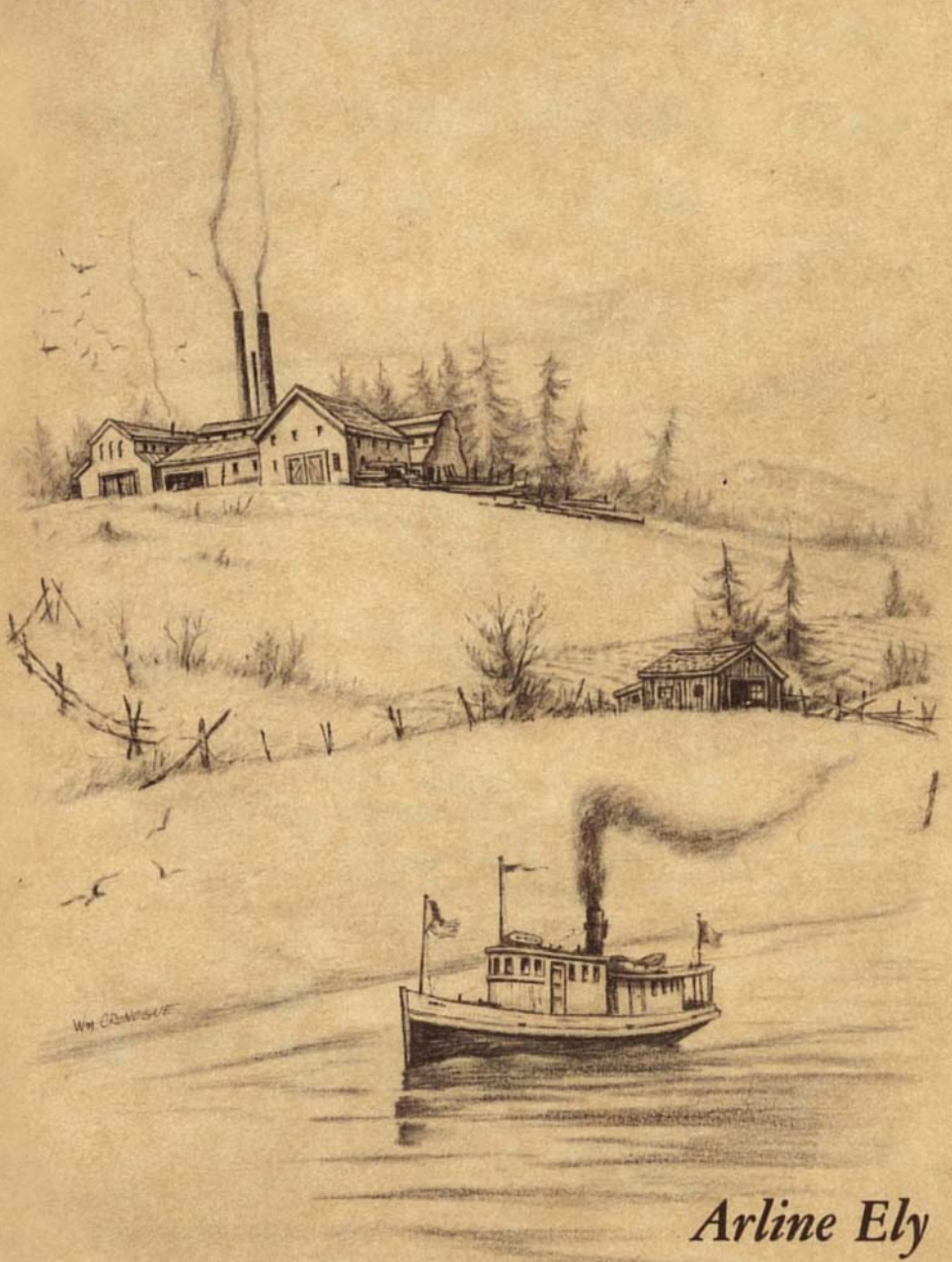


OUR FOUNDERING FATHERS

Arlene Ely

OUR FOUNDERING FATHERS



Our Foundering Fathers The Story of Kirkland

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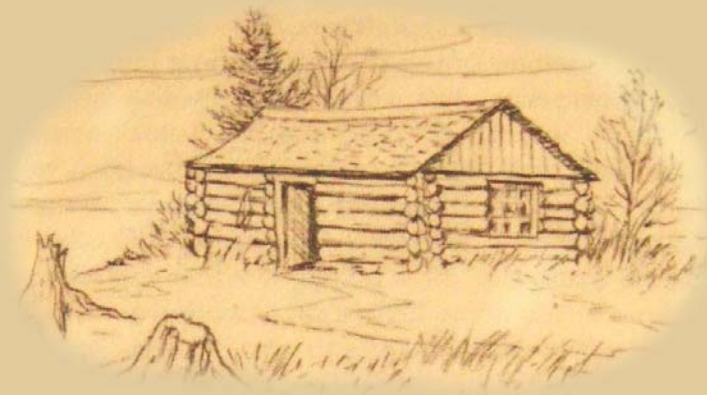
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Dedicated With
Admiration and Affection
To
Our Foundering Fathers

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Mother Wanted To Call it Ashville

The sailboat was nearing land and young Harry French searched for a spot to beach the boat. The land back of the water's edge was dense forests of huge native trees and along the Lake Washington shoreline, there were few spots shallow enough to land the boat.

It was a warm summer day, 1872, and the three men, Harry, his father, Sam French, and Harry's "Uncle Smith" had rented McGilvra's sailboat in Seattle (at the foot of Madison Street) and taken it across Lake Washington to the forested eastern shores to see Smith's homestead claim. He had offered to sell the land to the Frenches.

Smith's claim was on a straight stretch of waterfront just north of a lagoon known as Pleasant Bay. The only white people who lived there were Mrs. Nancy (Popham) McGregor and her two sons, James and William (Thomas) Popham. Mrs. McGregor had 160 acres of land south of Smith's claim and the two sons each had a homestead south of their mother's at the tip of the bay.

The Popham-McGregors' only neighbors were Indians who lived in a camp at Pleasant Bay-or Yarrow Bay as it is now called. To the north some four miles away was another inlet (Juanita) named for Hubbard who brought the mail from Seattle in a rowboat. Smith had heard there were white folks there at Hubbard, but he had only seen Indians digging for wapatoes in the marshy lands at the inlet.

At last, Harry spotted the "walk" and headed the boat towards

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shore. There wasn't a real walkway from the water, but some *trees* had been felled and stretched from the sloping shore into the water.

Harry's father, Sam, was a small man, balding on the top and heavily bearded. Harry was slightly taller and had a small moustache. Both men were trimly built and both had suntanned skins from working as farmers. Sam French was the last to climb from the boat, as Harry jumped ashore first to secure the boat and explore the countryside.

Smith had a total of 80 acres, with a half-acre along the water's edge already cleared. A cabin had been partially constructed near the lake shore. The trees on the property were so dense it was difficult to tell how steep the hillside was behind the clearing. In fact, their density had made it difficult for Smith to cut a trail into the woods and without a trail it was impossible to walk through the brush. There was a creek running down the hillside from the forest into the lake almost through the middle of the property. Uncle Smith said it was good water. Occasionally, bear and deer came from the forest to drink. There were lots of fish, too. Some of the land at the water's edge looked like good farm tillage.

"I never knew there could be such peace and beauty," Sam French said.

Uncle Smith's claim was just the land for which the Frenches had been searching. They had been determined not to struggle another winter in the severe cold of their farm in Maine. And they weren't interested in living in the city where one could only, infrequently, see the sun or smell the fresh air. Everyone knew the real opportunities were in developing the wilderness area. The Homestead Act had made it a great deal easier for the average person to acquire a large section of land cheap, if not free.

Sam French gladly paid Alfred Smith \$350 to relinquish his homestead claim. In addition, French would have to pay the government \$2.50 an acre in greenbacks within the next two years. This was a type of preemption claim.

A month later, in August of 1872, the Frenches, who had been living in Seattle since their arrival from Maine, started work on the homestead. Sam French paid \$25 in gold for the purchase of a canoe in Seattle and then paid an additional \$2.50 to have it hauled down to McGilvra's waterfront at Madison. The land east of the lake was so primitive that the only way the settlers could get from one place to another was by boat. It was impossible to travel very far along the lake, much less around it, on foot, because there were no trails. Occasionally, there was an Indian path.

The two men spent the summer of 1872 on the claim, clearing land by day and rowing down the lake to Pophams' cabin at the lagoon (Yarrow Bay) to spend the night. Occasionally, Harry and Sam went back to Seattle for supplies and to see Harry's mother, Caroline French.

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It was nearly three months before the men brought Mrs. French and all their worldly goods across the lake to the new homestead. It had taken them the entire summer to complete the cabin and prepare it for the family's occupancy.

As Mrs. French stepped from the canoe to the homestead land for the first time, she became enchanted with the beautiful countryside. There was an abundance of wild flowers, berries, evergreen trees and mountain ash. She had detested Seattle. It was a logging town comprised mainly of saw mills, blacksmith shops, brickworks, shipyards and tanneries. The population was 2,000--mostly men! There were no fine ladies' shops or theaters which Mrs. French had been able to visit in New England.

As she walked along the boardwalk in downtown Seattle, Caroline French had to lift her long skirts because the loggers and men who worked on the waterfront constantly chewed tobacco and spat on the walkway. When Mrs. French finally saw the new homestead on Lake Washington, she knew she was there to stay; there was clean, fresh air and she was not constantly bumping elbows with people. And obviously, opportunities were plentiful in this unsettled land.

"No matter how thick and close the neighbors get, this country will never feel crowded," she told her husband and son. "We can't even see the ends of the lake from here."

The first night the family spent in the cabin on the eastern shores of Lake Washington, Harry wrote in his diary: "We have at last moved Mother to our cabin. She thinks it is a lovely place to live and she thinks some day an entire settlement may spring up around us. (Because of the mountain ash) Mother wants to call this place Ashville."

Mrs. French couldn't see Mrs. McGregor's cabin from her property. There was only the chimney smoke rising from the treetops in that direction. Caroline French busied herself by sweeping out the dirt floor of the cabin; stacking pots, pans and dishes on the shelves in the little pantry off the main cabin; and putting her quilts away.

She washed dishes in the stream near the cabin and left them to dry in the sun, along with the family wash. She set out peach stones, plum and apple seeds and planted raspberries, *currants*, blackberries and strawberries. Harry gathered grass seed at the lagoon to the south.

Mrs. French tried to make preserves from the big juicy wild berries. But she needed a piece of glass with which to cover the pan of berry juice so the sun might thicken it.

"Next year, when we've put aside more money, we'll get glass for the cabin windows," Sam French promised her. "And I'll get some extra glass so you can make preserves."

Everyday, Caroline French took a pail and collected berries in the brambles behind the cabin. These, she dried in the sun to store for winter,

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knowing that when the cold weather came, they would welcome stewed fruit.

One afternoon, following the usual day's chores, Mrs. French changed from her calico work dress and put on a long brown "calling dress" which was high at the neck and trimmed by a white bow. The dress had long sleeves that fell loosely from the elbows. Caroline French was a small woman and her trimness was accentuated by the snugly fitting bodice and waist of the dress. Her hair was drawn smoothly back from the sharp features of her face and was twisted in a french knot at the nape of the neck.

Pulling the strings of her bonnet under her chin, Mrs. French followed a small path along the water's edge to Nancy (Popham) McGregor's cabin. It seemed that Mrs. McGregor's health was poor and life in the wilderness was difficult. Mrs. McGregor had hardly been able to keep up with her own land, much less call on the neighbors.

She explained to Mrs. French the frightening loneliness of life in the wilderness. A short time after she had settled on this land, she had been scared half-to-death when Indians had opened the cabin door and walked right in! Nancy McGregor knew these Indians on Lake Washington were peaceful, but it had still been a terrifying experience. The Indians had motioned towards the fire and food and Mrs. McGregor fed them while they warmed themselves. After which, they had left as quietly as they had come.

Mrs. French acknowledged that she had already seen Indians. One day, they rowed by in a canoe. Another time, they were drinking water from the creek. They were tall and brown and were scantily clad in just breech cloths, attached at the waist to buckskin belts. One of them wore moccasins.

Mrs. McGregor was happy to know that with Mrs. French nearby, there would at last be another woman on the frontier. Nevertheless, as time progressed, Mrs. McGregor's health grew worse and she talked of relinquishing her claim and moving to California. But, for nearly two years, the women were neighbors with the two families sharing Sunday night dinners. Occasionally, the women sewed together. Then, the Popham-McGregors sold out and moved to California.

After they had left, the Frenches pondered this abandonment. Although there was still land along the water's edge, many settlers filed for claims on the rich farm land in the valley, a day's journey to the east called Salmonberg (now known as Redmond). But the Frenches had chosen to stay at the water's edge where they didn't have that extra day's travel to get to Seattle. And, although the land may not have been perfect for farming, life was still a great deal better than it had been in Maine.

Until 1871, Sam, Caroline and Harry French had been raising sheep,

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apples, hops, hay, potatoes, corn, asparagus, peas, beets and parsnips on the Maine farm. Cranberries grew in the swampy portion of their land. But, the New England temperatures were quite severe and it was miserable to try to work in the wet cranberry swamp in the cold weather. Winters, with as much as three feet of snow, caused roofs to cave in.

Keeping mold off the hops during the summer was another major problem. Once, Sam and Harry French visited other hop fields and discovered theirs in Dixfield was the worst of all! The grasshoppers were so thick that they ate all the hops and the potatoes.

It was no wonder that, when the Frenches met Captain Bonney of Greely, Colorado, in 1871, they were impressed. His stories of the fertile land and mild climate out west prompted the Frenches to send for information on western lands and put their farm up for sale.

On March 10, 1871, Sam French advertised his farm for sale in the *Maine Farmer*: "The subscriber, desiring to go west, wants to sell his farm situated in Dixfield Village containing 85 acres about equally divided between pasture land and tillage. The tillage land cuts 25 tons of hay. This is a rare chance for anyone wishing for the privilege of living in a beautiful little village. Price \$3,000."

By January of 1872, the farm had been sold and Sam French had packed his tools in barrels, along with Mrs. French's dishes and extra clothing and they had started their tedious journey westward. The move across country was slow, as they visited relatives in Boston, Chicago, and Wisconsin. In each town they stopped, they explored business opportunities. The Frenches stayed for a time in Chicago and Harry went to work for his Uncle James French at Barrett and French on Michigan Avenue. Sam French investigated various opportunities, including a vault light company. But, he found nothing to his liking. Opportunities were plentiful in Chicago, as the city was rebuilding from the Great Chicago Fire, the fiasco caused by Mrs. O'Leary's cow the previous year.

The French family traveled on to Fond du Lac, Wisconsin, in their search for a new home. But Harry wrote in his diary that the "future looked bleak if they stayed in Fond du Lac." Sam French had considered the manufacture of steel ploughs while in Fond du Lac, but eventually, the family opted for Seattle, Washington Territory, instead.

The trip to Seattle from Wisconsin was not a simple matter of boarding a train. The first transcontinental railroad, built by the Union Pacific, had been completed in 1869, but its western terminus was San Francisco. So travelers to the Northwest had to board a sailing ship in California to get to Puget Sound.

Harry made special note in his diary on June 6, 1872: "We left Wisconsin for San Francisco at 10:20 a.m."

The train trip, which cost \$118 each, took five days during which Harry

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wrote in his diary of the antelopes, prairie dogs and wolves he saw for the first time. He patted the seven shooter beside him on the train and wrote, "Cousin Smith in Chicago was right--I may be needing this 'out west' after all." Harry discovered the vastness of the wild west. Between Chicago and California an expanse of desolate plains stretched across one-third of the continent. There were only a half-dozen towns that had a population of 5,000 or more-and only a single railroad. It was as if the United States were two countries. From the Atlantic Coast to the Mississippi River lay a settled, productive nation where thread was spun by the mile in New England mills and there were some 50,000 miles of railroad track-more than in any other nation-linking every port, factory town and farming center. It was a land of dense cities clogged with carriages and horse trolleys, of gas lit homes with linoleum floors.

While in the west, there were still wild beasts, deserts, cactuses, prairie dogs and savages. East of the Mississippi, there were 42 million people; and a scant two million scattered throughout the western half of the country. But the government's offer for homestead land was drawing more and more people to the west.

The Frenches arrived in San Francisco late in the evening and stopped over at the International House. Upon waking the next morning, Sam French discovered they had missed the steamboat they planned to take to Puget Sound, so they booked passage, for \$25' each, on a sailing ship, the "Northwest", headed up the coast.

Before the ship left the San Francisco port with its eight passengers, all headed for Port Townsend, Washington Territory, the Frenches had made the acquaintance of the other passengers, including Mr. and Mrs. Jay C. O'Conner, who were also going to Seattle.

Between spells of seasickness, Harry was at the ship's rail most of the time. "I saw porpoises and whales for the first time," he wrote in his diary. In fact, once while in the Straits of Juan de Fuca, the ship had to stop in order to avoid being wrecked by a pod of whales. After 16 days at sea, the ship deposited the travelers at Port Townsend, where they took a steamer, "Ruby", to Seattle.

"Father and I secured work at Yesler's Mill," Harry wrote in his diary, upon arrival in Seattle.

"In our spare time, we have been looking for land. We have explored Bear Point, 10 miles from Seattle, and traveled north to Green Lake." But it was not until the Frenches saw the east side of Lake Washington that they found a place to settle.

During the first year on the homestead, Harry took up 80 acres of his own land, directly north of his father. He cut a trail from the water's edge and then began to work on his own cabin. This first cabin was of shakes and logs and was built across from the present Bay Shore Apartments, next door to Marsh Park, on Lake Washington Boulevard.

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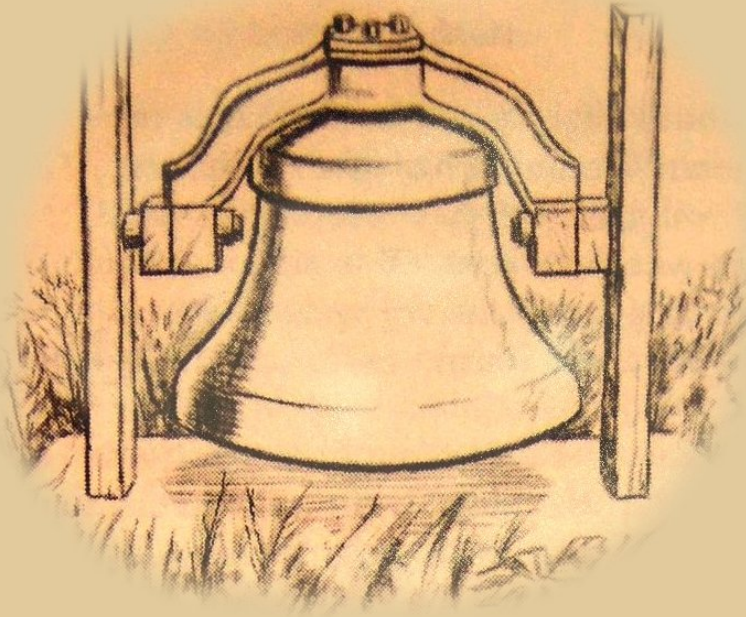
The Sam French cabin was built slightly south of what is now NW 63rd Street and became a well-known landmark to lake travelers. Caroline French often burned a coal oil lamp in her window at night so that travelers on the lake could see where to land. But all too frequently, the light was missed in the night fog and the voyagers either had to row around on the lake all night to keep warm, or beach their boats on a strange shore and light a fire.

Most travelers stopped at Caroline and Sam French's homestead and "walked the logs" to the cabin. At that time, prior to the construction of the Lake Washington Ship Canal and the lowering of the lake, the shoreline was nine feet higher than it is now, and the water's edge was located in the middle of today's Lake Washington Boulevard. The waves nearly lapped at the French's front door.

