Agnes C. Stewart, his wife, of Seattle,
Washington, before J. H. Templeton, Notary Public for Washington,
residing at Seattle. (Notarial Seal) Commission expires April 16,
1921.

American Pacific Whaling Company deed for property on
Meydenbauer Bay, 1919 (2/2). Source: *Eastside Heritage Cen-
ter. Bill Lagen Collection.*



Photograph of the whaling fleet in Meydenbauer Bay, 1920s.
Source: Eastside Heritage Center. L 85.39.2.

Change Over Time

The Lowering of Lake Washington

Frederick A. Siegel (1866 – 1950)

Fred Siegel was born in Slocom, Pennsylvania. After he came to Seattle in 1888, he worked as a logger, a pile driver and even a gold miner for one year in Alaska. He found his calling in 1898 when he took a job as mate on the U. S. Corps of Engineers snagboat SKAGIT. A snagboat was a special kind of vessel meant to float very high on the water and pull up large pieces of underwater debris that could damage boats on the surface. In 1905, the captain of the SKAGIT retired, and Fred Siegel replaced him.

According to one member of his crew, Captain Siegel was a hard worker and expected the same from everyone else on the boat. If he did have free time, he loved to go on shore with his dog Skagit and hunt ducks, pheasant, and quail for dinner.

By 1915, the hull of the SKAGIT had almost rotted away, and the new boat SWINOMISH replaced it. When Captain Siegel and the rest of the SKAGIT crew moved over to the SWINOMISH, they also took some of the furniture and the whistle from the SKAGIT with them.

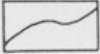














Extra Note: If you are ever in Anacortes, you can see the snagboat W. T. PRESTON at the Anacortes Museum. This boat contains much of the equipment that was used on the SWINOMISH.

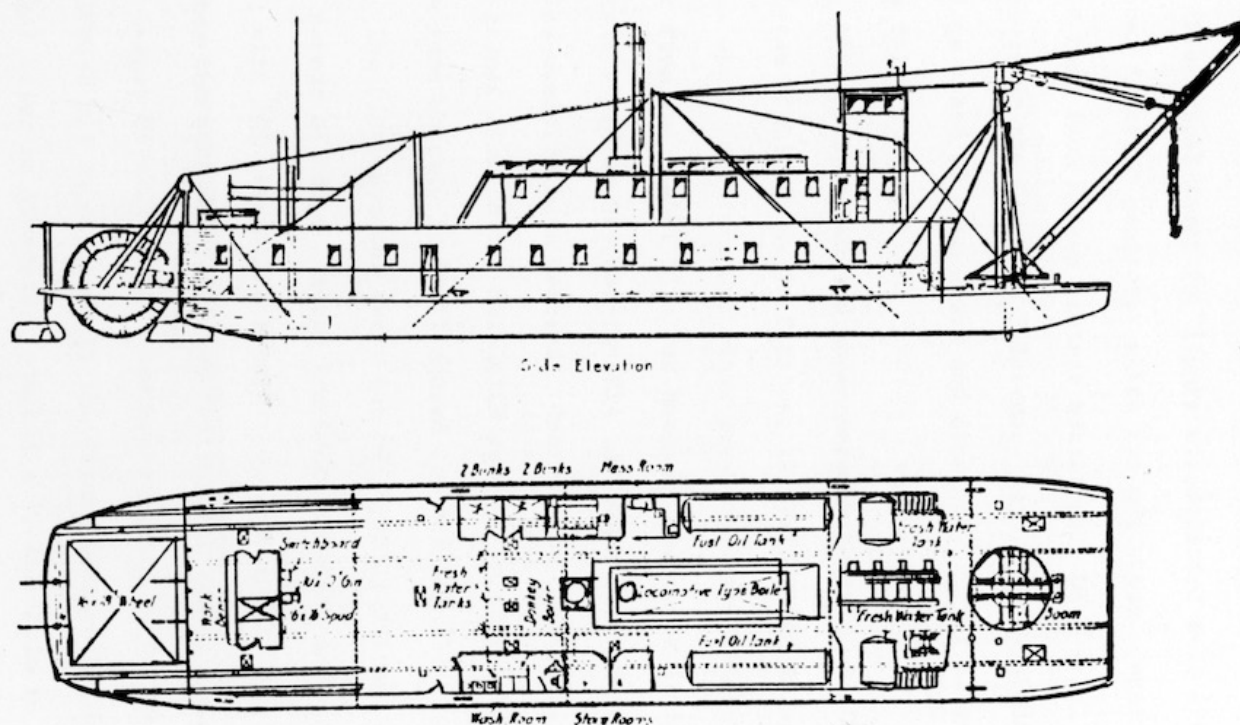
Shoreline Map: Lake Washington Ship Canal



Source: Michael J. Chrzastowski, "Historical Changes to Lake Washington and Route of the Lake Washington Ship Canal, King County, Washington," U.S. Geological Survey Water-Resources Investigations Report 81-1182.