Sam French, a molder as well as a farmer, lived on his east side homestead until his death in 1906; his wife died in 1909.

Two years after the Frenches settled on their property, Harry French moved from his cabin to a larger home he built on the corner of NE 63rd Street and Lake Washington Boulevard. Since most of the homes built in this era were shake or log cabins, Harry French's "new" home (built in 1874) became the first wood frame home built in this community.

In those days, foundations were not built under houses-in fact, houses weren't even built on concrete footings. The French house was built on four large rocks. Stones from the property were mixed with mud mortar to make a fireplace and chimney. And a house with an upstairs (as this French home had) showed a sign of prosperity. Harry French lived in this nine-room home until his death in 1937.



The Bell Must Be Right in Every Way

"Mrs. McGregor would be so pleased," Mrs. French often remarked. For it had been Mrs. McGregor's constant prayer when she had lived at Pleasant Bay, that the gospel of Jesus Christ be preached. But Mrs. McGregor had died shortly after her move to California and she never knew that, as the settlement had grown, the word of God had come to Pleasant Bay.

It all started on a Sunday in June, 1879. There were a number of small cabins and a few large homes all dotting the eastern shores of Lake Washington. Most of the settlers were engaged in small land clearing operations. They, like Harry and Sam French, were farming their lands and clearing the timber to satisfy the government's requirements for homesteading.

It was supper time and the Frenches were just sitting down to dinner when a rowboat with two men arrived at their property. The men introduced themselves as Samuel Greene and the Reverend Harrison from Seattle. Greene was a layman in his 40's and his mission was to organize a Sunday School. The Frenches invited the guests to join them and over dinner, the plans for the Sunday School were discussed. Harry volunteered the use of his cabin for the Sunday School.

The settlers in the Pleasant Bay area attended the Sunday School weekly and during the first year, it became obvious the community's social life would evolve around the Sunday School. Picnics to Juanita

The Bell Must Be Right in Every Way

were often held with the settlers traveling by rowboard, canoe or sailboat.

The pioneers took an offering every week and usually collected \$2 or \$3. Half of this was paid to Greene, who served as minister, and the other half financed Sunday School supplies.

At the end of the first year, the settlers in the area met with Mr. Greene in French's cabin and organized a constitution and by-laws to form a church, the First Church of Christ at Pleasant Bay.

Caroline French became the church clerk, Chris Nelson, the treasurer and Andrew Nelson, Ed Church, Andrew Fagerberg, Stephen Anderson and Samuel Greene all became trustees.

Mrs. French, Andrew Nelson, Susannah Nelson, Christian P. Nelson, Carl L. Nelson, Gustave Walter Nelson, Edward S. Nelson, Amanda C. Nelson, Edwin Church, Mrs. P. J. Church, Andrew Fagerberg, Mina Fagerberg, Stephen Anderson, Hannah Anderson, John C. Malloy, Lucy M. Tuttle, Louisa Tuttle, Samuel Greene, Mrs. Sarah Greene and Miss Hetty Greene were all the initial members of the church. (Mr. Malloy's name was removed from the church membership list a few weeks later as he failed to furnish a promised letter of his Christianity.)

The congregation asked Mr. Greene to become their pastor and he became the Reverend Mr. Greene-but not until several trustees traveled across the lake with Greene to attend an ordination at Plymouth Congregational Church in Seattle.

It was not unusual in those days for a layman to be ordained as a minister. Frequently, a man who was well acquainted with the Bible and had a good command of the English language was asked by his neighbors to serve the church. Reverend Greene, who was the grandson of Roger Sherman who signed the Declaration of Independence, Articles of Confederation and the U.S. Constitution, was a well-educated and God-fearing man.

At that same organizational meeting of the First Church of Christ at Pleasant Bay, the congregation voted to build a church building without incurring any debt. So Harry French donated a portion of his land--just across from today's Marsh Park--for the church building. Harry, his father, Samuel French, and the Reverend *Greene* did most of the carpentry work on the church building and the parsonage, which was built next door (to the north) on land also donated by Harry French.

If it had not been for the generous donation from the Central Congregational Church of Providence, Rhode Island, the congregation might have sat on hand-hewn logs inside the church. But, instead, a check for \$100 enabled the pioneers to purchase pews and a pulpit. Shortly after the gift-check for the pews, came a letter written to Sarah Greene of Pleasant Bay, Washington Territory, and signed by S. J. (Sarah Jane) Houghton of Boston. It said: "I am very much interested in your

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church and want you to have a bell. Not a poor one, but a good one, right in every respect." Sarah Greene was overjoyed!

The gift of the bell would mean the final culmination of efforts by the Reverend Greene and the settlers in the pioneer community to establish a church. The bell would signify, at last, that the structure used as a house of worship was really a church. Just two weeks earlier, the building had been dedicated, "The Lord is in his holy temple," was fastened above the entry door. But the finishing touch would be the bell.

Mrs. Houghton expressed concern in her letter that the "proper" bell could be found in Seattle. She inquired of Mrs. Greene whether such a bell could even be found in Portland or San Francisco. Indeed, there were no bell manufacturers on the west coast at the time, so Mrs. Houghton made a trip to the Meneely Company in West Troy, New York.

Meneely and Company was a famous old foundry which had been manufacturing bells since 1786 when it was owned by Col. Benjamin Hanks, the first person to cast a church bell in the United States. The foundry was classed as the most notable bell founder in early America. It had already cast a bell weighing 13,000 pounds for the tower of the old state house in Philadelphia; and in later years, made a bell for the Columbian Exposition and four bells that now hang in the clock tower of the Metropolitan Life Insurance Company in New York. The clock tower bells are the world's highest hanging bells-650 feet above the ground.

So, it is no surprise, that Mrs. Houghton, whose husband, William Stevens Houghton of Boston, the benefactor of many educational and spiritual causes including the gift of the Houghton Memorial Chapel at Wellesley College, found the "proper" bell for the First Church of Christ at Pleasant Bay at the famous New York foundry.

In those days, bells were sold by the pound. The Houghton bell, which weighed 615 pounds, sold for approximately 30 cents a pound or \$184.50.

The bell made the same tedious trip out west and across Lake Washington as the earlier settlers had. It was two church members, Carl and Chris Nelson, who placed the bell in the boat at McGilvra's Landing in Seattle and lifted it out of the boat when the bell reached its new home on the eastern shores of Lake Washington.

Since the post office had been objecting to the settlement name of Pleasant Bay--because it was a double name--shortly after the arrival of the bell, the settlers elected to change the name of their community to Houghton, in honor of the Houghtons who donated the bell.

After its arrival in Pleasant Bay, the bell suffered a long and humiliating silence because the congregation could not afford a belfry. So, come rain or shine, it sat out on a platform day and night for four years until a belfry

The Bell Must Be Right in Every Way

Was at last built. Its sound was joyful, indeed, when the bell was finally hung in its rightful place to ring out the joy of the Sabbath.

The bell, along with the original pews, was brought to Kirkland in 1894 when the Kirkland Congregational Church was built and the Pleasant Bay Church and the Kirkland Congregational were united. Once in Kirkland, the bell was hoisted to a belfry where its melodious sound was heard over the woods, hills and lake for some 50 years. The bell's call to worship could be heard as far away as Juanita.

When a new Kirkland Congregational Church building was constructed in 1963, the bell came down and was set in a platform behind the building, once again in silence.

And a Community Did Grow...

The trip "out west" was a trying experience for the thousands of settlers who made the journey in the late 1800's. Many came by railroad to the west coast and then by boat to Puget Sound and Lake Washington, to take up land in the wilderness. But some came overland by horse and wagon, lured by the promise of rich farm land. Sometimes these pioneers walked 20 miles a day behind the wagon. They made the trip the hard way, one foot in front of the other.

One such family was the Curtises who came from South Dakota to the Seattle area. James and Sophia Curtis were nearing 60 years of age and they, their grown sons, William and James Franklin (Frank), and their daughter, Florell (Mrs. Benson Northup) made the trip along with the elder Northups, James and Almira.

While in South Dakota, the Curtises had become well-known for their musical ability. Frank, Will and Florell, who had a beautiful alto voice, all sang. Frank's wife Mary Matilda (Molly) accompanied them on the piano and they traveled about the communities presenting their music. But, after settling east of Lake Washington, the Curtis name became synonymous with early shipbuilding. All of the men in the Curtis family built and operated boats. In fact, the Curtises ran boats on the lake for more than 50 years. Their property was the site of the earliest shipbuilding east of the lake and later became the Lake Washington Shipyards.

Frank Curtis built a large two-story wood frame home near the water's

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edge and it became the second wood frame home in the Houghton area. Many early settlers remember taking music lessons in the "big house" from Molly Curtis, who, during the seven years she first settled in Seattle, became well-known as one of the early day piano instructors. She taught piano at the University of Washington at its original location and was an organist at the Plymouth Congregational Church as well as for the Sunday afternoon services at the YMCA, held in the old Yesler Hall at the foot of Cherry Street.

Frank, an accomplished cornetist, organized the Queen City Band and was its leader for many years. Frank's and Molly's sons, Al and Walt, were also musical, playing the violin, piccolo, guitar and banjo. The family frequently played together in the evenings after dinner and the large house would ring with lively music and warm laughter.

In the late 1870's and early 1880's, the east side of the lake was still dense with timberland and there were few roads anywhere. Most of the trails were just wide enough for a horse and rider. One trail went through the gravel pit area (east of the Juanita Slough) to Juanita. Another trail from Juanita went north and east to Woodinville; and still another went from Juanita through the back woods, to Redmond.

The first road cut through from the eastern shores of the lake to the "Squak Valley" (Redmond) was from the Curtis home and quite naturally, was called the Curtis Road. The Curtis Road, now NE 52nd, is still shadowed by many of the giant trees and native ferns.

Frank's young sons, Alvin and Walter, stood in awe of the loggers with their rough manners and huge boots. The men traveled from Carnation and Fall City over the rough trail to Redmond and from there over the Curtis Road to the family's boat landing on the water where food and lodging were often provided on the way to Seattle.

All of the early settlers between Juanita and Bellevue received mail from a farmhouse next door to the Curtis home at the site that later became the Yarrow Bay Marina. The first post office was in existence by 1883--six years before Washington achieved statehood. William Curtis served as postmaster at first and later, Walter carried the mail to Bellevue on horseback twice a week for \$1.05 a trip. It took him nearly three hours to make the trip.

The neighbors in the Houghton area traveled from one another's homes on foot, over a corduroyed road made with split puncheons on stringers. It seemed as if every day brought a new family to the area. Some homesteaded large sections of land, others bought a few acres from the original settlers.

Jay C. O'Conner and his wife, Eve, the same O'Connors the Frenches met aboard the "Northwest", when they came to Seattle, had taken up land east of the Frenches before Mrs. McGregor and her sons left. But,

And a Community Did Grow

when Mrs. McGregor's waterfront property became available, they bought the north 80 acres and rebuilt her modest cabin into a larger home. O'Conner was skilled as a boatsman and since the property bordered the lake, he built a dock across from the home and then built a flat-bottomed steam scow, "Squak."

The double-engined scow operated on two screws (propellers) and when those screws were run in opposition, she whorled around the bends. In addition to passenger transportation, she engaged in general towing and freighting from Lake Washington up the Sammamish Slough to Squak Lake (Lake Sammamish) then to Tibbets Landing (later named Gilman and now known as Issaquah). Before the "Squak" had appeared in Issaquah, the farmers who owned oxen had carried their goods to the landing at the Slough, where they boarded a boat and pushed it with a pole up the Slough to Seattle, returning the same way. The 20-mile trip had taken 10 days. In order to reach Seattle, the settlers in Juanita had traveled by sailboat, towing a canoe, to Portage Bay. From there, they carried the canoe across a narrow strip of land to the end of Lake Union. But, eventually, O'Conner's "Squak" stopped for them; and even later, O'Conner built the "*Lura Maud*" to run from Juanita to Portage Bay.

With the appearance of lake transportation and an overland trail, the Curtis Road, Houghton, at the water's edge, became a natural stopover for travelers from Redmond, Fall City, Duvall and other points east. Many of the early homesteaders provided food and lodging for travelers. The O'Conner home, across from the boat dock, became a popular resting place and Mrs. O'Conner actually pursued the hotel business.

Eventually, though, O'Conner and his wife discovered that operating both the steam scow and a hotel were too much for them so they opted for the boat business and sold the large home to John and Abigail Fish, who had come from Weston, Maine, in the 1880's.

John Fish was an aging man who had suffered an injury to one eye some years previous to his migration westward and was going blind in the other. He would probably not have made the difficult trip west had it not been for the enthusiasm of his grown sons. The family took the Canadian Pacific Railroad to Vancouver, B.C. where they caught the paddle wheeler, "Liza Anderson," that served as highway, newspaper and post office for the Puget Sound area.

The Fishes quickly determined that land opportunities were indeed good out west. The family bought the hotel and 10 acres from Captain O'Conner for \$3,000 and, in less than three months, they sold off two acres of the land for more than they paid for the original acreage and the house!

The entire family went into the business of operating the hotel. It was named the Lake House and was the family's main source of income.

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The three daughters helped Abigail Fish, who got up at 5 a.m. and worked steadily 'til bedtime. There were cows, chickens and pigs, which needed care. In addition to cooking and cleaning the house and hotel, Abigail Fish and her daughters often hauled water from the lake to their back porch where, gathering their skirts about them, the women bent over the tub to wash sheets, shirts, petticoats, underwear and dresses and then hung them out to dry.

The grown sons repaired the home, enlarged it, built the tables, chairs, and beds. They cut and stacked cords of wood near the back door. In addition, the Fish men worked in the garden, which served as a source of food for the hotel guests. As the years went by, the Lake House became well-known for its home grown food and its home cooking.

Chicken with lots of white flour dumplings and steaming hot gravy was served. Cornbread and other freshly baked bread, coffee and fresh milk and homemade pie were offered. Occasionally, there was duck or other wild fowl; rabbit, or fish. The aroma of hot pancakes, fresh bacon and coffee would waft throughout the home in the early morning hours.

On Sundays, the entire family including Frank, Al, Wayne, Will, Philo, Georgia, Mary (also known as May) and Ida Elizabeth (Bessie) attended church. It was there, that Bessie met and fell in love with the handsome Erastus Kirtley. The wedding took place in the Lake House.

Like most of the grown Fish sons and daughters, Bessie and Erastus lived in a home of their own near the Lake House. The settlement of "family" houses formed a "compound." In later years, when the streets in this area were platted, the one that went in front of the Lake House was known as Fish Street.

Kirtley furthered the hotel business by operating a stage line between the hotel and North Bend. The stables at the Lake House were for the Kirtley horses as well as the guests' horses. Ladies from Snoqualmie and Duvall would ride in from the back country with their best clothes packed in pillow cases on the back of their horses. They'd change their clothes and "freshen up" at the Lake House before heading across the lake by boat for a day of shopping in Seattle.

It was from the hotel's front porch that many eastsiders watched the red glow in the sky on June 6, 1889--the date of the Great Seattle Fire. Mrs. Fish, in her nightgown and her nightcap, rose from her bed that evening to see the traces of the fire in the sky.

After John Fish's death, Bessie and E. Kirtley continued to run the hotel. Just as their son, Frank Kirtley, and his wife, Bea, did in later years. The Lake House remained a hotel for nearly 60 years, until the *first* World War.

While the Fishes were building the hotel trade, other settlers were making livings for themselves in other ways. W. A. Smith, who had land on

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the Houghton hillside, opened a store along the water's edge.

William Cochrane, an Irish immigrant, took up James Popham's land and logged off the property by "felling the trees" and dragging them a short distance into the lake. It was from a spring on the Cochrane property that the City of Kirkland drew its water supply from 1915 to 1967.

The property at the southern-most tip of Yarrow Bay (formerly William Popham's land) was sold to Isaac Palmer who eventually sold to James and Almira Northup, who had come west with the Curtises and Benson and Florell (Curtis) Northup and settled in Seattle first.

Benson went to work at the Intelligencer Newspaper in Seattle, but the following year, he rented the job printing department from the publisher and printed the first Seattle City Directory. Financially, the book was a failure, but it became one of the early sources of Seattle history.

By 1878, Northup started the daily paper called The Post, but later sold it. This paper went on to combine with the Intelligencer and become the Post- Intelligencer.

Eventually, Benson and Florell moved east of the lake to James and Almira Northup's land and lived in the original Northup home at 10722 Northup Way. The small stretch of valley where SR 520 is now located, was known as the Northup community. There was a Northup boat landing at the Northup Bay (which had previously been known as Pleasant Bay and later became Yarrow).

In the 1930's a county road engineer misspelled the Northup Road signs and it took more than 35 years for them to be corrected. Though many of them are now spelled correctly, people still refer to the Northup Road as Northrup Road.

To the east of the Northup's property was 160 acres of land homesteaded in 1873 by Andrew and Mina Fagerberg who had come to America from Sweden. Fagerberg, his wife, and young son, Albert, came across the lake from Seattle to find paradise in the wooded hilltop back of the water. Their furniture came by boat around Cape Horn.

The Fagerbergs' daughter, Fannie, was born on the homestead and was the first white child born in the southern area of Pleasant Bay. There were five other children, Harry, Alma, Walter, Agnetta, and Emil.

On the hillside above Highway 520, the Fagerberg children used to pick strawberries. In pre-ferry days, their father rowed across the lake and sold the berries in Seattle.

Wells Green, whose name, like the Curtises, became synonymous with the lake ships, settled in Houghton in the early 1880's and became the engineer of the "Squak."

Amos Goff, whose wife, Mary, crossed the plains of California in 1862 in a wagon pulled by oxen, crossed the lake in 1884 and settled in Northup. Goff served on the Northup School Board for 20 years.

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Meanwhile, near Houghton, more land was being settled. Just north of Harry French, lived Edwin and Phoebe Church who took up the 160 acres between Houghton and the present Kirkland business center.

One mile east of the Church homestead was 160 acres belonging to John Andreen, a Swedish immigrant who came to America on his own, at the age of 13. At first, Andreen purchased 10 acres of tideflats at the site where Seattle's King Street depot was located. But eventually, the property assessments overcame him and he lost the land.

He then came east of the lake and homesteaded a quarter section (160 acres) one mile east of Lake Washington on the property that became the Lake Washington High School. His first log cabin was built near the property that is the Kirkland Cemetery. Andreen cut a rough trail through the woods and down to the lake. That trail became Kirkland Avenue. Andreen farmed and logged for a living while his wife sold the wild strawberries and raspberries that she picked from the property.

Other homesteaders were John Wesley DeMott and his wife, Jenny, and their family. The property on which the DeMott children played and helped to farm is most of today's Kirkland business center. The DeMott home was built on the northeast corner of Kirkland Avenue and Lake Street.

The Nelson family, Andrew and his wife, Susannah, and their grown sons, Carl and Christian, took up homesteads near the business center. Another son, Gustave Walter, settled on land two miles to the east on Rose Hill. The Nelsons were Danish immigrants who came to Kirkland in 1877. They all homesteaded hilly land--not the most conducive to farming--but they had the perseverance characteristic of pioneers. Andrew Nelson built a small white wood frame home on the northeast corner of Market and Central. The home was so small the barn outsized it.

On the nearby hilltop to the east, Dorr Forbes, a Civil War veteran and excellent mounted scout and sharp-shooter, worked the land. Forbes lived in Juanita, but he also worked the 160 acres on Rose Hill that later became the site of Peter Kirk's steel mill. The small lake on the property was named Forbes Lake (later Steel Mill Lake and today is known as Lake Kirkland). The bogs around the lake offered wild cranberries, but the beavers ruined the ditches whenever Forbes tried to improve drainage, so he eventually turned to logging and operated a sawmill in Juanita. The pioneer families along the lake--especially in Houghton--were ever increasing. And, as the community grew, so did the need for a school. When Harry French, still a bachelor, built his wood frame home on NE 63rd, he gave his cabin to the community for a school house. The desks were made of split logs and so were the benches. On winter mornings, the children kept warm by the wood stove in the center of the room.