Map Key

EXPLANATION			
Symbols for historical map	Features	Symbols for present-day map	Remarks
	Shoreline		Corresponds to the line of mean high water level (saltwater) or mean lake level.
	Mean lower low-water line	(Not shown)	
	Streams	 Intermittent  Perennial	The historical mapping made no distinction between intermittent and perennial streams. Streams indexed with solid, inverted triangles are historical channels that have been filled, diverted to sewers, or significantly modified. Open triangles indicate historical streams that today enter the lakes or bays in a near-natural state.
	Wetland		The historical wetlands were freshwater marsh except in Salmon Bay, where salt and brackish marsh existed.
	Forested upland	(Not shown)	The historical forest vegetation was predominantly a mixture of Douglas fir, western red cedar, and western hemlock.
	Grassland	(Not shown)	The historical grasslands included land that was logged prior to the surveys but not then developed for agricultural or urban use.
	Agricultural land	(Not shown)	Limits of land cleared for agricultural use. The polygons represent plots of different ownership or fields for different crops.
	Urban land	(Now shown as streets, buildings, or structures)	
	Shoreline structures		Piers, wharves, warehouses, and mills extending from the shoreline.
	Solid-waste disposal sites	(Not shown)	Sites of filled or modified land where the filling has included general waste and demolition waste (Sources: Wilson, 1975; Phelps, 1978, p. 208).



SWINOMISH design, from the November, 1915 issue of International Marine Engineering. Source: Pamela Negri MS Thesis, University of Washington, 1982.

conclusion that the cost of the work in Bachelors Slough is excessive when compared with the probable resulting benefits, and that a channel through this slough, while convenient, is not essential for the boats engaged in traffic on Lake River, as that stream is accessible at its mouth from the Columbia River. The board concurs with the district officer, however, in the opinion that it is advisable to undertake the improvement of Lake River, in the manner proposed, at an estimated cost of \$1,600.

I concur with the views of the Board of Engineers for Rivers and Harbors, and therefore report that the improvement by the United States of Lake River, Wash., is deemed advisable to the extent of providing a channel 50 feet wide and 6 feet deep at low water, from the mouth to Ridgefield, at an estimated cost of \$1,600 for first construction and \$500 annually for maintenance.

PUGET SOUND AND ITS TRIBUTARY WATERS, WASH.

Location and description.—Puget Sound is an arm of the Pacific Ocean, located in the western part of the State of Washington. This improvement includes maintenance work on all the larger rivers emptying into Puget Sound, the principal ones being the Skagit, Snohomish, Snoqualmie, Skykomish, Stillaguamish, Nooksak, Puyallup, and Duwamish, and connecting navigable sloughs.

Existing project.—The present project was adopted by the river and harbor act of July 13, 1892, and contemplates maintenance work on the rivers tributary to Puget Sound by snagging and dredging. The latest map of the locality is published in Annual Report of the Chief of Engineers for fiscal year 1913.

Condition at the end of fiscal year.—The work has consisted of snagging and dredging in the principal tributaries of Puget Sound. The snag boat *Skagit*, constructed in 1883, was operated practically continuously to March 1, 1915, when she was dismantled and sold. The snag boat *Swinomish*, constructed under contract, was placed in operation on March 1, 1915, and snagging was carried on in rivers and sloughs tributary to Puget Sound and dredging was done to restore channel depths. No permanent results are obtainable, but the maintenance of existing channels requires continuous operation of the boat. A dike has been built at Hat Slough to reduce the flow from that outlet of the Stillaguamish River, and a low-water dike was built at the north fork of the Skagit River to reduce the stream flow through that mouth and reduce deterioration of the south channel of the Skagit. Repairs to these dikes have been made as necessary. The total expenditures, under the existing project, are \$43,336.92 for new work and \$411,204.13 for maintenance, making a total of \$454,541.05.

Local cooperation.—There has been no local cooperation on this work.

Effect of improvement.—There has been no direct effect on freight rates, but the snagging and dredging by the snag boat has kept the rivers open to navigation for steamers and for the towing and rafting of timber.

Proposed operations.—The snag boat *Swinomish* will be operated on Puget Sound and its tributary waters as may be necessary to maintain existing channels. Funds now available will be expended in operation of the boat by March 1, 1917. The funds for which estimate of \$25,000 is submitted will be required for operating the snag boat between March 1, 1917, and June 30, 1918. The normal cost of operation of the snag boat is \$1,500 per month.