It wasn't long before the 13 students--including Herbert and Anna

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Church, George, Eva and Bertie DeMott and Amanda Nelson brought other to the school. Suddenly the one-room cabin was not big enough. So, another school was built opposite the Curtis landing on the Curtis Road.

One of the prettiest young ladies to attend this school was Susie Houghton, the niece of Willard Houghton (no relation to the Houghtons of Boston) who was a logger in the Northup Bay area. Susie always had a freshly pressed apron over her calico dress which just barely covered her high-buttoned shoes. Sometimes she wore her hair in the new style with "bangs." Susie was held in the highest esteem by the other girls as her clothes were the most fashionable. They were ordered and shipped from the east. Her manners, too, were impeccable. She married Will Fish, but she and the couple's child died during the early years of the marriage.

Several of the children subscribed to the Youth's Companion and enjoyed reading adventure stories in the monthly magazine. The children played "Duck-On-The-Rock" and "Two Old Cats" at recess. They sat on the split rail fence of the school house telling stories and watching the boats go back and forth. Walt Curtis and his cousin, Wilbur Curtis, walked up into the back woods and made whistles from alder. The children played checkers, and there was often baseball.

The winning baseball team usually received a bucket of lemonade. Walt Curtis and his cousin Dale Northup together, seemed to be an unbeatable baseball team, as long as they didn't hit the ball too far into the lake. A ball that couldn't be reached with a pole or by wading was an automatic "out."

Several boys each contributed 15 cents to buy a football for \$1.15. But the first day they used the ball, Louis O'Conner gave it a hoist and it hit on a nail protruding from the school house and was torn beyond repair.

Sometimes in the evening, the boys who lived near the, water's edge in Houghton, sat outside around a fire talking and telling stories. They threw cans in the lake and then shot them full of holes 'til they sank. Several young men played in the Houghton Cornet Band, including Walter Curtis who played second alto on his \$13 horn.

On weekends the pioneers traveled across the lake to Seattle and visit the waterfront aquarium, the zoo, the circus or a musical presentation. Often, the young Curtis boys, Al and Walt, wandered down to the Seattle waterfront to see the large sailing ships.

There were spell-downs for the Houghton School students. And there were basket socials for the young people. These were frequently held at the Highland School and the Dunn Schoolhouse farther to the east, near today's Overlake Park in Redmond.

At the basket socials, frequently an all-knowing relative gave a wink or a nod to a young man who was considering "keeping company" and he would then be able to purchase the right basket. The going price was 60 cents for

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a lunch. One summer, the proceeds from a basket social at the Highland School were used to buy new singing books.

Candy pulls were a common social occurrence with children whose greased hands pulled back and forth on the candy mixture until it grew lighter and lighter in color and gradually hardened. During this process, however, gales of uproarious laughter were often heard as boys and girls got the sticky candy in their hair.

The Houghton School's first teacher was William Easter, a carpenter who lived on Yarrow Point and ran a sailboat back and forth across the lake during the summer. Many times, the paying customers in Easter's sailboat had to reach for an oar and help row their way across the lake if the wind failed. Later, Hetty Greene taught at the Houghton School.

While the children attended school in the afternoons, the women, after completing the day's chores, would change into fresh dresses. With their skirts furling in the breeze and sewing baskets over their arms, they would stroll the corduroy road to one another's homes.

The first Methodist Church in Houghton had been built at the Northup Landing in 1886 on a lot donated by William Cochrane. The charter members of the church were Mr. and Mrs. Benson Northup, Mr. and Mrs. G. W. Ells, Mr. and Mrs. D. T. Carr, Mr. and Mrs. James Curtis, John Houghton (no relation to the Houghtons of Boston), Mr. Andrews, Mrs. Ashworth, Mrs. Davis and Mr. and Mrs. John Fish.

The women who attended the church formed a club and according to the handwritten minutes of the Women's Aid Society, a "few of the lady members of the Methodist-Episcopal Church, together with a few friends, met at the home of Mr. and Mrs. John Fish in Houghton and formed themselves into an organization.. .the primary object was to be for social intercourse and the development of more friendly relations toward each other." They also planned to assist in the support of the ministry and other church work. Mrs. Fish was elected the first president. Sometimes the women had meetings, where "there being no business on hand, the ladies spent the afternoon in pleasant discussion." They also busied themselves holding quilting bees. They made an Album Quilt and a Crazy Quilt and many more.

After these quilts were made the women would sell them in the community and use the proceeds for the betterment of their church. It was through this means that the women rented an organ for the church (at the cost of \$1 per month) and later purchased it for the church and the community's use.

At one meeting, Miss Grey suggested the ladies piece an Autograph Quilt. "I think it would be attractive in red and white," she said. Another woman thought it ought to be in various shades of blues and

still another thought it ought to be multicolored. At last a vote was taken

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and it was agreed it would be red and white.

At the next meeting there was some discussion about whose names and how many were to be embroidered on each square. Furthermore, the ladies were in a great dilemma as to who should write all the names on the quilt.

A motion was made and carried to have one person write all the names on the quilt. The names on the white blocks were to be worked with red and those on the red squares to be worked with white.

"I think Carrie Sallee ought to do all the writing," Mrs. Peck said. "Everyone knows Miss Grey has a lovely hand (writing)," Mrs. DeMott said.

A great part of the afternoon was spent in discussion as to the writing of the names and the amount of them that should be placed on each block of the Autograph Quilt. It was at last decided that "each lady should do as she pleases about her own block; get all the names she can and put the amount on the block as she chooses."

Eventually, the women drew a \$2 warrant on the treasury in order to purchase material, lining and batting and at a later meeting Mrs. Fish, chairman of the committee for purchase of material for quilts, reported purchasing the same, which amounted to \$1.58 (leaving a balance of 42 cents from the \$2 drawn on the treasury).

But a strange thing happened. The material that was purchased was not red and white. Rather, it was a dark maroon print with a maroon border; and the autograph side, done in patchwork, was obviously the product of each woman's scrap material.

When the quilt was finished, it was auctioned off at a church bazaar to the highest bidder. Its multicolored squares and variety of signatures reflected the great controversy that ensued over the inception of the quilt. John Patty, whose wife, Mary, and daughter, Belle Patty Brooks, had their names embroidered on the quilt, bought it at the church social.

The quilt, resplendent with the names of such early pioneers as: Lizetta Beard (embroidered four times), Mrs. A. Northup, Mrs. Whitmore, Mrs. J. C. DeMott, Mrs. L. B. DeMott, Lucy Gulliver, Mrs. S. Peck, Mrs. Finney, Mrs. O. Hanks, Mrs. Richards, Mrs. Kathryn Pfiel, Carrie Sallee, Lillie Austin, Mrs. C. B. Curtis, Miss Grey, Ida Carter, Rose Daniels, Mrs. D. Winnie, Mrs. Addleman, Mrs. Ella Robinson, Mrs. Abigail Fish, Mrs. S. Jones, Mrs. J. B. Patty, Mrs. E. Brooks, Mrs. I. Kirtley, Mrs. K. Patty, Mrs. Ethel Thompkins, and N. Curtis, still belongs to the *Patty/Brooks'* family descendants.



Tragedy Was a Way Of Life

The homesteaders who came to Houghton in the early days were pioneers who were well-acquainted with hardships. They had to be strong to withstand the struggles of life in the wilderness. One of the everpresent tragedies was death.

In 1877, Martin and Eliza Clarke and their children, Willie, a tiny baby; Sarah, 5; and Ora, 7, left Cedar Rapids, Iowa and traveled to San Francisco where they took a sailing ship to Seattle. Martin was a shoemaker and the family came out west for land. They took a homestead claim in the Green Lake area and worked the land for three years. Clarke filed for his right of deed and then sold out. He and Eliza were unhappy with soil in this area, so they rowed across Lake Washington in search of better land.

They took up 160 acres of land on the hillside that is now north Kirkland. The Clarkes' property was bordered by what is now Sixth Street on the west, 18th Avenue on the north, 116th NE on the east and ended between Ninth and 10th Avenues on the South.

At first, Eliza and the children continued to live in Seattle, while Martin began the laborious job of clearing a site for a home. Once several of the large fir trees near the center of the property were cut down there was no way for Martin to remove them, so he burned them--as they were of no great value in those days.

When the cabin was complete, Martin brought Eliza, the children and their possessions across the lake. Martin led the way up the rough trail

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from the water to the homesite. There, at the clearing, on a slight elevation was the cabin. Eliza had to brace herself to accept the prospect of this new life. There were few neighbors, and their nearest one was a Siwash Indian tribe. The forest around the cabin was dense with trees so massive in circumference that the sun was seldom seen. There would hardly be fun and laughter in this forest, Eliza thought, only hard work. There was no place in the oneroom cabin for good china and linens; and even if Eliza had brought them with her, what would one do with them in this isolated wilderness?

One afternoon, Martin came whistling back from the creek, followed by a tall lean man about his own age. "Good news," he shouted to Eliza and the children. "I met a neighbor in the woods. He only lives five miles over the hill, near Salmonberg."

The beaver-capped neighbor was a French-Canadian trapper. He spoke little English, but he removed his hat, bowed slightly to Eliza and said "Ma'am. "

The trapper wore a ragged jumper and spit tobacco juice. Nevertheless, he was kind and considerate to the Clarkes. And, if Martin was away, he kept an eye on Eliza and the children. He often stopped by with fresh meat and fowl and helped Martin clear his property.

The French-Canadian was a bachelor and he had no interest in clearing his land, instead he was content to trap and hunt animals. The Clarkes were the only settlers who befriended this foreigner; the others couldn't understand his way of life since the extent to which a man cleared his land was a measure of his industriousness in those days. Those who were responsible for the rape of the forests were the more revered settlers.

At first, Martin worked daily through the summer and fall, clearing the land and planting a garden. Though his toiling seemed endless, the fruits of his labor were slow in blooming. After a year, it seemed as though the forest was still as dense as it was when he came.

The family's needs were few, but nevertheless, there were taxes to pay and there would soon be another child. The money Martin had received from his Green Lake homestead and his savings as a shoemaker were running out, so once again, he left his family and this time worked in Seattle as a shoemaker, returning home on the weekends. During the warm months, Martin stayed home with Eliza and the children and worked his land.

When Eliza's time came to give birth, it was Jenny DeMott who assisted as midwife and informed Martin their fourth child was a girl. They named her Lucy, though the family's nickname for her became "Lutie."

In the fall, while Lutie was still a baby, Martin was awakened one morning to find Ora and Sarah seriously ill with sore throats. In panic, he went for Mrs. DeMott who had the misfortune of telling Martin his children

had diphtheria. It was going around in Seattle. She was terribly sorry, but she wouldn't be able to stay and help, for it was contagious and she might bring it home to her family. She fixed some inhalation medicine and brought it to the Clarkes. For nearly two days, Martin and Eliza fought for their children's lives, but eventually, the two girls succumbed to the illness.

Eliza, distraught and exhausted, collapsed on the bed and fell into a fitful sleep. By this time, the third child, Willie, had the dread disease. That was when the French-Canadian trapper appeared in the doorway. He and Martin fought all through the night to keep the child alive. They steamed him with medical vapor.

Once, Martin went out to the neighboring communities to obtain help, but no one would come for fear of the contagious illness. They all sent their prayers. By morning, Willie was dead.

The Clarkes buried the three children on a slight knoll on their property near two young trees. It was a spot where the sun would always shine on them.

The following day, Eliza and Lutie were both sick with sore throats very much like those that claimed the lives of the three children. Martin and the fur trapper put the child and mother in the boat and rowed them to Seattle for medical help.

At first, they couldn't get help in Seattle, but eventually, some Catholic nuns took them in and gave them medical attention and shelter. Through the kindness and assistance of the Catholic sisters and the outcast neighbor, the lives of the mother and child were spared.

Eliza and the baby remained in Seattle with Martin all through the winter. In the spring when the sun began to warm the earth and wild flowers bloomed, Martin put his wife and small daughter in his skiff and rowed across the lake to the homestead. He built a small white fence around the graves of the three children and he, Eliza and Lutie began life again, in the wilderness area that had to someday--someway--prove to be a wise choice for these hardy pioneers who made so many sacrifices.

From Derbyshire to Sallal Prairie

Houghton and the small community at the inlet to the north, were peaceful little pioneer settlements in the mid 1880's. They had no particular destiny; just 100 settlers building a new community and hoping that, gradually, the area would grow.

Little did these early-day pioneers know that an Englishman--among others--would shortly descend upon them and turn the forested lands into a clamoring, bustling environ centered around a proposed iron and steel mill.

And, little did these early settlers know that even though the mill was destined to fail, this attempt would transform the area temporarily from a pioneer settlement to a boom town. And, after all the furor was over, the legacy would be an acceleration of growth that would change the community into a town, bearing the Englishman's name, Kirkland.

There were three brothers, Henry, Thomas, and Peter Kirk who came to the small town of Workington, England, near the English-Scottish border (in Cumberland) from the parish of Chapel-en-le-Frith in Derbyshire, where numerous branches of the family had lived since ancient times. The family had carried on a bar and iron manufacturing and ironfounding business, which had been moderately prosperous for more than half a century. But the family business was either not large enough to employ all three sons or not challenging enough to satisfy their ambitions. For they came to Workington, all young men between the ages of 20 and 30 years to seek

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their fortunes. The Workington population was 5,000 in the late 1850's. With a new railroad as well as recently discovered rich deposits of iron ore, the town was destined for success. One brother, Henry, was a member of the iron and Steel Institute and the Institute of Mechanical Engineers. All three were skilled in the iron and steel industry, so it appeared they were all destined for success.

In 1856, Sir Henry Bessemer invented a new process which made it common to manufacture steel for railroads and structural use at a reasonable (if not cheap) cost. The type of ore needed for the Bessemer process was in abundance in the area surrounding Workington and so, opportunities for prosperity seemed unlimited to the Kirk brothers.

They started by acquiring a small existing forge which they named Kirk Brothers and Company. It had one hammer and two heating furnaces in 1860 and was hardly more than a blacksmith shop. But, they developed the business on a rapid scale. The brothers either possessed, or were able to borrow, money. Puddling furnaces with forge and rolling mills were installed and the business rapidly developed in the manufacture of wrought iron bars. More and more land was leased as time progressed.

The brothers seemed to blend their business talents well. They had a similarity of temperament and a cohesion of ideas. They consulted each other, but respected each person's individuality. Yet, Peter, the youngest of the three, chose to go out on his own.

Peter appeared to be the most imaginative and enterprising--perhaps even impetuous--of the three brothers. It might have been the competitive spirit sometimes bestowed upon the youngest child that inspired Peter Kirk. But, at any rate, at the age of 27, Peter left the brothers' firm and formed a partnership with his sister's husband Charles James Valentine, a conservative Member of Parliament for the Cockermouth area of Cumberland. The new business, known as Kirk and Valentine, manufactured wrought iron at the Quay (pronounced "key") side of the river Derwent, just south of the river's mouth where Kirk Brothers was located. The various iron works which were started in the Workington area during the mid 1850's, did not compete with each other, but tended to have specialities and it was not unusual for the same people to be found among the shareholders and directors. In fact, this was an advantage. Peter Kirk's and Valentine's names were found on the boards of directors of many such companies during this period.

It was at this spot (on the Quay side) that the coast line formed a slight curve and was known as Moss Bay. The land was flat and barren back to the railroad and only then did it start to rise. The two partners worked hard. They steadily added more equipment and constantly increased their investment. Finally, the rapid expansion of

From Derbyshire to Sallal Prairie

From Derbyshire to Sallal Prairie the company carried them beyond their financial resources. So, a new company was formed and the name changed to the Moss Bay Hematite Iron and Steel, Limited. A board of directors was chosen and Kirk and Valentine became joint managing directors at an annual salary of 1,000 pounds each, comparable to approximately \$5,000 in American money and by comparison, nearly \$50,000 today. The Moss Bay company employed more than 1,000 men and specialized in steel rails which were sold all over the world. The most remarkable expenditure Kirk and Valentine incurred was for a mansion, built in 1875, on spacious grounds on the hill behind the town. There was a sweeping view of Workington, the sea and the Scottish mountains. The Victorian home was massive and bore a slight resemblance to a Norman castle.

Named Bankfield, the huge home was built as a double residence with entrances at each end, for the two partners' living areas. It was also the offices of the Moss Bay Hematite Iron and Steel Company, Limited. It was said that some of the blast furnace bricks and mortar from the Moss Bay Company were used in the home's construction.

At the back of the home was a conservatory for plants. The top floor extended over both residences and consisted of a single room with a high ceiling and splendid views. This room was used for special and grand functions. There was a staircase and entrance to this floor from each residence below. A huge, ornate pipe organ was installed in this third floor room.

Kirk, a slender man--in fact, quite thin--was of average height and fair coloring. He had kindly blue eyes, brown hair and a thick moustache. He was a soft spoken, generous man who never forgot his manners or hospitality. He was modest and retiring and quietly enjoyed prosperity. He possessed a reflective personality and enjoyed solitude. He was something of a "loner." An ardent reader and musician, Kirk spent many hours playing the massive organ on the upper floor of Bankfield. Frequently, he would improvise his own music and when asked the name of the piece he had played, he not only could not name it, he couldn't play it again.

Peter Kirk was a keen businessman with an inventive mind. He was often consulted by other iron makers for his shrewd advice. Kirk was the inventor of many devices for handling iron and steel, as well as machinery for converting the raw materials into a finished product. The greatest of these inventions was an iron railroad tie; also the machine for manufacturing the iron ties, used extensively in Africa, Australia and other countries where wooden ties were not practicable.

In 1884, Peter Kirk showed his ingenuity when he realized that steel

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railway sleepers were in need in locations where timber decayed quickly. So, he patented a steel railway sleeper and the following year, an order for 160,000 of them was received from one of the Indian State Railways in Bombay.

Under the new partnership, the iron works began to show a profit and dividends were declared. But while the 1870's had been prosperous years for the steel industry in Great Britain, the 1880's brought a slackening of the trade in that country.

So, Kirk and John George Kellett, the company's chief engineer, went on a trip to America in pursuit of improving world trade. The two men took passage on the "Umbria" and sailed from Liverpool to New York on August 14, 1886. The Englishmen's American agents were the Messrs. Wallburn and Company in Pittsburgh, who placed one of their offices at Kirk's disposal.

The men toured and inspected the mines as well as the iron and steel works in Pittsburgh, where Kellett wrote detailed descriptions of the methods and equipment used in the large steel mills. Kirk and Kellett were offered inducements to locate in Pittsburgh, but the men knew that the western United States was on the verge of a great era of railroad building and would require thousands of miles of steel rails. The iron deposits that had been discovered in the Snoqualmie Pass by A. A. Denny more than 10 years earlier had recently been made public. The English ironmaster and his associate wanted to learn more about this great mineral wealth in Washington Territory, so the men headed west.

On September 9, Kellett recorded that "tonight we arrived at the Hotel Brunswick in Seattle, after a weary journey. Still, the scenery coming over the Rockies and down the Columbia River and all the way to this place is worth coming a long way to see. There are some splendid waterfalls, one 800 feet high. We had a run through Portland on a bus; from Portland to Tacoma (we went) by rail and then by steamer from there to this place (Seattle) up Puget Sound."

Kirk and Kellett met with L. C. Gilman, a Seattle solicitor, who also was a Lake Washington Ship Canal proponent. His brother, Daniel Gilman, had started the Seattle, Lake Shore and Eastern Railroad and owned coal mines near Issaquah, also known as Gilman.

"Are you ready?" Gilman asked the two gentlemen as he greeted them at their hotel suite. "We don't want to keep Mr. Yesler waiting. He's the father of our city, you know."

Gilman took the men to an elegant dinner in Yesler's new home on the hill overlooking the Seattle waterfront. The Territorial Governor and several other prominent citizens were in attendance. Eventually, the conversation turned to the ore deposits in the Snoqualmie Mountains, so before the evening was out, the Englishmen made plans to see the mines.

From Derbyshire to Sallal Prairie

The next day, Kellett noted in his diary that he and Kirk had bought canvas clothes "such as they use for life on the mountains" in preparation for a week of surveying coal and ore supplies. He recorded in his diary: "This morning we started at seven o'clock by wagon, for some distance to Lake Washington. Here, we got on board one of the small steamers which ply on it and went across, about six miles. Then we got into another wagon to go over a mountain to Lake Issaquah where we got on board another small steamer in which we rode about 10 or 11 miles to the head of the lake. Here we had luncheon, after which we traveled about 20 miles on horseback to the Hop Ranch where there are about 800 Indian hop pickers working."

Kellett described the Indians. "They are of different tribes and are encamped in the neighbourhood. There are also about 120 whites employed in and about the kitchen and waiting at meal times. It is a strange sight to see the different races sitting down at the tables at mealtimes. Everyone sits down at the same table and all are served alike..."

Two days later, after camping out some 25 or 30 miles from the Hop Ranch, Kellett wrote, "This morning we awoke fresh and ready for our journey on foot up the mountains. It was a fearful climb of three miles, some parts almost perpendicular with no roads to guide us, fighting our way through the underbrush, but we found some splendid specimens of iron ore, marble, copper, and silver and garnets. The country seems very rich in minerals. We later ate our luncheon in a rocky mountain gorge where snow lies, and then descended to our camp where we arrived at three o'clock. We at once yoked up and started back getting some ten miles on our way when darkness overtook us and we encamped for the night."

"The timber in this neighborhood is something wonderful to see," Kellett's diary continued. "Fir, cedar and larch trees 300 feet high and as straight as a line, with no branches for the first 150 feet."

Upon returning to Seattle, the Englishmen toured Lake Union and then remarked on the channel dug out to connect Lake Union and Lake Washington. It seemed inevitable that a canal would one day be built from Salmon Bay into Lake Union. Kirk called upon Gilman of the Seattle, Lake Shore and Eastern Railroad and made a proposal to send 1,000 tons of rails to Seattle, to sell at above market prices.

And, before the trip was over, Kirk and Kellett had the mineral samples from the Snoqualmie Mountains analyzed.

Kellett described the visit the two men made by Indian trail, to a geologist in Seattle, where they not only looked over mineral samples from the Snoqualmie area, but talked with the geologist concerning the ore formations in the area.

"This morning we went to see Mrs. Guy, a lady who is an ardent and accomplished geologist and has a very nice collection of minerals," Kellett

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wrote. "Here we stayed for some time, after which we went to Mr. Gel man's office and fixed up the samples, writing titles on them, numbering them, and packing them."

Kirk and Kellett brought favorable samples of the iron ore, coal and limestone, from Washington Territory, back to Workington, along with optimistic market reports. Then, Kirk met with the Board of Directors of the Moss Bay Hematite Iron and Steel Company, Limited. "I strongly urge we form a branch works and establish it near these mountains in Washington Territory," Kirk said. "The area is extremely rich in ore which could be smelted into steel for rails."

There were extensive discussions with the Board of Directors. Business had only showed a small profit recently. Yet, the market in Great Britain didn't seem to be improving and if the company was to expand, it seemed America--which was just beginning to link its cities with railroads--might be the answer. And with China and South America on the verge of major developments, steel rails could be shipped there from the western United States cheaper than they could be shipped from Europe or the eastern states, Kirk told the board.

Eventually, the board agreed that C. J. Valentine might go with Kirk back to America, to further look into the proposal of an American branch. Once back in the United States, Kirk explored the possibility of locating a steel mill at Tacoma, near the Wilkeson-Carbonado-Fairfax coal fields. The men also considered locating at Port Townsend. But, the final decision was to establish the integrated iron and steel works at Weeks (also known as Sallal Prairie) approximately four miles southeast of North Bend and just 17 miles west of the Snoqualmie Pass Summit. The Northern Pacific Railroad, already located in Sallal Prairie, could ship the ore to market once the 17 miles of rail were completed from the town to the summit, Kirk thought.

One of the difficult obstacles to producing steel in the Northwest was the lack of easily accessible and conveniently located coking coal to be used as fuel for the blast furnaces. But, Kirk explored the available sources and saw a possibility of obtaining coking coal in the south King County area. So, extensive property was purchased approximately one mile north of the Green River, less than a mile east of Sugar Loaf Mountain. This property was purchased in the name of the Pacific Investment Company with the English Moss Bay company the primary stockholder. But, as the shadow of doubt appeared on the value of the Green River coal for coking, Kirk continued to investigate other coking possibilities. These included the Niblock Coal Mines near the Pass and the Newcastle and the Gilman coal mines.

Limestone was needed for the steel mill and Kirk thought it could be obtained from the Snoqualmie Pass limestone deposits. But he also visited

From Derbyshire to Sallal Prairie

the San Juan island quarry at Roche Harbor and realized this facility could serve as an alternative limestone source.

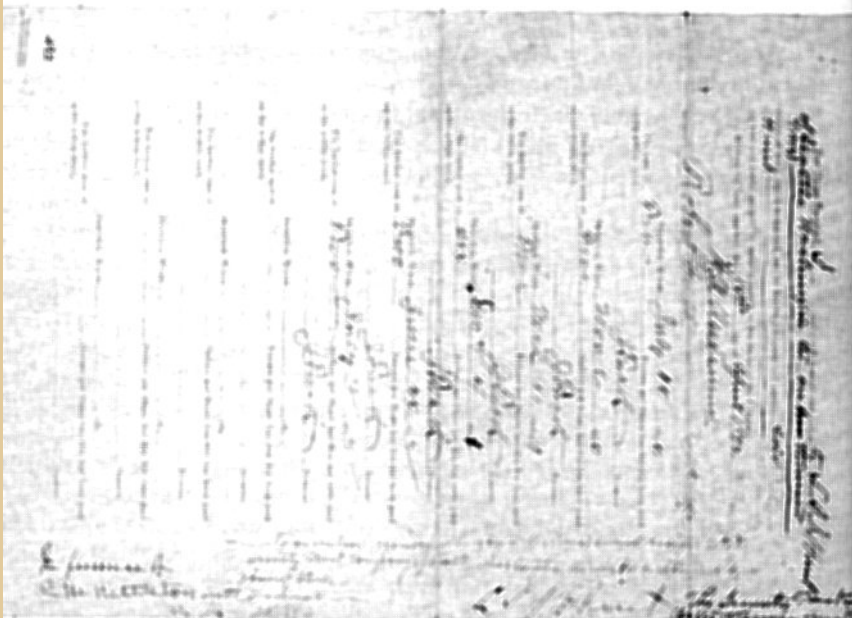
But, then, Kirk's seemingly well-planned business venture ran face-to face with trouble in the form of the U.S. Government.

In an effort to insure itself against European control of America, in May of 1887, the U.S. Congress passed a restriction on aliens owning real estate in America. Since Washington was still not a state, this law might not have affected Kirk. But, much of the land in the Washington Territory-particularly that in the mountainous region of Sallal Prairie--was "public domain." Therefore, it was owned by the Federal Government and came under the alien restrictions. And, it didn't look like there'd be much relief when statehood was soon reached for Washington. Many of the states took the law in their own hands.

Most eastern states accorded their aliens the same property-buying rights as those enjoyed by citizens, but the states on the west coast imposed more stringent restrictions. Just a short time before the 1887 Alien Act, Seattle citizens, feeling threatened by the Chinese railroad laborers who (they thought) were cornering the job market, had tried to deport all the Chinese residents in the area.

Suddenly, Kirk realized that he would not be able to establish a branch of an English Company. How could he, an alien, sign legal contracts, lease the mines and purchase (or lease) land for the mill with these new laws?

Here he was--in the land of opportunity--an industrialist with the opportunity at hand--but no land. And then, Leigh S. J. Hunt entered the picture.



The Eyes of the World Were Upon Peter Kirk

America, the "land of opportunities," must have been a catalytic agent not only for Peter Kirk, but for Leigh S. J. Hunt, as well.

Hunt, who was born in Farwell, Indiana, in 1855, showed his ingenuity and imagination at an early age when he rejected his given names, Smith James and added the family name, Leigh. A graduate of the University of Michigan in Ann Arbor and Middlebury College in Vermont, Hunt became president of the Iowa State College in Ames, Iowa. But, America's opportunities kept calling to Leigh S. J. Hunt. Fortunes were being made (and lost) overnight. Speculation was running riot. The businessmen of this day and age were heavy speculators and if they were successful they secured a financial empire for themselves. The general public, too, had gotten carried away with investing in the land speculation game.

Leigh Hunt married Jessie Noble in Des Moines, Iowa, in 1884. Her father, Henry A. Noble, was a successful chain link manufacturer in the mid-west.

Acting upon doctor's orders, Hunt, whose health was not good, brought his wife west to Seattle sometime between 1884 and 1886. Hunt had already recognized the northwest's fine harbors, its mineral wealth, and its timber and fishing potential. These resources were just waiting to be developed, Hunt thought. He was sure Seattle would be the gateway through which these riches would be made available to a steady stream of com

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merce. He promptly purchased the Seattle Post-Intelligencer newspaper not because he aspired to a journalistic career, but because he saw the paper as a means to promote the numerous business ventures he planned to undertake. By the late 1880's, the newspaper, owned by Hunt, had become the territory's most politically influential paper and Hunt had become the Political boss of Washington Territory.

Leigh Hunt and his wife established a Seattle home, but during the year 1886, Hunt made several trips by boat to the peaceful forests and meadows east of the lake. He fell in love with the land, rich in wildwood fruit, and began to purchase property in this area. At various times, he owned portions of all three points on Lake Washington: Yarrow, Evergreen and Hunt's Point, which was named for him.

Hunt and C. A. Cummins, his wife's uncle, together owned Yarrow and subdivided it. It was Hunt who named the point "Yarrow" from two of his favorite Wordsworth poems, "Yarrow Visited" and "Yarrow Unvisited," describing the beautiful area called Yarrow and Yarrow water in southern Scotland.

Hunt built a two-story home as a summer residence at the very end of Yarrow. The shrubs came from all over the world; there was bamboo from the Far East. He entertained many notable citizens from around the world. The extra boat "runs" for these social gatherings increased the Houghton maritime economy, even as early as 1886.

These were the years when history was being written overnight and then rewritten the next night. Towns were booming and/or becoming ghost towns in very short order.

Hunt watched with interest as the railroads made or broke a town. In fact, the coming of the railroad nearly undid the City of Seattle because it went to Tacoma! When the Northern Pacific, the first transcontinental line to stretch its rails to the Puget Sound area, announced that its western terminus would be on Commencement Bay, Seattle's citizens were shocked. And, Hunt watched as the railroad tried (and very nearly succeeded) in *annihilating* Seattle while creating its own town, Tacoma.

It was clearly evident that all towns in Washington Territory were created equal except Tacoma. This city at the south end of Puget Sound had a very small population--much less than Seattle--until the railroad came to town. And then, the citizens of Tacoma began working tooth and nail to outdo their northern neighbor. This city on Commencement Bay had a highly competitive spirit and enough ambition for all the towns in the state. If you lived in Tacoma, you thought Mt. Tacoma had a much better ring to it than Mt. Rainier. Tacoma even had the ambition to ask that the entire territory, and eventually the state, be renamed Tacoma.

Hunt admired the driving enterprise it took for W. R. Ballard and Boyd

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Tallman to create the West Coast Improvement Company and found the town of Ballard. Through their real estate promotions, Ballard became a thriving metropolis, complete with a line from the Seattle, Lake Shore and Eastern Railroad. (Seattle's answer to the Northern Pacific's rejection).

It was about this time that entrepreneur Hunt met Peter Kirk, alien. "I'm having problems with my steel mill," Kirk told Hunt. "I can't buy land on which to put the mill."

"Come to dinner at my summer place across the lake," Hunt said. "I've a few thousand acres to show you. "

And that's how it happened that Kirk rejected a site for his mill (Sallal Prairie) located on a rail line, for one that had none. And, that's also how it happened that the birth of Kirkland became one of the largest speculative efforts in northwest history.

Hunt was interested in developing land, especially if it was of the magnitude of an entire town, while Kirk was interested in developing an integrated iron and steel works. But Hunt was able to show Kirk how the two plans meshed and suddenly the two men were in business to establish both on the eastern shores on Lake Washington. The town would become ,a great manufacturing center. Steel rails could be shipped all over the world, but, primarily to the western states of America by railroad (once a rail line was built east of the lake.) Later, when the proposed Lake Washington Ship Canal was completed, with an all-water route, steel rails from the eastern shores of Lake Washington could eventually be shipped to the Far East and South America.

"Think of it," Hunt told Kirk. "We can corner the market to the Far East and South America and become the steel capitol of the United States-maybe even the world. The possibilities are endless."

And, with extensive Lake Washington waterfront holdings, the construction of the Lake Washington Ship Canal would also give the men control of the waterfront development of the lake, Hunt speculated.

Kirk could not deny he needed Hunt's help. It would take him (Kirk) five years to become an American citizen, even if immediate action was taken. On the other hand, Kirk could forget the entire idea and return to England. But, the English company was not doing well. It looked as if the British Government might take over the steel industry in that country and this was not furthering the development of free enterprise in Great Britain.

Kirk knew, however, if he chose to stay in America he would need some influential help in the United States. The new alien laws and the English company's lack of current capital, made it obvious Kirk could not count on help from his associates in England, at least not right now. Still, if he was to continue successfully in the iron and steel business Kirk decided the thing he must do was to leave England and pledge him

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self to America. But, it was not only the business he would be leaving behind in England, there were lifelong friends and associates, not to say anything of relatives. And, what of his home, Bankfield, and the parish church, the very church in which he was married and in which funeral services for his young son, his first born, had been held?

In June, 1888, the eyes of the world were upon Peter Kirk as he made the big announcement: He would locate an integrated iron and steel works on the eastern shores of Lake Washington. The mill would be a duplicate of the one in Workington and would employ up to 3,000 workers. Some of his English associates would come to America to invest in the venture, too. Many of the newspapers across the country carried the story on the front page, particularly the Pittsburgh papers. A business venture that would employ 3,000 people in the 1880's was major news, comparable to, for instance, the stir that would be created today if General Motors were to move a major production plant to the Seattle area.

Hunt and Kirk, along with A. A. Denny and George Heilbron, both Seattle businessmen, and Walter W. Williams, the secretary of the Moss Bay Steel Works in England, incorporated the Kirkland Land and Improvement Company in July, 1888.

By declaring intent to become American citizens, Kirk and Williams, through the corporation, were now free to purchase land, sign contracts and pursue the steel works venture.

The corporation acquired some 1,200 to 1,400 acres of land on the eastern shores of Lake Washington. All the land was purchased by American citizens, most of it by Hunt, before it was turned over to the land company for the town site.

The majority of the land that was purchased was bounded on the south by (today's) Central Avenue and extended as far as the Juanita Slough. The east and west boundaries were *Rose Hill and the Lake Washington shoreline*. The DeMott homestead in (today's) downtown Kirkland, as well as the Edwin Church homestead, were part of the massive purchase. But most of the property south of these sections stayed intact because many of the early settlers refused to sell their Houghton property, especially the waterfront.

A few months after the land company was organized, Hunt, Kirk, Denny and Williams, along with Jacob Furth, a well-known Seattle banker and H. A. Noble, Hunt's father-in-law, signed the articles of incorporation for the integrated iron and steel works, The Moss Bay Iron and Steel Works of America, and leased the Denny Mines for 45 years.

Immediately, representatives of the Kirkland Land and Improvement Company and the Moss Bay Iron and Steel Works of America, met with personnel from the Seattle, Lake Shore and Eastern Railroad, which had a line from Seattle around the north end of the lake to Woodinville. From

The Eyes of the World Were Upon Peter Kirk

Woodinville, the line traveled north to Sumas, near the Canadian border and connected with the Canadian railroad, thus giving Seattle a transcontinental rail line-despite the Northern Pacific. "We're going to be needing a railroad in Kirkland," Hunt told the railroad men. "It's an opportunity you can't afford to miss. We're going to be shipping thousands of steel rails all over the world."

Now, many enterprising young railroad men in 1888 would have jumped at the chance to gamble along with the speculators of the Moss Bay Iron and Steel Works of America, but the Seattle, Lake Shore and Eastern Railroad didn't. Eventually, with some coercion, the company committed itself to build a spur in from Woodinville and Kirk contracted to ship the rails for the spur from the Moss Bay Iron and Hematite, Limited, of Workington.

The railroad route was to be southwesterly from Woodinville, ambling over the terrain and winding through the hillsides to the top of the hill above Kirkland. (This railroad bed was later made into Slater Avenue.) From there, the railroad would drop downhill and head directly west to the water's edge where it would stop at the depot just west of Market Street on Lake Street West. There was to be a major hotel across the street, on the hillside carpeted with wild strawberries.

Feeling triumphant, the Kirkland investors immediately chose a site for the steel mill. Because the lake was then nine feet higher, the DeMott property was not valuable as residential land. Water stretched nearly to the doorstep of the DeMott home which was on the corner of Kirkland Avenue and Lake Street. The sections where roads could be laid were limited by the marshy, swampy land. In fact, there was a large pond of water just east of the DeMott home which sometimes extended as far east as today's Peter Kirk Park. This was the pond on which the youngsters ice skated.

Logistically, the DeMott property, bordering the water and the railroad line, was a natural location for the mill--as long as it was built on the dryer land just east of where the present-day Peter Kirk Park is situated. The coal bunkers were to be on the hillside just southeast of the mill.

A brickworks, established by the land company just east of Third Street, alongside a stream that flowed to Moss Bay, was the first manufacturing establishment put into operation. Clay was secured from a clay bank at the water's edge just southwest of the brickworks (Second Street and Lake Street South). The first bricks produced were used to build offices for the steel mill and the land company at the corner of what is now Market Street and Central Avenue. Kirk and John George Kellett established offices in this building, called the Bank Building because all cash disbursements for the mill were handled from this building.

Kirk and Kellett moved to the town site to supervise construction activity, while the families of the two men remained in England, preparing

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for the move. Kirk moved into a little wooden home just behind the brick building on Market Street. Kellett lived nearby. Wharves and a warehouse were built at the foot of Market Street, to accommodate the supplies that were being brought from Seattle and unloaded for the steel mill. The engineering staff which was responsible to the land company, as well as to the steel mill, under the direction of John George Kellett and his assistant, William Anderson, began to plat the town site. Kellett named the new town at the water's edge Kirkland. And, as the Workington, England, steel works were on Moss Bay, Kellett named the inlet at the foot of Market Street, Moss Bay.

The area south of what is now Central Way, was to become the manufacturing center of the town. But since many of the settlers refused to sell this property, the Kirkland Land and Improvement Company turned its eyes to the northwest shores of the town. The land in the northwest section of the city became the downtown business center. Anderson and Kellett designed a diamond-shaped city center at Seventh and Market Street, which encompassed a four-block radius. These blocks all terminated into a town square.

Much of the property on the west side of Market Street was withheld from public sale at first. This land, with its waterfront access, was reserved for industrial use. It was platted at an angle so as many lots as possible had a view of the lake, hence, all the three-cornered lots west of Market Street.

Subsidiary businesses might be developed along the railroad line into town; and it was anticipated that the residential section would spread north and west of Market Street.

The engineers were busy engineering and Kirk had returned to England in an attempt to liquidate his finances, when Leigh S. J. Hunt was summoned to the offices of the Seattle, Lake Shore and Eastern Railroad, which had recently been purchased by the Northern Pacific (whose offices were in Tacoma, that competitive city to the south).