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Report to Accompany the River and Harbor Appropriation Bill of 1917 (H. R. 20079). United States House of Representatives (1/2). Source: Google books (books.google.com)

Commercial statistics.—The water traffic on Puget Sound and its tributary waters is very large and is rapidly growing. It includes vessels of about every type and size in use throughout the world. The foreign commerce consists mostly of the exportation of lumber, grain, fish, flour, and dairy products, and the importation of tea, silks, and hemp.

Comparative statement of commerce of tributary waters not included in statistics for specific improvements.

Calendar year.	Short tons.	Value.
1913.....	105,329	\$1,084,813
1914.....	113,990	815,039
1915.....	55,057	543,161

Amount expended on all projects from August 2, 1882, to June 30,

1916:

New work.....	\$43,336.92
Maintenance.....	478,699.71

Total.....	522,036.63
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July 1, 1916, balance unexpended.....	18,058.62
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Amount that can be profitably expended in fiscal year ending June 30, 1918, for maintenance of improvement.....	25,000.00
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APOON MOUTH, YUKON RIVER, ALASKA.—NEW PROJECT.

Report of the Chief of Engineers, printed in House Document No. 991, Sixty-third Congress, second session:

The Apoon mouth is the most easterly of the delta channels into which the Yukon River divides, and is used by all vessels plying between points on the river and the port of St. Michael. The original and existing project for improvement of this branch of the river, adopted by the act approved July 25, 1912, provides for a channel 6 feet deep at mean low water, 150 feet wide through the bars, and 200 feet wide at the bends. The present improvement extends to the mouth of Pastolik River, and the improvement contemplated by the act is understood by the district officer to extend from the mouth of that river to deep water for river vessels, or to a depth of approximately 6 feet below mean lower low water. He states that not only would the first cost of a suitable channel across these extensive flats at the mouth of the river be excessive, but its maintenance would also be impracticable within reasonable limits of cost. He therefore expresses the opinion that the additional improvement now proposed is not worthy of being undertaken by the General Government, and in this view the division engineer concurs.

These reports have been referred, as required by law, to the Board of Engineers for Rivers and Harbors, and attention is invited to its report herewith, dated May 6, 1914. At a hearing held by the board on February 24, 1914, interested parties expressed a desire for the widening of the channel at the turn opposite the mouth of the Pastolik River, the removal of such shoaling as had occurred in the improved reaches, and the dredging of a shallow channel through the so-called "hogback" or crest of the shoal a short distance beyond the mouth of the river, and these improvements are discussed in the supplemental report of the district officer, dated April 17, 1914. The board states that the work of restoring the channel where dredging has been done, and of easing the point complained of, can be done under the existing project with funds now on hand. The removal of the "hogback" would be new work, and its cost is considered excessive when compared with resulting benefits. The board therefore expresses the opinion that it is not advisable for the United

Report to Accompany the River and Harbor Appropriation Bill of 1917 (H. R. 20079). United States House of Representatives (2/2). Source: *Google books (books.google.com)*

Snag Steamer Swinomish Enters Lake Union, Being First Craft to Navigate New Waterway

**Clears Out Timbers and Debris, and
Small Boats May Now Go Through,
but Channel Is Yet to Be Deepened
by Dredging.**

The snag steamer Swinomish, of the United States engineering department, entered Lake Union at 1:30 o'clock yesterday afternoon and is the first steamer or craft thus far to enter that lake through the Lake Washington canal from Salmon bay.

When the Swinomish left her berth just outside the Lake Washington canal lock Monday morning to make her way through the canal as far as Lake Union for the purpose of clear-

ing away the debris caused by the blowing up of the cofferdam at the east end of Lake Union last Friday, it was not expected that the steamer would be able to enter Lake Union.

Several hours were spent in nosing about the huge timbers which had been hurled into the cut by last Friday's explosion, and at 1:30 such progress had been made in removing these timbers that the Swinomish had reached Lake Union, and her entrance into that body was hailed with cheers and shouts by a large crowd of people who had gathered in the vicinity to watch the work of clearing the way into the lake.

Crowd Cheers Entrance.

The shouts and cheers were met with three sharp blasts from the Swinomish's siren whistle, and as the steamer pushed her way through the debris until she reached the Fremont bridge the applause of the spectators continued. Being unable to proceed farther the steamer circled about in the vicinity and later Lieut. Col. Cavanaugh, of the United States engineering corps, and Assistant Engineer W. T. Preston and Chief Clerk A. A. Oles were landed at Fremont bridge.

Open for Small Boats.

Lieut. Col. Cavanaugh, after the trip, said that small vessels that can pass under the Stone avenue bridge may enter Lake Union, although the channel will not be thrown open to navigation until after the dredging now in progress in that vicinity is finished. The clearing of Lake Union of the debris, he said, is to afford an easy discharge of the water from Lake Washington through Lake Union.