"What do you mean you're not bringing the railroad down into town?" Hunt, looking incredulously from one railroad executive to another, asked. "The steel mill is going to be down there. How can you leave the railroad on top of the hill when the mill is down in the town?"

"You don't seem to understand," a railroad magnate told Hunt. "The question is: how can you leave the town and the steel mill down near the water when our railroad will be on the hill?" Argue as he might, Hunt failed to sway the Northern Pacific Officials. The railroad men were simply not going to alter their already altered plans. The line was to stop at Rose Hill near Forbes Lake. So the town would have to be replatted. The depot site would have to be moved to the top of the hill and, of course, the steel mill, too, would have to be moved. This

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would then put the mill two miles from the waterfront and its offices at the Bank Building. Hunt wearily returned to Kirkland and gave the order: Move the mill. Luckily, the only moving that took place was on paper. The town was replatted in 1890 with some 120 acres of land on Rose Hill immediately transferred to the steel mill company for the site of the mill. Because of the marshy land near the brickworks, there was no direct trail from Kirkland to the top of Rose Hill. The (Central Way) bridge was not built until many years later, so the trails to Rose Hill wound around the marshy areas. With the mill now located on the hilltop, however, a more direct route was needed to Rose Hill. So, a road, named Piccadilly (Seventh Avenue) was planked with 18-foot walkways, from the business center at Market Street to the mill. Water had already been brought to the mill site on Central from Lake Washington. But now, water needed to be piped up the hill to the Rose Hill site, where a water tower was built. Water was also brought to the site from Forbes Lake which was (unofficially) renamed Steel Works Lake.

By early 1890, the construction of the Moss Bay Iron and Steel Works of America had begun on Rose Hill. Hunt was in the east securing financial backing for the mill, as well as other manufactories and businesses for Kirkland; while Peter Kirk was still in England trying also to secure financial backing and settle his own business affairs. He was also negotiating for steel mill supplies and rails for the spur from Woodinville. The first ship which sailed from England with steel rails for the spur, had encountered a gale off the Straits of Magellan and had foundered and sunk. This had resulted in the line's delay, during which time, the railroad executives had changed routes on the town.

Kirk had promises from English industrialists for some of the \$5 million capital that was needed to float the American corporation, but in general, he was meeting resistance from conservative English businessmen who did not understand this "speculation" in America. As yet, there was no railroad to the ore site in the mountains; and if, the limestone had to come from the San Juans, there was no ship canal through which it could be transported; and, with the present United States Alien Laws, Kirk's English business associates were reluctant, indeed, to invest in such a "shaky" proposal.

When Hunt cabled Kirk from America, that he had received enough pledges from financiers in the eastern United States to start the business, Kirk returned to America. He left Joseph Ellis behind to convert Kirk's English stock and investments to cash and complete the purchase of equipment needed for the American steel mill.

39 Life in America

"How much longer?" little Arnold asked, standing first on one foot then on the other.

"Hush, Arnold, Ma-Ma will hear you," Marie Kirk, Arnold's older sister answered.

"But I want to know how much longer," Arnold persisted. "When can we go to America to see Pa-Pa?"

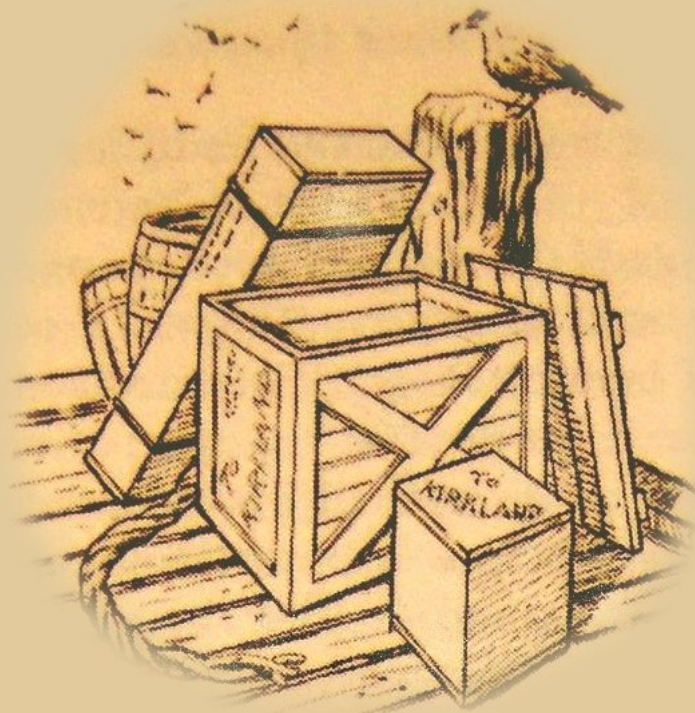
"Just a bit longer, maybe a few weeks," Marie said. "Some of the furniture is being packed now. And soon Mr. Kellett will return to Workington from America and help Ma-Ma get the house closed and book our passage."

"Will we be taking all our furniture with us?" Arnold questioned his 15-year-old sister. "Can we take my tricycle? What about the bay horse, `Charley'? And what about Peter's pet crow? Will the crow have a room all to itself in America like it does in England?"

"Don't be silly, Arnold," Marie said. "The animals will stay here, of course, and I'm sure Pa-Pa will buy you a new tricycle in America. Mr. Kellett will help Ma-Ma dispose of most of the furniture, but some will come to America with us."

"I hope Pa-Pa will buy me a boat." Arnold said. "Pa-Pa said Kirkland is on a lake and it would be such fun to have a boat."

"Please be still, Arnold," Marie reproached her younger brother. "We don't want to disturb Ma-Ma, and Olive is practicing her music."



Life in America

Marie was ever so thankful when Margaret, the governess, came in to tell Arnold it was time for a rest. Arnold was really a dear boy but sometimes he could be such a pest! Nevertheless, Arnold was not as active as his cousin, Oliver Kirk. Oh, the things that child could think of doing, Marie said to herself. Ma-Ma would never allow such goings on. Ma-Ma had insisted that the household be properly run. This meant the older children, Florence, 19; Hannah Oliver (who went by the name Olive), 17; and Marie, were to practice their music and other lessons daily. The younger children, Fannie, 13; Peter, Jr., 11; Clara, 9; Jessie, 7; and Arnold, 4, were allowed to play quietly outside before and after their lessons. But they were still under Margaret's strict supervision and, there was never any question what might happen to any of the Kirk children if they dared to disobey her.

The older girls had riding habits and frequently rode a horse called "Black Points," while the younger children rode "Old Charley," the bay that pulled the family's carriage.

Mrs. Kirk and the children were still living in Bankfield through the summer of 1887, when a carpenter was hired to come to the mansion and make large, strong cedar chests in which to ship valuables. To insure their strength, the chests were all dovetailed.

One day, as Peter, Jr. stood watching the carpenter, the older man asked: "Aren't you afraid to go to America where there are so many Indians?" "No, Sir," replied Peter. "I should be safe just to be with Pa-Pa."

Peter did admit to the carpenter, however, that he might miss his crow. It was very well trained and was his favorite pet.

Some of the family's belongings were packed and sent by ship around the Horn to Puget Sound. The rest of the mansion's furnishings were auctioned off to the highest bidder. This included the handsome bronzes, umbrella stands, marble topped tables, silk upholstered furniture, and an ornate, carved Loo table with claw feet. The 16-foot bookcase, formerly the property of the Marquis of Hastings was left behind.

One or two of the ornately framed steel engravings; some of the drawing room furniture, especially the bamboo items, and the rest of the china were packed for America.

Mrs. Kirk and the older girls spent the rest of 1887 busily preparing for the trip to America. They had many fittings with the seamstress in preparation for new wardrobes for America. Mrs. Kirk felt certain there would not be a proper seamstress in such a primitive place as Seattle. Mrs. Kirk, whose maiden name was Mary Ann Quirk, had been born on the Isle of Man, the daughter of Peter Gibson Quirk, a successful sail manufacturer in Whitehaven. The Quirks had

been the fortunate possessors of land in the Cleator district, where large quantities of iron ore had been found and sold for a great deal of money. Consequently, the

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family had accumulated great wealth and social class. Peter Quirk had invested in the Moss Bay Iron Works in England and subsequently had sold out, at a propitious time financially. The family's iron ore mines and other investments had made it possible for the Quirk children themselves, to amass small fortunes. Mrs. Kirk had considerable stocks in numerous English companies including the Patent Silica Brick company. A sister, Emily Quirk, was a pipe organist and linguist, who had a villa in France, as well as a home in Manchester. Emily frequently traveled the continent to Lucerne, Zurich, London, Milan, Cannes and Genoa. Sometimes she took one of the older Kirk girls along.

On one trip, Emily wrote her sister, "I have been gone six months now and I must be getting home. It has been lovely in Jamaica and I enjoyed the stop at Barbados and Trinidad. But I imagine the flower garden will amuse me when I am home."

Emily was among those who journeyed to the ship's berth at Liverpool to see Mrs. Kirk and the children off when they left for America in the fall of 1888. Mr. Kellett and Margaret, the governess, also boarded the ship to assist Mrs. Kirk and the eight children.

John George Kellett, Kirk's chief engineer in the American project, was not too many years older than Kirk's oldest daughter, Florence, who turned 20 that year. Kellett was responsible for the lively and vivacious older girls while they were aboard the ship. He introduced the young ladies around, found them dancing partners and, in general, chaperoned them.

Marie celebrated her 16th birthday on shipboard and it was an exciting occasion for all. The captain himself joined the Kirks for birthday cake that evening.

Margaret was responsible for the younger Kirk children on the ship, especially Arnold, who became fascinated with the workings of the ship. Arnold's interest in boats stayed with him most of his life, and it was thus appropriate that he was nicknamed "Cappy".

Queen Lil of the Hawaiian Islands was on that same journey to America and became enchanted with the lively little Arnold.

"I'm going to America to see Pa-Pa." Arnold volunteered.

Mrs. Kirk, with her regal, almost imperious personality, kept to her stateroom most of the trip, except for evening meals during which time she would dine at her reserved table in the ship's main dining room.

When the vessel finally reached New York, Peter Kirk was there to greet the family. He quickly came aboard the ship and helped Kellett, Margaret and the family disembark. Margaret and the younger children left the gangplank first, followed by Kellett and the older girls. Then it was Mrs. Kirk's turn. She took one look at the steep angle the gangplank formed with the dock and adamantly refused to put one foot on the gangplank. Kirk pleaded with her and the ship's officers tried to reassure her. Finally,

Kirk turned to Kellett in desperation. The younger man pointed out to Mrs. Kirk, as gently as he could, that if she would not go down the gangplank, the only other way she might leave the boat would be in the baggage sling. And, one look at the baggage sling brought Mrs. Kirk sailing, with dignity, down the gangplank!

The Kirks left New York by Canadian Pacific Railroad where they traveled to Victoria, B.C. Kirk established the family temporarily in Victoria and returned to the Kirkland town site. In Canada, Mrs. Kirk, a portly woman who resembled Queen Victoria, was often mistaken for the English Queen. In fact, at tea time in the hotel, guests would often bow and call her "our queen."

One of the Kirk daughters, Fannie, was especially happy when the family was at last able to settle in Kirkland, for along with the Kirks other belongings that had been shipped from England, was Fannie's valuable and cherished violin. Mrs. Kirk had purchased the violin, dated 1795, in England from Frederick Furnace, a concert violinist who was Fannie's teacher. Furnace had used the instrument for his special concerts. The violin resembled a Steiner and Mrs. Kirk had it heavily insured.

When the Kirks first moved to the eastern shores of Lake Washington, they lived in a small home owned by the land company, until their large wooden home on what is presently Waverly Way, was completed. The small rented home was the same one near the brickyard in which the Kellett family had briefly resided after their immigration from England. Mrs. Kellett and the children, Peter, 7; Susannah, 5; and Gwen, 2, had made the trip from England the previous year, with Mrs. William Anderson, the wife of Kellett's engineering associate. The Andersons were newlyweds; Kellett and his wife were a little older; and the Walter Williams family, including six children at that time, were closer in ages to the Kirk family.

But while the English officials who migrated to America were varied in ages, they all had one trait in common--they were proficient in their professional skills and were all dedicated to Peter Kirk and the American steel mill dream.

Kellett was an extremely bright young man, often called a genius by his associates. He had an inventive mind and was always interested in the future. He was always drawing plans for one idea or another. He firmly believed in a "horseless carriage" and worked on the plans for such a vehicle. He had two inventions to his credit, both relating to the steel industry. One was a device for laying rails in the desert, which meant a great increase in business to steel makers. Kellett's first work experience had been in the Bleneven Steel Plant in Wales where he served an apprenticeship. When he left the Welsh company, he was presented with a walnut burl chest filled with the finest draftsman's tools, paints and sable brushes. A brass plate was engraved with the date

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Kellett left Bleneven, 1872, when he was only 17! It was after Kellett left Wales that he went to Moss Bay where his father was associated with the steel works. And, it was while he was employed at Workington that John George Kellett met and married Martha Ditchburn.

In 1879, Miss Ditchburn, 18, had finished her education (music, English literature, French, deportment and elocution) and fell in love with Kellett, an older man of 24. The brilliant engineer was much admired by the young ladies in Martha Ditchburn's town, especially those who were of the age of Martha's older sister. They were very impressed with the handsome young man's wit. He was a good conversationist, an excellent dancer and ice skater and had a fine baritone voice. His future seemed assured and did not escape the attention of the hostesses and mothers in the small town. Martha Ditchburn was most impressed with his skating.

After John George Kellett had asked for Martha's hand in marriage, her mother and older sister immediately set about preparing a trousseau for Martha. Whatever Mrs. Ditchburn and the older sister wanted for Martha was docilely accepted by the young bride-to-be; except when it came to her skating costume! The young woman became very concerned about the color and design of the costume.

By 1879, the couple was married and took up residence at Primrose Lane. Kellett became an important associate and friend of Peter Kirk at the English Moss Bay Steel Works.

William Anderson, a protege of Kellett, was in his early 20's at this time. He was of Scotch descent, more than six feet tall, thin and rangy, with medium blond hair and blue eyes.

Prior to the move to America, Anderson had been seeing a young girl from a farm on the Welsh coast. When he decided to migrate to America, he asked Kellett if the engineer thought he (Anderson) should marry Kate, the Welsh girl. Kellett, a happily married man answered affirmatively. Shortly after the wedding, the groom left for America with the other English businessmen. Mrs. Anderson followed a short time later with Mrs. Kellett and the three Kellett children.

Just before the vessel left England, Peter Kellett broke out with what was thought might be the smallpox and had to board the ship veiled. Mrs. Kellett, Sue and Peter were quarantined for the entire trip. By the time Martha Ditchburn Kellett, the daughter of a sailing master and a young woman who loved the sea, was able to stroll the decks of the ship, the vessel was on the St. Lawrence River and the journey was over. Mrs. Anderson looked after two-year-old Gwen Kellett while Mrs. Kellett had to spend most of her time in her stateroom. Shortly before their arrival in America, it was discovered that what Peter had was actually chickenpox and the quarantine had been for naught.

Life in America

The last of the English steel mill associates to arrive in Kirkland was the Williams family, who arrived in the summer of 1889. Mary Swinburne Williams had stayed behind to dispose of the family home in Workington and to *await* the birth of the couple's sixth child. Then, Mrs. Williams took all the children, W. Mervyn, 15; Winnifred (Freda), 11; Aubrey, 8; Eldred, 7; Marion, 3; and the baby Elinor (Nellie) to stay with "Grandma Swinburne" at No. 1 Fresden Street. This is where Mrs. Williams did all her packing and had a carpenter in to make boxes. "And well made they are, too," Mrs. Williams told the children as she began her packing for the move to America.

These boxes of china and other belongings were sent down to a sailing ship which was leaving with steel rails, fire brick and other materials for the steel works at Kirkland. As the ship had to sail around the Horn, it was several months after the family arrived in America before the things were received in Kirkland.

When the Williams arrived in New York, Walter Winston Williams came aboard the ship and got everyone organized, including the governess who had been terribly seasick.

On the trip west, Mrs. Williams and the older children were fascinated to discover the American trains so different from those in Europe.

"Look, there are Indians," Aubrey Williams whispered to his father the first time they stopped at a prairie town. "Will they hurt us?"

"Of course not." Aubrey's father answered. "There are no more savages out west."

"But our school chums said there'd be wild Indians," Aubrey questioned his father.

"That goes to show they haven't been to America, yet," Aubrey's father reassured him.

The farther west the train traveled the more common the sight of Indians became. They were selling buffalo robes and horns that were highly polished. And they were all peaceful.

During the time the Williams family was en route to Seattle in the new state of Washington, Walter Williams received a wire advising him that his Seattle home (to which he was taking his family) had been lost in the Seattle Fire, June 6, 1889. The fire claimed all the furniture and even some of the tools needed for the Kirkland Steel Mill. Williams immediately wired orders to have a wood frame home built on a piece of property at Juanita which the land company already owned.

With the arrival of the Williams family in 1889, all of the English steel Mill associates had relocated to America. The land company was busy building large brick homes for the steel mill executives, as well as wood homes for prospective buyers. It was an exciting adventure for the English children to live on the Kirkland frontier. Everything was so unorthodox

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and so different from the disciplined life in England. Sometimes, when there was a teacher, the English children attended the little one room Kirkland schoolhouse built by the land company. In the fall of 1889, Mrs. Kellett gave birth to the first child born on the new town site, Gladys. And, it was the following year that the Williams family, still living in the Juanita cottage welcomed a son, Stanley.

In those pre-Lake Washington Ship Canal days, the land at Juanita *jutted* out to a sharp point and a great deal of the land that later became the Juanita Golf Course was under water. The bay extended a great deal farther to the east of the old Juanita Slough Bridge. This point of land was called Williams Point.

Life at Juanita was gay and carefree with the children waving to the boats as they came and left the Glandwr boat dock. The family had named the cottage Glandwr, a Welsh name, meaning "by the water." The winter days were taken with the usual chores of keeping the wood box and the oil lamps filled.

Kellett, like the other steel mill executives, frequently professed his faith in the construction of the Lake Washington Ship Canal. He was certain the canal would soon be built and he voiced this opinion so frequently, that when he was unable to afford something for his young children, he said they'd have to "wait until their ship came in." The Kellett children took that to mean when the canal was built!

Although both the Kirk and Williams families had attended the Episcopal Church of England, in Kirkland, they attended the Congregational Church. In fact, Peter Kirk, as well as Florence Kirk, often substituted for the regular organist. Clara sang in the choir which often practiced in the Kirk home and the entire family took an active part in the musical recitals frequently held at the church.

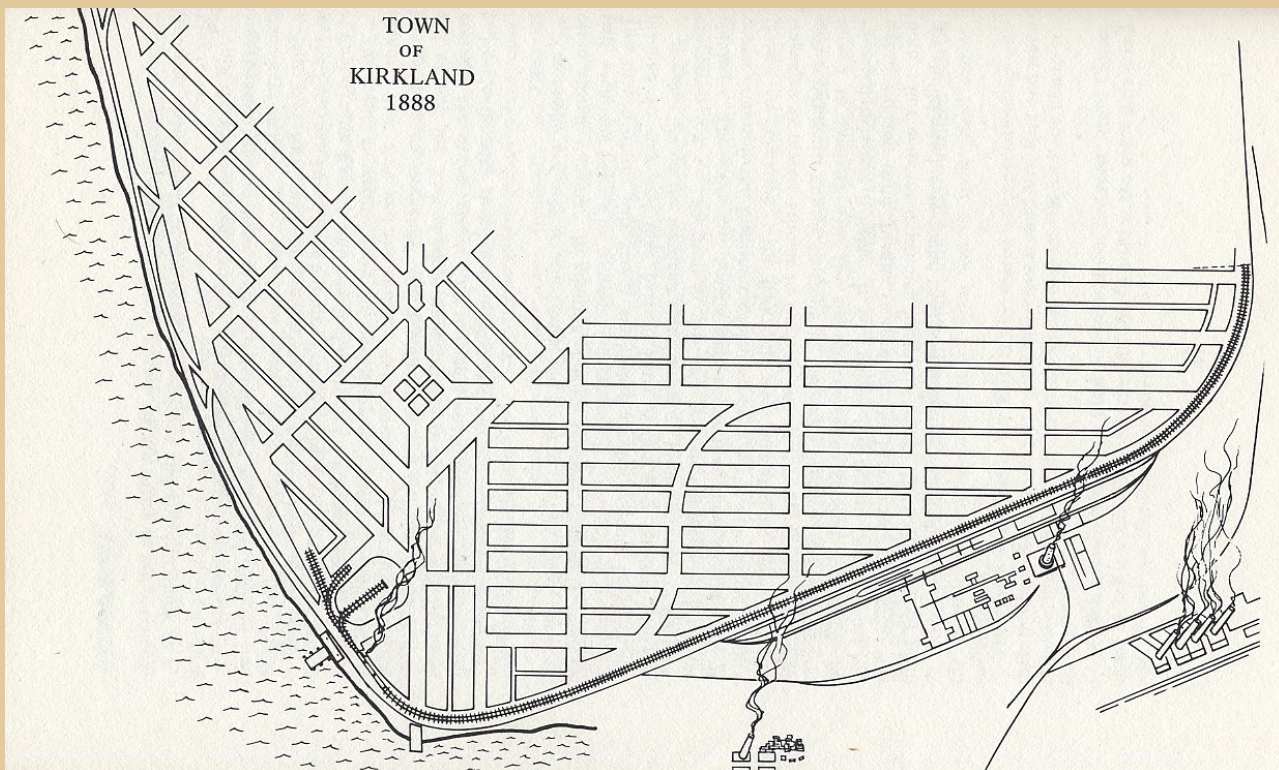
The Kirk home, situated in the midst of a large estate lined with native evergreens and fruit trees, was called Fir Grove and resembled a castle. There was a picket fence all the way around. Wild strawberries grew near the grounds and there were picnic tables under the trees. The house had many turrets, gables and stained glass windows.

There were few local families with whom the Kirks socialized, and all the English children were instructed who was in their social station.

The grown daughters in the Kirk family shared a close relationship with their mother. They seemed to center their lives around Mrs. Kirk and when someone came to call, the daughters would first ask "Would you like to see Ma-Ma?"

In fact, on one occasion a little girl from down the road, Maud Cicero, came to call on the Kirk children and the first thing the older girls asked was "Would you like to see Ma-Ma?"

Once in the parlor with the large woman regally sitting in her oversized Victorian chair, the little girl became speechless and couldn't think of a thing to say! Until the piano arrived, the Kirk girls practiced their music lessons on a large board that had been built to resemble the keyboard, with all the piano keys on it. This large Kirkland home, as well as their summer home, Deer Lodge, on the San Juan Island, was built for Peter Kirk by J. G. Bartsch, the father of Capt. George Bartsch who operated boats on Lake Washington. The family frequently took the steel company's yacht, "Aquila" to the islands. Mrs. Kirk and the children spent summers there with Mr. Kirk joining them on weekends. One summer day, two of the Kellett children and two of the Kirk children took a rowboat out on Mitchell Bay and explored the waters. Jessie Kirk rescued a kitten from the rocks where it had evidently been abandoned by boat and gave it the improbable name of "sailor-wreksy-rocksy-snakey-aley-owley." Luckily, she called it "Saily" for short. The family not only traveled back and forth to the San Juans, but they often visited Victoria. In addition, English relatives frequently came to visit, including Peter Kirk's cousin, George Seville Kirk and his wife, Jane. This branch of the Kirk family established a home in south Kirkland and planned to stay and take part in Peter Kirk's new business venture. Because life on the Kirkland frontier was so primitive, some of the steel executives felt an education in this area was an impossibility for their children. The schools in Seattle were better than those in Kirkland, of course, but still the Englishmen felt Europe was the only place to truly receive an education. The Kirk girls were educated in music, art and languages at private schools in England and on the continent. The older girls returned to Europe to study in Italy and France. Mrs. Williams returned to England with the six older children so that they might be educated in Great Britain. It was during this trip to England that the eighth Williams child, Juanita (named for the Juanita summer home) was born. But with the impending financial crash of 1893, Mrs. Williams and the children suddenly found themselves back in Kirkland.



Success Was in the Air

The preparations for the Kirkland steel mill were in full swing by 1890. Kirk was hoping for a conversion soon from his English holdings to American cash, but meanwhile, through the financial maneuverings of Leigh Hunt, the plans for the Kirkland town site were going ahead; and preliminary preparations for the steel mill were progressing.

But then, fear that the English Moss Bay company's financial condition was not stable became a reality to Peter Kirk when the Cumberland Banking Union put receivers into the Moss Bay Iron and Hematite Company, Limited. The result was that the business was closed down for a year and some 2,000 workers were left unemployed. Many of these skilled steel and ironworkers emigrated to America to work for Kirk.

The liquidators in England reorganized the firm and named a new board of directors. C. J. Valentine, Kirk's brother-in-law, was the only continuing board member.

While the English company was able to continue business after the year's closure and reorganization, nevertheless, these events in England had a major effect on Kirk in America. First, there was no more reason for Kirk to hope that the English steel executives would pledge any money to the Kirkland venture. Indeed, during the reorganization period, the English liquidators had called in all the shares of stock including Kirk's, which left many of the English investors without funds. For some of these industrialists, it was a temporary financial setback; for others it meant a very

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serious financial hardship. In Peter Kirk's case, it is believed the setback was only temporary and he did eventually liquidate his Moss Bay stock. Calling in all the English Moss Bay stock also meant liquidating the

Pacific Investment Company in America, of which the English company was the primary stockholder. So, Kirk was forced to dispose of the coal property in the Green River area.

However, Leigh S. J. Hunt quickly managed to obtain the rights of some new property near the mouth of the (then) Mercer Slough that looked like a potential coal source.

No doubt influenced by current developments of the Moss Bay Company in Workington, in June of 1890, Kirk, Hunt, Williams, Denny and Furth dissolved the Moss Bay Company of America and incorporated as a new company, the Great Western Iron and Steel Works of America. Not only was more cash needed to solve problems including a coal supply, but as yet, the Northern Pacific had not completed the 17 miles of railroad into the Denny Mines and money was needed for the corporation to continue to exist until the raw materials could be supplied to Kirkland for the production of steel.

This new corporation provided for a paid-in capitalization of one million dollars. The stock was divided into 10,000 shares of \$100 each. Provision was made for the stock to be increased in any amount, not greater than \$5 million, by a two thirds vote of the capital stock of the company.

The stockholders of the Great Western Iron and Steel Works were prominent American financiers: General Russell Alger, one time Secretary of War and Governor of Michigan; Joshua Sears, Boston millionaire and owner of a large banking firm; H. A. Noble of the Baker Barb Wire Works in Des Moines, Iowa; W. A. Underwood of New York, president of the American Water Company; Edward Blewett of Fremont, Nebraska; Bailey Gatzert, owner and manager of large merchandising houses in Seattle and Spokane; and Denny, Furth, Hunt, Williams and Kirk.

Kirk and Noble were the joint managing directors of the new company, while Walter Williams served as secretary. Some \$750,000 of the one million dollars needed, was paid in by the time construction of the steel mill was started in 1890.

A saw mill was erected adjacent to the steel mill site on Rose Hill and clearing operations for the mill, as well as the town site, were begun. By March of 1891, the saw mill had cut more than 3,000,000 feet of lumber, all used for construction of the buildings for the steel mill, which was slated for completion in the spring of 1893. Steam power was used for all the work in those days, as there were no gas engines or electrical Power lines.

The steel mill was to be built on a "duplicate" plan. That is, one half of the steel mill would be completed as soon as possible and put into opera

tion. And, while the first half went ahead with the manufacture of steel, the other half of the mill would then be constructed. When it was fully completed, the mill was to produce 6,000 tons of steel rails per week, an astronomical amount of weekly steel produced in the United States in those days, second only to the production in and about Pittsburgh.

The pits for the blast furnaces were dug. There were to be four furnaces, each 75 feet high, and each possessing a capacity to produce 1,500 tons of steel rails per week. The foundry building was to be 320 feet in length when complete, but at first, was only half constructed: 160 feet by 92 feet.

Although some of the machinery was to come from England, some of it was to be built on the grounds, so the machine shop, blacksmith shop and pattern department were completed first. The foundry building, which was to house the blast furnaces, faced Piccadilly (Seventh Avenue). A small blast furnace, capable of handling 30-ton castings, was installed in the foundry. The 12 boilers, to be put in first, were to be 30 feet in length.

The cast house, which was built in 1891, was 160 feet by 34 feet. Provision was made for 12 large stoves to heat air for the blast furnaces and for numerous large water tanks, to supply the hydraulic machinery in the various departments.

The bunkers for ore, located on the north side of the steel mill among the trees, were to be 360 feet long, 42 feet wide and 34 feet high. There were two tracks above and below the bunkers for loading and unloading. Behind the ore bunkers another trestle was to be built, over ore and coal bins, which, if they had been completed, would have stored 50,000 tons of coal, to be used as a reserve stock for emergencies. Behind this trestle to the reserves, 200 coke ovens were to be located.

Meanwhile, on the town site, the air was thick with smoke from the trees, which were burned to clear the way for homes and businesses. It was many months before one could see the opposite shore of Lake Washington from Kirkland. Some of the land was logged off, but a large amount (a fortune by today's standard) was burned.

With the steel mill situated on top of the hill, the new plat for the city eliminated the depot at Market and Lake Street West. The diamond shaped city center was also eliminated. Market Street continued due north and was planked with an 18-foot walkway almost to Juanita.

However, in the Juanita Slough area, Kirkland would be cut off from the land to the north because of the swamps and the difficulty in bridging this marshy land. So, Dorr Forbes, who was a Juanita Beach homesteader, cut the wood for pilings and built a one-half mile trestle to bridge the slough as his contribution toward the development of the Kirkland town site and the land to the north where he was situated.

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Lots were platted, staked and sold. A city of 50,000 was envisioned. Streets were graded and land selling operations began in the town. Newspapers throughout the United States publicized the venture and people poured in to buy lots and build homes. In 1890 alone, eight plats of additions to Kirkland were filed. It was widely publicized that land was for sale to residents, not to be used by speculators. Nevertheless, some unscrupulous land dealers sold plats far from the town to unknowing buyers.

On the corner of Market and Piccadilly, the road which led to the steel mill on Rose Hill, five brick business buildings were built from the bricks manufactured in Kirkland by the land company. Joshua M. Sears of Boston constructed the building on the northwest corner. It was to be a bank, complete with vaults, to handle the large payrolls that would be brought to Kirkland for the many industries.

On the northeast corner, in anticipation of the demand for office space, two early settlers, Ed Church and Harry French, invested in a large brick building. At first, John Tompkins, established a grocery there, but by 1890, E. A. Brooks took over the business. Brooks supplied the town with everything from horse collars to toothpicks as well as meat (if there was any) and flour and feed.

The business building with the cupola on the southeast corner of Seventh and Market was built by a company known as the Kirkland Investment Company which was comprised of Seattle businessmen, as well as Hunt and Kirk. Part of the building was used as a dry goods store, Guptil and Evans, for some time; while Mr. Elder had a drugstore in the room to the south. A three-story hotel building was erected on the southwest corner by Capt. D. B. Jackson, a wealthy Seattle resident. A dry goods store was established in a lower room. The building next to this was named the Peter Kirk Building and was constructed for C. C. Filson and Albert Timmerman, who engaged in the grocery business for a time.

Traces of "old England" were springing up around the town. At lunchtime, the Englishmen played rugby on the land behind these brick buildings. Streets were named Liverpool, Victoria, Jersey, Oxford, Moreton, Regent and Clarkson. There was even a Villard Street, named for Henry Villard who had given Seattle the transcontinental railroad line to Canada.

A little one-room schoolhouse, called Central, was built on Bold (First) Street in 1890 at the exact location where Central School stood in Kirkland for more than half a century. The first Central School had both high school and lower grades.

A church was built on Marion Street (10th Avenue West) and later combined with the Pleasant Bay Church of Christ in 1892, to become the Kirkland Congregational Church. The congregation met for awhile in a temporary building on Market Street until a building was built on the west side of First Street at Fifth Avenue West.

Success Was in the Air

The Carlson Hotel, a two story structure, was built slightly south of Piccadilly on 10th Street (116th NE) by Charles Carlson and for a time, was filled with mill workers.

On one of Hunt's trips to the eastern United States, he induced Edward Eyanson of Columbia City, Indiana, to move his woolen mill to Kirkland. It was situated along the water, southwest of the bank building and became the first woolen mill in the state of Washington.

Some time later, Russell Alger wrote Hunt, "I had a long conversation with Mr. Hecker of the Peninsula Car Company about the possibility of putting up a wheel foundry at Kirkland." He also had spoken to Mr. Coburn, a manager of the Detroit Iron and Bridge Works about coming to Seattle to build the bridges that would be needed over the proposed canal. "I will let you know as soon as they give me a commitment." Alger wrote.

A saw mill and a shingle mill were constructed on the waterfront northwest of the steamboat dock and woolen mill, at the foot of Market Street. Owned by William Boggs and James Kirchner, the Standard Mill Company employed 75 to 100 men.

A two-story box factory and large dock were built even further northwest of the saw and shingle mill on the waterfront. But the box factory was never in operation.

The excess lumber that was not used was left on the wharf at the foot of Market Street and in later years, was purchased and used to start the Columbia Valley Lumber Company, the predecessor of McEvoy-Rogers Lumber Company, which was located in Kirkland until 1974. Brick homes were built for the executives of the steel mill and a large wooden home with many gables and turrets was built in the 200 block of Waverly Way for Peter Kirk.

During 1891 and 1892, two ships, which had been delayed because of the dissolution of the American Moss Bay Company and reorganization of the Great Western Iron and Steel Works, arrived in Seattle from England, via Cape Horn, with 75 tons of machinery worth \$200,000. Included were two 1,000 horsepower engines which were unloaded in Seattle and shipped to Kirkland to be installed in the engine house adjoining the blast furnaces. Steel plates for the blast furnaces and other equipment were also received.

Firebrick, fireclay and cement arrived for the lining of the furnaces and for laying the building and machine foundations. Drill presses, lathes and other heavy machinery were received. These were all unloaded on the Kirkland wharves and stored in the warehouses built next door. Heavy wagons pulled by dray horses carried materials from the docks to the steel mill site on the hill. Once the railroad spur was completed from Woodinville, however, most supplies were brought right into the mill, for there was now a railroad depot on Seventh Avenue at the top of the hill. And the Lake Washington Belt Line was working to lay track from the

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Black River junction, at the south end of Lake Washington to the Houghton-Kirkland area. This, no doubt, would be an aid in shipping supplies to market and in obtaining raw material, perhaps even the coal.

There was a steady influx of population to the town. By 1890, there were some 5,000 persons in Kirkland. One day, a wagon, loaded with a family and their household supplies, pulled up before the mercantile at Seventh and Market. Two small children were peeking out of the canvas over the top of supplies in the wagon.

"Where can we find a place to live?" the man atop the wagon shouted to E. A. Brooks, the storekeeper. "Up on the hill," came the answer. And, as the settlers turned onto Seventh Avenue, the children hopped from the wagon to make the burden lighter for the horses on the two-mile trek uphill. Piccadilly seemed the longest street in the world for a covered wagon. This family, the Cathcarts, was typical of many who came to Kirkland at this time. Everyone came to find work in the "boom town."

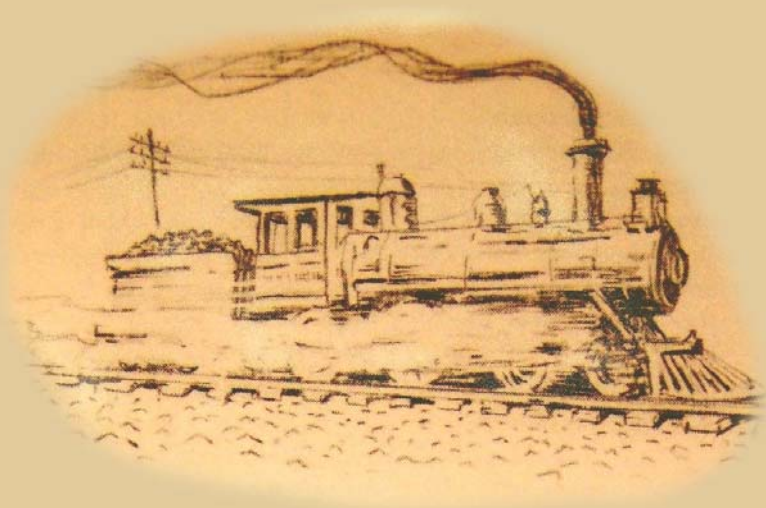
Construction sounds were ringing all over the town of Kirkland. Excitement was in the air. Homes were going up daily. Some 2,000 men were at work for the steel mill and the land company and 2,000 more were said to be on the way. Railroad cars were bringing supplies from the east and from wharves in Seattle.

By 1890, Kirkland had more brick business buildings than Seattle did, as Seattle had been leveled by the Great Fire the previous year and suffered a great loss of factories and business buildings. It looked as if Kirkland might build faster than Seattle could rebuild. Excitement over the developments east of the lake was mounting. Dignitaries visited the new town site. Kirkland was becoming acclaimed throughout the nation as a most promising new city. President Benjamin Harrison himself came to Kirkland to investigate the possibility of building the Lake Washington Ship Canal. President Harrison, who was taken around the lake on the passenger steamer, "Kirkland," returned to Washington, D. C. and commissioned the US Army Corps of Engineers to conduct a study of the canal. The committee fully endorsed the canal's feasibility. Success was in the air. The investors of the Great Western Iron and Steel Works had nearly everything at hand-except the ore. There was still no way to bring it from the pass to Kirkland to be smelted into steel at the integrated iron and steel works.

The Northern Pacific Railroad, with headquarters in Tacoma, that great competitor of Seattle and its environs, had still not laid the 17 miles of railroad line from Puget Sound to Snoqualmie Pass which would bring the ore from the mountains to Kirkland. It was at this point, that engineer Kellett, made a suggestion to Kirk: "Why don't we use scrap iron instead?" But Kirk was the boss and the boss said, "We're going for the complete

ore-converted-to-steel operation." If, at that point, Kellett had had his way, all might have been different today.

But, that's not how Kirkland's story went.....



Why Is That Mill on the Hill?

In 1873, when Tacoma, a hamlet at the south end of Puget Sound, with a population of only 200 persons, was named as the location of the transcontinental railroad terminal, Tacoma immediately dedicated itself to the economic destruction of its rivals. Seattle, *with a population ten times that of Tacoma*, was an especial target.

For nearly 20 years, Tacoma challenged Seattle's industrial leadership. After the first ten years, when the Great Seattle Fire wiped out the Seattle downtown business section, Tacoma thought that perhaps its competition had been eliminated.

But, out of the ashes of the 1889 fire a new and stronger Seattle emerged; and coincidentally, in 1889, a new Tacoma rival--a young city across the lake from Seattle--was getting publicity as the "coming metropolis of the west."

This was enough to unnerve the residents of Tacoma!

Though Tacoma had the railroad, it appeared possible that Kirkland could become the industrial capital of Puget Sound because of the Lake Washington Ship Canal and the steel mill. The Great Western Iron and Steel Works could ship its steel rails through the canal without even utilizing the railroad terminal in Tacoma! What a blow to Tacoma's inflated ego! And worse yet, it looked as if the ship canal would be built soon and Seattle would also profit from the canal and the steel mill.