The second boat to enter Lake Union from the Salmon bay locks was the Hazel B., owned by George W. Roberts, 1419 1/2 Fourth avenue. The Hazel B. is a thirty-foot pleasure boat, with a draft of four feet. Leaving the locks at 7 o'clock last night, the boat passed from the canal into Lake Union at 10 o'clock. Some difficulty was experienced in passing through the swift water near Fremont, where the water empties from the lake. Capt. Johnson was at the wheel.

News article from the Seattle Times, August 29, 1916. Source:
University of Washington Newspaper Collection.

A federal report Of October 17, 1916 speaks of snags and rocks exposed because of the lowering of the water. "Last week three launches were disabled 200 or 300 feet out from the landing at Rhodesa on the south end of Mercer Island, not far from where the passenger steamer Triton was snagged and sunk. With approaching stormy winter weather the lake in its present condition is a menace to life . Mr. Rhoads said, "I myself cross the lake daily in a small boat and since the lowering have twice disabled the wheel on my boat from hitting a snag."

Reproduction of October 1916 correspondence, found in historian Lucile McDonald's files. *Source: University of Washington Special Collections. Lucile Saunders McDonald Papers.*

[N. H. HECK.]

SUMMARY OF RESULTS.—Triangulation: 50 square miles of area covered, 45 signal poles erected, 36 stations in main scheme occupied for horizontal measures, 9 stations in supplemental scheme occupied for horizontal measures, 95 geographic positions determined. Topography: 50 square miles of area surveyed; 110 miles of general coast line surveyed; 5 topographic sheets finished, scales 1:10,000 and 1:20,000. Hydrography: 5 square miles of area dragged; 40 miles run while dragging; 1,742 positions determined (double angles); 118 soundings made; 2 tidal stations established; 192 trees located for removal; 2 hydrographic sheets finished, scales 1:10,000 and 1:20,000.

Between July 24, 1919, and March 26, 1920, a wire-drag survey was made of Lake Washington and Lake Union, Washington, with such triangulation and topography as was required for the purposes of the survey.

The work undertaken included the revision of shore line and topography, Lake Washington; wire-drag work, Lake Washington and Lake Union; work on launches to prepare for Lake Washington and Alaska seasons; and development of new methods.

Owing to reasons given later, it was not possible to start the wire-drag work till the middle of November. Practically nothing was known about the best means of locating trees for removal, and new methods became necessary.

Instructions were to drag areas of submerged forest to a depth of 45 feet wherever practicable. It soon developed that in addition to this general program something else must be done in order that the proposed work might be of any value. It was further learned that the parts outlined on the charts were only part of the area needing investigation.

The following method of work was developed: The local United States Engineers' office which had cleared out the trees in Lake Washington, which appeared when the lake was first lowered, arranged to temporarily assign the snag boat *Swinomish* from time to time, as she could be spared from her regular work on the rivers, to remove trees in Lake Washington. The arrangements were made locally between the engineer officer for the district and the inspector at Seattle, this plan leaving considerable latitude as to the times and methods of cooperation. This feature was especially desirable, as both parties had to discontinue work for short periods for various reasons.

This work was absolutely necessary and of great importance and value. In every area trees 6 feet or less beneath the surface were found. In the area of the thickest trees where a steamer and launch were formerly lost, several dangerous trees were found directly in the path of excursion steamers.

Another dangerous tree with 4 feet of water over it was found directly in the path of tow boats engaged in towing rafts of spruce logs from Lake Washington to Lake Union. On the west side of Mercer Island two dangerous trees were found, one directly in the customary path of a steamer, with 4 feet least depth; and another close to shore, with the same depth, was found by striking it with the *Scandinavia*, fortunately running at slow speed.

A tree with 4 feet on it in 120 feet of water in the north end of Lake Washington was perhaps the most remarkable find. Some of the trees removed were leaning, and several were nearly 140 feet in length. As nearly 200 trees in all were removed, the size of the project becomes evident.

The cooperation in this work was excellent. The engineer in charge of the work of the snagboat did everything to make the work a success. The officer in command of the *Swinomish* found opportunity to use every part of his extensive experience, and their work, development of methods, and results were most efficient and of the greatest interest to all who observed the work in progress.

In addition to the location and removal of trees, a considerable portion of the lake was dragged and proved free from obstruction. A dangerous log, which had been struck by an excursion steamer, was found and removed later by the snagboat.

Little hydrography was done except to sound on places where the drag struck bottom and where the charts indicated greater depth. The most important case was a shoal area in the region of submerged forest, with depths of 16 to 22 feet where the chart indicated at least 30 feet.

Annual Report of the Chief of Engineers, United States Army, 1920.
Source: Google books (books.google.com)