Why Is That Mill on the Hill?

Tacoma citizens were furious and vindictively vowed Seattle hadn't heard the last of them yet. And, it was time for Kirkland to learn just who Tacoma was.

So, in the fall of 1892, the Tacoma Ledger newspaper printed a daring exposé which pointed an accusing finger at the incorporators of the Kirkland Land and Improvement Company, the Great Western Iron and Steel Works and the Kirkland Development Company.

The newspaper's accusation was that the entire steel mill idea was simply a dishonest scheme by unscrupulous land dealers (Leigh Hunt and Peter Kirk included) who had never intended to produce steel but simply planned to use the mill as a disguise for profits they were planning to make off land speculation once the ship canal was built.

Hunt counteracted this by replying in his newspaper that "anyone who didn't believe in the mill, could have his money back..."

The Tacoma Ledger said the Kirkland steel works had "by various disguises and by force of gall and bulldozing, become one of the political issues in the great new state of Washington." The Ledger expressed suspicion of the Seattle and Kirkland businessmen who were promoting the Lake Washington Ship Canal. The newspaper claimed the Kirkland Investment Company, which had built the brick cupola building in Kirkland, was organized as a "front" for the canal backers. The paper said the investors did not want the Lake Washington Ship Canal built for the industrialization of Kirkland and the betterment of the Puget Sound area as they professed. These investors wanted the canal built to better their own finances.

The paper proceeded to enumerate each of these investors and outline their suspected motives. Kirk and Williams were Englishmen whom, the Ledger said, "took out naturalization papers only in order to hold the position of trustee in the Kirkland Land and Improvement Company." Hunt, the Ledger pointed out, did not live in Seattle, could not point to a single building he owned in Seattle and uniformly identified himself with moneyed institutions and corporations only through boards of directors. The Seattle Post-Intelligencer was the only thing Hunt owned; "the rest he controlled," the paper pointed out.

Jacob Furth, manager of the Puget Sound National Bank; George Heilbron, manager of the Guarantee Loan and Trust Company of which Hunt was president; and Columbus Tyler, a teller at the same bank, all became suspicious in the eyes of the newspaper.

That scoundrel, A. A. Denny, the Ledger contended, had become one of the wealthiest men in Seattle by holding his land "until the improvements of others made it of great value." He was accused of being a money lender and banker for nearly a quarter of a century.

A. B. Stewart and H. E. Holmes, both in the drug business were

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suspicious investors because they occupied rented quarters. Bailey Gatzert's only detriment seemed to be that he owned Schwabacher Brothers. Ed Blewett and A. B. Mitten (who said anyone who talks against the Lake Washington Ship Canal had no right to live in Seattle) were to be met with raised eyebrows because they were investors. And, heaven only knew what one could expect from lawyers, including H. G. Struve and Maurice McMicken. As Hunt's father-in-law, H. A. Noble was automatically on the Ledger's "list;" and the paper contended F. J. Grant was Hunt's "Pooh-Bah." Russell Alger was one of those eastern capitalists, and worse yet, Walter Olds was from Indiana.

Speaking moderately, the Ledger claimed, that if any of these men were truly interested in improving commerce in Seattle, and perhaps the Puget Sound area, they might use their influence, as well as one-tenth of their capital to encourage the establishment of manufacturing business in Seattle and perhaps as far south as Tacoma, of course, and draw to this area, two thirds as much more capital.

"But, they have preferred to spend their money on 1,200 acres of strawberry patch east of Lake Washington," the Ledger said.

"It was represented that a great steel and iron works would be removed bodily from England and built east of the lake and yet, all of the machinery in Kirkland is new," the Ledger said. The Ledger was very suspicious of the steel mill executives' apparent plan to establish "another town site" at the mouth of the Mercer Slough. The executives were developing this area so they could barge coal from the Newcastle and Gilman Coal Mines to Kirkland. But, the paper accused them of trying to gain complete control of the east Lake Washington shoreline. The financial backers of this new town had formed the Lake Washington Canal Association and had taken up the slogan:

"Dig the Canal and dig it in '93"

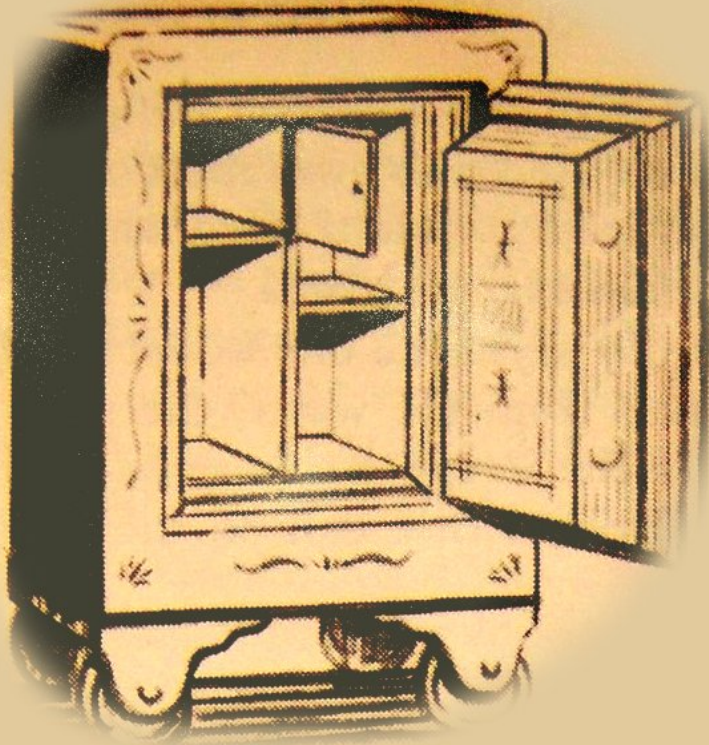
The Ledger said that if construction of the Lake Washington ship canal, so enthusiastically backed by the Kirkland investors, was truly a good investment for the improvement of Seattle, there would be no problem in getting capital to build the canal as a private commercial enterprise. But, the paper said, the financiers were waiting to make a "killing" off the Federal Government.

The Ledger contended the waterfront land, owned by the Kirkland men, had been "donated" by unknowing pioneers for \$100 an acre and just a few months later was "stocked" at the rate of \$1,000 an acre on the list of assets of the Kirkland Land and Improvement Company. This land, which had been purchased so cheaply, was offered for sale commercially for 10 times the price, only a few days later.

Why Is That Mill on the Hill?

Once the canal is built, "ships can't anchor in mid-stream," the paper pointed out. "They'd have to anchor at docks. And who owns most of the Lake Washington waterfront on which docks might be built? Hunt and the chosen few he has gathered around him," the newspaper crowed.

The Tacoma Ledger drove its point home by saying no one would build a steel mill on a deserted hillside two miles from the water, the mill's offices and the town. If the mill's founders really intended to manufacture steel and ship it through the canal, then why was that mill on the hill?



The Backers Backed Out

Throughout the construction of the steel mill and the Kirkland town site, Peter Kirk remained firm in his convictions. He was sure the Northern Pacific Railroad would soon be laying its line to the ore supply in the Denny Mountains, and he would be able to begin production at the mill. He was also hoping the government would build the Lake Washington Ship Canal soon. This was bound to be a boon for marketing his product and would encourage investment in the mill. It was all a question of timing. After all, a project of this magnitude simply couldn't be put together *overnight*.

But, while Kirk waited for all the pieces to fall into place, he juggled funds from one investment to another. He was still trying to convert his English holdings to American cash and was hoping his brother, Thomas, in Stockton (England) would assist with the promotion of the English stock.

Leigh S. J. Hunt, always a promoter, was not only encouraging others to invest in the town site, but he himself, was heavily in debt and most of his investments hinged on the success of the Great Western Iron and Steel Works, and, consequently, upon the value of the land in Kirkland. Besides ownership of the politically influential Seattle Post-Intelligencer newspaper, Hunt was president of the Guarantee Loan and Trust Company; director of the Puget Sound National Bank; stockholder in the First National Bank, Washington Territory Investment Company, King County Investment Company, People's Savings Bank, Madison Street Cable Railroad,

Yesler Avenue Cable Railway, the Kirkland Land and Improvement Company and the Kirkland Investment company.

Obviously, Hunt's money was also in a very precarious position while he waited for the railroad and the ship canal to be completed. But the railroad was having financial problems of its own, and, while everyone was overextended and waiting for everyone else, the Crash of 1893 hit with a thud!

The financial panic of 1893 swept the United States like a tidal wave. Though the shock of the crisis was most severely felt in the west, it hit the east first. It seemed that the higher any area had "boomed" the lower it fell during the crash. Thus, was the price paid for financial speculation, which had gone unchecked too long.

In the New England states and the mid-Atlantic states there were 17 national and state bank suspensions with total estimated liabilities of more than 13 million dollars. In the mid-west, the failure of the same national and state lending institutions totaled 49, with more than \$23 million in liabilities. And, in the Rocky Mountain states there were 147 reported liabilities, totaling more than \$24 million. Some *overextended* investors even jumped off buildings or shot themselves.

Money seemed frozen solid. In some cities warrants were issued instead of paychecks. The recipients often had difficulty cashing the warrants and were forced to accept large discounts. The "run" on the banks began in the east causing lending institutions to call in loans and discontinue loan practices. The steel mill's eastern stockholders began defaulting on their stock subscriptions. First, Russell Alger refused to pay his \$20,000 stock subscription and when other eastern investors heard of it, they, too, followed suit. This left the steel mill badly in need of funds.

The Great Western Iron and Steel Works borrowed heavily from its sister corporation, the Kirkland Land and Improvement Company. The steel mill officers were still hoping the rail lines would be laid. But while the steel mill officials waited and hoped, the Northern Pacific Railroad went into receivership.

In December of 1893, with no means of transporting raw materials to the plant, the Kirkland Land and Improvement Company found no reason to continue loaning the sister corporation money and the land company suspended further loans to the steel mill.

Even with the mill unable to obtain raw materials, it's possible the corporation might have "held out" until the railroad's situation improved and the line could be built into the Denny Mines, if the eastern financiers hadn't defaulted. But the failure of the eastern capital was crucial.

With money at a dangerous level and no visible means of obtaining raw materials for the steel mill, the officials of the Great Western Iron and Steel Works closed the doors of the mill without ever producing an ounce of

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steel. But the Great Western Iron and Steel Works did not technically go into bankruptcy. If it had, all its creditors would have received a percentage of the remaining assets.

Instead, the steel mill corporation, legally, stayed intact; but confessions of judgment (lawsuits) were rendered against the mill. The largest creditor was the Kirkland Land and Improvement Company, which, on June 19, 1895, received a favorable judgment against the Great Western Iron and Steel Works for nearly \$46,000. Of course, that didn't mean the land company was able to collect as the steel mill didn't have any money. It only meant, if the mill ever collected from its creditors (including the defaulted stockholders), \$46,000 of it was to go first to the land company. It also meant that the land company, owned by Kirk, Hunt, Williams, Denny and Heilbron, were now the owners of the steel company's assets.

Besides the judgment to the land company, there were outstanding loans to two other banks: the Guarantee Loan and Trust (of which Leigh S. J. Hunt was president), and the Puget Sound National Bank (with which Jacob Furth was associated). These two loans, one for nearly \$10,000 and the other for \$11,000 would be the last creditors to receive money.

After the suits by the land company, the steel mill machinery was auctioned off and sold to the highest bidder to help pay the outstanding debts. But the money never got beyond the land company's claims. This machinery helped to establish several of the early Seattle factories, including Moran Company and Hofius Steel and Equipment Company.

Several years later, in 1899, the land company's claim was again revived and, this time, the steel mill property, as well as the bank building, the land on which the bank building was situated, and all remaining assets belonging to the Great Western Iron and Steel Works, were sold in an attempt to satisfy the land company's original judgement. This legal maneuver took the last of the steel mill's assets out of that company's control and converted this property to the control of the land company.

Peter Kirk believed--right up to his death--that, with the completion of the proposed canal, Kirkland would still become the manufacturing center of Puget Sound. He did not abandon Kirkland after the failure of the mill. Kirk was one of the few original investors who stayed and exercised his faith in the land east of Lake Washington.

The Great Western Iron and Steel Works was financially insolvent after 1893, but Kirk had become caught up in the land speculation game in America and the land company still remained in abeyance for many years after the steel mill failed, ready to spring into action when events dictated.

Unlike the other steel mill investors Kirk was not bankrupt. He had not been able to convert all his English holdings to cash when the cash was most needed. He hadn't continued to put money into the American ven

The Backers Backed Out

ture and, ironically, this may have kept him solvent after the venture failed. The money that Kirk had invested in the steel mill was lost forever, but that was the only money Kirk lost. Some of Kirk's money had gone into the land company which saw a small but steady growth over the next few years. In addition Mrs. Kirk still had all her own money.

Peter Kirk and his family remained in Kirkland after the mill closed its doors. By 1899, accompanied by two more Kirkland residents, H. G. Martin and A. R. Leake, Kirk traveled across the lake to the U.S. Court office and was sworn in as an American citizen. Thereafter, Kirk began to invest in parcels of land throughout the northwest section of Kirkland. He knew, when the canal was built, this land was sure to be valuable. Most of the parcels of Kirkland property were purchased in the name of Kirk's children so he could leave them an investment in what he was sure was the town site of the future.

After the failure of the mill in 1895, Kirk, who was still living in the Kirkland home, attempted to incorporate a small east side company that was to establish a regular ferry service on the lake. But many original settlers were suspicious of the Englishman who had disrupted the serenity of the pioneer settlement. Two early homesteaders, Harry French and Ed Church, together, had lost \$15,000 in the brick building they built on Market Street. A total of more than \$1 million had been lost in Kirkland on the steel mill venture. And yet, Kirk himself had not appeared to lose anything.

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While the Kirkland town site was binding up its wounds, the Kirk family continued to live in the town and summer on San Juan Island, where the older girls gave many lively parties and were courted by suitors.

Fannie Valentine Kirk married Dr. Victor Capron of San Juan Island and settled with him at Roche Harbor where he was the doctor at the limestone quarry. Dr. Capron was a respected and popular figure on San Juan Island. He was three times elected mayor of Friday Harbor; four times elected a member of the Washington State Legislature; he started the first telephone system and installed the first six phones on the island himself. He was instrumental in starting the first electrical lighting system on Friday Harbor and initiated the municipal water system on the island--all these accomplishments in addition to carrying on a lucrative medical practice!

Some of the Kirk children continued to travel the Atlantic to be educated on the European continent. It was while in Europe, that Kirk's oldest daughter, Florence, was courted by Arthur Louis Dixon. But once back in Kirkland, Florence was also courted by Houghton's first citizen, Harry French. When she finally made a choice, it was in favor of the Englishman.

Because Mr. Dixon, a banker, was her second cousin and American laws forbade such a union, Florence and Mr. Dixon traveled to Victoria, B. C. where they were married in the Parish Church of Christ Cathedral. After the wedding, the couple returned to England to live.

The Dixon family was in the tea business and Florence Kirk Dixon frequently sent tea to her parents in America after her marriage. The sight of Dixon tea from England was not uncommon on the Kirk table in America. Mrs. Kirk frequently traveled the Atlantic to visit her son-in-law and daughter and the two grandchildren, Lucille and Maurice Emil (named after Mrs. Kirk's sister, Emily Quirk). And in Florence and Louis Dixon's home in England, some of the Kirk's furniture and valuables found their way back from Bankfield, including the 16-foot bookcases that had originally been the property of the Marquis of Hastings.

By the turn of the century another of the Kirk daughters, Marie Gibson Kirk, had also married.. She chose James Bell, who had come to the town of Kirkland during the "boom days" and become associated with the land company. The Bells were married in Kirkland and set up housekeeping there. In fact, it was to the Bells' small wooden cottage (owned by the land company) near the steel mill site on Rose Hill that many tenants in the land company's brick homes in Kirkland traveled to pay their \$2 or \$3 per month rent money.

Marie spent a great deal of time on her music--she even did some composing while caring for her children, Vivian, Clarence and Charlotte. Olive Kirk, a talented artist and also a proficient musician composed, too, including a tune, "Song of San Juan."

As for the Kirk boys, they were told they "did not have to work for a living." Arnold (Cappy), who did not marry, worked sporadically on boats running from Seattle to the San Juans. He also ran a chicken ranch.

Shortly after the turn of the century, Peter Kirk, Sr. went to work in Tucson, Arizona, as a consultant, while smelters were being installed in the copper mines. Peter Kirk Jr., an asthmatic, went with his father on this trip to the southwest. It was thought the Arizona climate might help clear up Peter Jr.'s asthma. But it didn't, so eventually, the two men returned to the family and their home in Kirkland.

This time, Kirk started a machine shop in Ballard with Ralph Charlton, who later married Kirk's daughter, Jessie. The Ballard business was called the Kirk and Charlton Machine Works and was at the foot of 24th NW, on Salmon Bay, in Seattle. Kirk commuted back and forth on the Kirkland steamboats to the machine works in Ballard until 1904. That was the year Kirk once again renewed his faith in the Kirkland town site and lost it.

He formed the Kirkland Development Company, which was incorporated in June. Kirk's associate from England, Walter Winston Williams; Williams' son, W. Mervyn Williams; W. D. Hofius, George J. Danz, R. 1-1. Collins and J. R. Pidduck were the incorporators for \$100,000 of capital stock (1,000 shares at \$100 each). This new company, based on the imminent construction of the Lake Washington Ship Canal, was to encourage manufacturing, railroads, electric light plants, waterworks, and cable

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lines in the town of Kirkland. All the land previously owned by the Kirkland Land and Improvement Company was signed over to this new Kirkland Development Company.

By this time, the Northern Pacific Railroad had come to Kirkland bringing coal and wood to heat the town and, lo and behold, the Northern Pacific lines were laid close to the town site and not up near the mill as previously dictated. The railroad was located virtually along the same section of land on which Hunt and the other investors had first envisioned the railroad.

"If this had only happened ten years earlier," Peter Kirk told his associates. "We'd never have needed to build the mill on the hill. It could have stayed down in the town where we originally planned."

In the fall of 1904, with the start of the Lake Washington Ship Canal looming on the horizon, and renewed faith in the Kirkland town site rapidly developing, Marie and James Bell and their family moved from the Rose Hill cottage, owned by the land company, to a new home next door to the Congregational Church on a lot previously owned by Peter Kirk and the land company. The Bell's new home became Bell House.

Marie, who, at age 32 had just published a song, "Bonnie Scotland," suddenly became stricken with typhoid from contaminated water in the well behind the house. As she lay ill, the old Houghton bell, hanging in the Kirkland Congregational Church tower nearby, was not rung for Sunday worship services. Somehow, the Bell children managed to escape the illness, but Marie Bell died in Bell House, with Dr. Keiffer, one of the town's earliest physicians, her husband, and her father, Peter Kirk, at her bedside.

Shortly after her death, James Bell bought nearly all the copies of her song, "Bonnie Scotland" and took it out of circulation. Marie Kirk Bell was buried in a simple plot in the Kirkland Cemetery. James Bell was not only broken hearted, he was bitter. He did not have a great deal of money but he was very proud. When Kirk offered to purchase a headstone, Bell refused. So the grave went unmarked.

Kirk's drive changed after his daughter was buried in the very cemetery that he had founded in 1888. He and Mrs. Kirk simply couldn't bear to live in Kirkland any longer. So they closed up the large home in Kirkland, took Marie's children and, with heavy hearts, traveled north. First, they went to Victoria, B. C. and later settled at their summer home at Roche Harbor, Deer Lodge.

Though Kirk still had his financial holdings in the Kirkland Investment Company and the newly formed Kirkland Development Company, and the purchases he had made in Kirkland land as well as the Ballard Machine Shop, he was not at this time, interested in continuing the ventures. At age 64, he felt it was time to retire. He was greatly saddened at the premature death of his daughter. And his wife found the grief even more difficult.

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In fact, her health began to fail. After Mrs. Kirk died and Peter Kirk was alone with his sadness, he realized he could no longer live at Deer Lodge. The home was too large and had too many memories. Eventually, he moved into Friday Harbor where he had a smaller home built.

The Bell children were raised by friends in North Bend and relatives in the San Juans, including Fannie Kirk Capron. It was after Marie Kirk Bell's death that James Bell established the first telephone system in Kirkland.

As the younger Kirk children married they moved into homes of their own on or near San Juan Island and remained close to their father. The family had a yacht, the "Constance," named after Clara Constance and often captained by Arnold. They spent many enjoyable times together cruising the San Juans. The children had a special concern for Peter Kirk, who was such a good and kind man and yet had suffered so much. Olive and her husband, Captain Frank D'Arcy, lived next door to him in Friday Harbor.

Deer Lodge remained empty until Clara and her husband, Pearl Calvin Morrill, came to live after their marriage. Eventually, Clara and her husband moved out of Deer Lodge, and Peter Kirk, Jr. and his wife, Cora, moved in. Peter, Jr., and Arnold, established a sheep ranch at Deer Lodge.

Arnold did not marry so Peter, Jr. was the only one to perpetuate the Kirk name in America. However, Peter, Jr., only had one son, Peter Warren, who did not have children.

Peter Kirk, Sr., as a retired resident of San Juan Island, continued to fill part of his days with business. His stride was slowed down, but not entirely broken. His business acumen and his music had been with him all his life, so it was natural in his loneliness, to return to them. He made a few new investments, including stock in the Imperial Quicksilver Mining Company and the Hyde Ship Brake Company. In addition, there were the Lucerne School District bonds he purchased in Alberta, Canada. These were sure to be a safe and wise investment, Kirk thought. Peter Kirk spent many long hours during his retirement with his solitude and his music. There were frequent letters from Florence. And, after a long silence, even a letter from his brother, Henry.

When Burke and Farrar, land agents, came along in 1910 and offered to buy out the Kirkland Development Company (formerly the Kirkland Land and Improvement Company) Peter Kirk reluctantly agreed. He was not yet ready to give up hope in the town of Kirkland, even though he lacked the strength to continue. Kirk owned 40 per cent of the stock in the Kirkland Development Company and he, along with the other shareholders, signed the company's assets over to Burke and Farrar.

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By this time, Kirk was 70 years old. He'd had enough business successes and failures to last several lifetimes. But he still didn't give up! He turned around and invested some of the money received from Burke and Farrar in the Burke and Farrar Development Company! Kirk felt if it was too late for him to develop the town he would let someone else do the developing. But he'd see that some of his money was still left in Kirkland, where there was sure to be a fine return. Peter Kirk lived to see his "ship come in." That is, he lived to see the construction of the Lake Washington Ship Canal begin at Portage Bay and he felt certain, just before his death in the spring of 1916, it wouldn't be much longer before his dreams were to become a reality. The lowering of the lake was due to begin shortly, and the following year, the Lake Washington - Ship Canal was scheduled to open. Following that, Kirk thought, the town site which he founded was bound to be the "metropolis of Puget Sound."

Peter Kirk, 76 years of age, was taken ill with influenza during the winter of 1915. His devoted family had stayed close to him providing everything possible to bring him joy and happiness. By spring, he rallied and was up and around at his Friday Harbor home when a sudden setback caused his death at 10 a.m. on May 4, 1916. Episcopal funeral services were held in the Friday Harbor home, with interment at the Valley Cemetery in Friday Harbor next to his wife.

At the time of Kirk's death, the value of his estate, including notes to his own children (at six and seven per cent interest) bonds, mortgages, real estate (in both King County and San Juan County) and personal property totaled \$70,000, a sum that today, would compare to nearly one-half million dollars! And, all this for a man who hadn't been actively engaged in business for more than 12 years.

Upon Kirk's death, Peter, Jr. and Arnold were deeded the Kirkland home, Fir Grove, and for a time, Peter and his wife, Cora, lived in the large home in Kirkland. But the damp climate didn't improve Peter's asthma, so eventually the house was sold to Burke and Farrar.

Because the home was built on a large estate and, in 1916, Burke and Farrar were selling small city lots, the home was torn down after 1916 and a street was cut through the estate. The property was platted into several smaller lots and sold individually for houses. It was said that two of the wood houses on Waverly Way were built from the lumber in the Kirk home.

Peter Kirk's home in Friday Harbor, known as the Vic Capron home, is still standing. Deer Lodge, however, burned to the ground in the 1950's. Many old-timers on the island nostalgically recalled the festive parties they had attended in the home and the loveliness of the house itself. The massive wooden home on the point had many stained glass windows, oversized rooms and five fireplaces.

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San Juan Island residents who remember the charming and quiet Englishman and his delightful family, describe the Kirk family as "very dear and very kind people." Many islanders noticed some of the "spark" had left Peter Kirk when he returned to the island to retire in 1904.

Everyone assumed it was the business failures in Kirkland that had caused this change. Few people, outside the family, knew it was Marie's sudden and untimely death in 1904 that caused Peter Kirk to leave Kirkland and live out his days in quiet solitude on the island.

In Workington, England, an ironworks, operated by the British Steel Corporation, is still located on the site of the Moss Bay works. Some of the original buildings still exist and are used. The Queen of England visited the Moss Bay works in October, 1956, and opened the Bessemer Memorial Training School for Apprentices.

Bankfield in Workington is still solidly intact. It was used as a hospital from 1914 to 1918 and was the offices of the National Coal Board in later years. It has been considered for a town hall. But in the 1970's the massive structure became a school and as such, began to deteriorate. It was said it might take as much as \$500,000 to restore it.

Most of the walled grounds and screen of fine trees remain, according to Geoffrey Peter Kirk, a great nephew of Peter Kirk and the grandson of Kirk's brother, Thomas. Of course, the trees, planted more than 100 years ago when Kirk and Valentine built the home, are so massive now, they nearly hide the structure.

Behind the great identical staircases in Bankfield are ornamental stained glass windows, and subtly incorporated in the decorative design of the glass panes, are the initials, P.K., 1875.

As for the other Englishmen who came to Kirkland during the "boom days," John George Kellett did not want to leave the Puget Sound area. The climate was similar to that of the beautiful Lakes region in England. But, he had to go where the work was. For a time, he found employment in the Walla Walla State Penitentiary, where he installed a heating system. One of his children, Gwen, who was seven years old when Kellett went to Walla Walla, was very proud of her knowledge of "big words" and went around telling anyone who'd listen that her father was in the "penitentiary."

While neither Kirk or Kellett had liked the Pittsburgh area when they first came to this country, nevertheless, Kellett secured work there for three years after his stint in Walla Walla. The family moved out to a farm in Redmond, Alder Grove, while Kellett was gone. There in Redmond, they had a vegetable garden, two cows, two pigs and chickens as a guarantee against continued hard times.

At the Lake Sammamish ranch, the chickens intimidated Martha Kellett, especially the brooding hens who refused to let her take the eggs. She was

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very grateful to her longtime friend Kate (Mrs. William) Anderson, who, because she had been raised on a farm in Scotland, showed Martha Kellett how to throw her apron over the hens and then get the eggs.

The Andersons did not often come to visit, though. Redmond-and especially Lake Sammamish--was still a long way from Kirkland in those days. Eventually, the Andersons moved to Canada where William Anderson practiced professional engineering.

Peter Kellett had gone as far as possible in school in Redmond, and in fact, at 14, he himself was teaching school when Kellett returned from the east.

For a time, the Kellett family returned to Kirkland and lived in the brick house on 10th Avenue West, built by the land company. It was in this home that the youngest child, Jean, was born. Walter and Mary Williams and Clara Kirk were the baby's godparents.

Kellett and his son, Peter, went to work at the Bremerton Navy Yard. But John George Kellett, still the imaginative young engineer, had aspirations of his own. He had plans to start his own steel mill and was very close to carrying them out when he was stricken with a cerebral hemorrhage while at work at the shipyard. The Navy put a small boat at Peter's disposal and he brought his father to Seattle where John George Kellett died in the hospital the next day.

As for the Williams family: After their sudden return from England in 1893, they took up residence in the brick home that had been built for them on Waverly Way by the land company. The ninth and last Williams child, Hubert, was born in the brick home in 1895. The family kept the Juanita cottage as a summer place. By 1896, Walter Winston Williams, moved his family from the brick home in Kirkland to Seattle, to be nearer the schools.

Williams obtained a position with Hofius Steel and Equipment Company in Seattle. He was one of the founders of the Pacific Warehouse Company and helped to erect the Maritime Building and the Terminal Sales Buildings. These two positions, combined with a wise investment policy, enabled Williams to gather a moderate fortune before his death in Seattle in 1915. Walter Williams was a gifted and talented musician who was proficient with many instruments. He organized the Seattle Male Voice Choir and helped promote and encourage an interest in fine music in the Seattle area. Mrs. Williams was an excellent pianist. In Seattle, Williams was active in Episcopal church affairs and the Masonic Order.

For many years, the Williams' home in Seattle was headquarters for Sir Harry Lauder when he played in Seattle. Marvelous music would echo from the Williams' home after each performance.

W. Mervyn, the eldest child, was admitted to the bar in Washington state in 1904, and practiced corporate and banking law. He was associated

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with the Attorney General's office in Olympia and was also a capable pianist and pipe organist. Winnifred (Freda) Williams was a talented pianist and violinist who accompanied Pavlova, world-famous dancer, on tour. She married Douglas Ross who was a Shakespearean theatrical actor who had come to Kirkland during the steel mill period.

When Ross was courting Freda, Walter Williams told him (Ross) that if he was to marry his daughter, he must get a "proper job." So, Ross did. He became an insurance salesman, but every time he insured a barn it burned down. Ross eventually went back to theatrics and there was no more talk of a "proper job."

The Ross' two sons, Winston and Lancelot Patrick (Lanny) Ross, became well-known in theatrical circles. Winston leaned towards acting and Lanny, who began his career as a 12-year-old soloist in Seattle's Epiphany (Episcopal) Church, became a famous singer in the movies and on the radio.

For several years after Walter Williams' death, Mrs. Williams and the younger children, as well as some of the grandchildren, continued to summer at Glandwr at Williams Point (in Juanita). Younger girls used to row to the point to hear Lanny Ross sing and glimpse this handsome lad. But eventually, the property was sold to Burke and Farrar and even later, the land became the Juanita Golf Course.

Unlike Kirk, Leigh S. J. Hunt was almost totally bankrupt after the Kirkland steel mill failed. His money in the cable road was dependent on traffic back and forth to Lake Washington to the steel mill. His waterfront holdings needed the ship canal--or at least the success of the steel mill--to be truly valuable; and with banks closing their doors daily, Hunt's banking businesses were hardly thriving. Outstanding loans couldn't be paid, even upon threat of foreclosures (including the unpaid loans to the Great Western Iron and Steel Works). And, it was these outstanding loans that forced Hunt's banks to founder in the financial panic of 1893.

Before the steel mill's failure, Hunt had invested in the Monte Cristo mines north of Seattle with an eye to developing a similar operation as that in Kirkland. There was a flood of eastern money, combined with some local money, in this operation, too. During the panic of 1893, the Monte Cristo Mining Company and the Everett Land Company (both companies in which Hunt had financial interests) foundered. But, it was not until 1897 that the operation came to a stop. It was at about this juncture that Hunt sold the P-I, deeded his Hunt's Point property to Jacob Furth and Bailey Gatzert (two of his local creditors) and left the Puget Sound area.

Deeply in debt, Hunt traveled to the Orient, to recoup his fortune and it was there he became a "mining king." He opened up the gold mines in North Korea and was the first white man in North Korea. He then went on

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to become the "irrigation king" in the Sudan where he developed the first cotton plantation on the White Nile.

He returned to Seattle and stayed for two days at a hotel, running an ad in his former newspaper, inviting creditors to supply him with unpaid bills and he would pay them. The debts were reputed to be in excess of \$1 million. All were paid!

From then on, the family traveled a great deal in Europe and Africa. They had homes in Paris and New York. But once again, Hunt's doctor ordered him to move out west for health reasons. Knowing that the Hoover Dam would be built and that Las Vegas would grow from a small railroad station into a sizable city he settled in Las Vegas. Death took him in 1933 before he was able to see what Las Vegas did become.

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There Must Be a Better Way

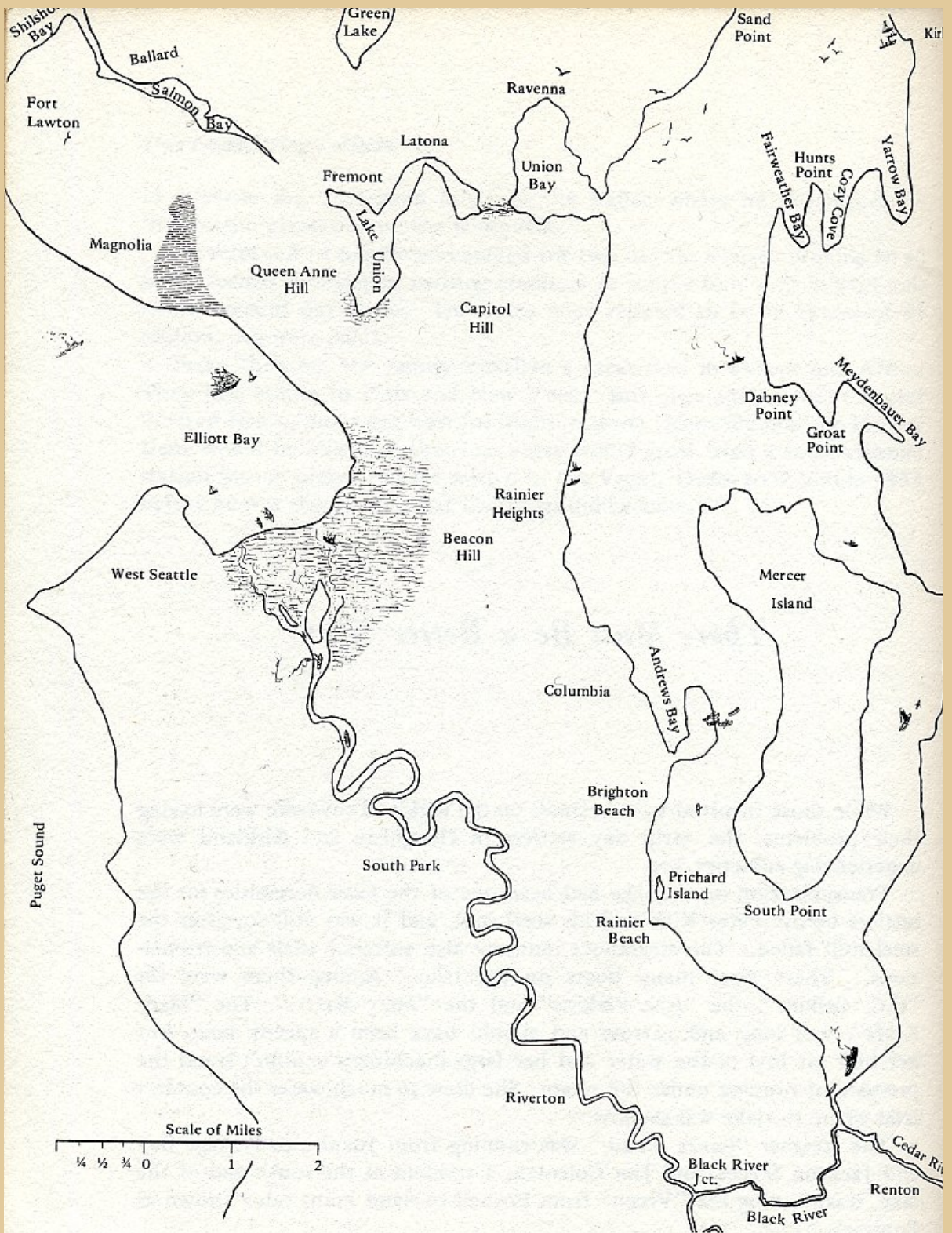
While those involved with business on the Kirkland town site were having their problems, the early day settlers in Houghton and Kirkland were experiencing anxieties, too.

Transportation on the lake had been one of the basic necessities for the settlers before Peter Kirk and his steel mill, and it was still so, after the steel mill failed. The steamboat industry also suffered trials and tribulations. There were many boats on the lake. Among them were the "C.C. Calkins", the "Abe Perkins" and the "Mary Kraft." The "Mary Kraft", was long and narrow and should have been a speedy boat, but her hull sat low in the water and her large machinery couldn't stand the pressure of running under full steam. She drew so much water she couldn't land where the lake was shallow.

The steamer "*Lura Maud*," was running from Juanita to Portage Bay and Jackson Street; and Jim Coleman, a resident at the south end of the lake, was running the "Vixen" from Bothell to Sand Point (also known as Pontiac).

In the early days, the weather was quite severe. There were often storms on the lake causing boats to be set adrift or to be driven up on shore. Once, the "City of Latona," which was tied to the Kirkland dock, left her slip and was tied up farther south, at the Curtis inlet, to avoid being whipped by the wind.

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Before the opening of the Lake Washington Ship Canal, boats on the lake were taken down the Black River and up the winding Duwamish to reach Puget Sound.

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During another southerly gale, the "Mary Kraft" left Kirkland on her usual run to Madison, but halfway there, it was discovered she could go no farther; waves were smashing against her forward doors. So she went back to Fairweather Point (Evergreen Point) until the winds subsided and she could make it across the lake to Jackson Street.

The winters brought frequent fog to Lake Washington and boat captains had to run with a spirit compass. If they didn't have one, it wasn't unusual for a steam boater to tie up at a dock and come ashore, only to discover he was at the wrong dock.

Many of the little passenger steamboats in the early Lake Washington steamboat industry were forced out of business, not only by the uncooperative gales, but by the competition on the lake. All the steam boaters competed against each other to see which boat was the fastest. In those days there were no franchises and the first boat to the dock got the business. As soon as word got around of a boat's speed slowing down, another boat would issue a challenge and try to take over the route.

In 1890, many of the early settlers rowed down Northup (Yarrow) Bay for the launching of a new boat, the "Edith E" at William Easter's ranch on the east side of Eagle Point (by this time named Yarrow). The "Edith E" was built to run the lower end of Lake Washington. Among those who traveled to Yarrow for the launching were the Curtis family of Houghton. There were Grandpa (James) Curtis, his son and daughter-in-law, Frank and Mary, and two grandsons, Alvin and Walter.

Captain Frank Curtis was master of the "Squak," the flat-bottomed steam scow owned by the Standard Mill Company that operated a sawmill at Moss Bay in Kirkland. Oran Kitley and Stephen Niblock also worked on the scow, which hauled logs and freight back and forth from Seattle to Kirkland. Captain Curtis' young sons, Al and Walt, had a great fascination for boats. In fact, Walt had a small boat of his own. Sometimes he would row a traveler across the lake, for which he received as much as \$3. When Captain Curtis would see Walt coming across the lake in the little blue boat, he would toss him a line and give him a tow behind the "Squak." Every night Walt rowed his boat to the mill to bring his father home. If Walt got to Kirkland before the last day's run, he boarded the "Squak" and accompanied his father on the last trip to Seattle.

It was Christmas Day, 1890, when a strong southerly wind blew up the lake and caused the "Squak" to flounder. She was tied to the dock at the mill and was unprotected from southerly winds. The heavy seas parted her lines, throwing her against piles of lumber. She was battered so badly that she swamped and sank. Her hull was a total loss. But, her machinery was taken out and put to use running a blower in the mill. The "Abe Perkins" was then hired to work for the Standard Mill Company and as the captain of the "Abe Perkins" was put to work, Capt. Frank Curtis of the

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That's when the Curtis family decided to go into business for themselves, owning and operating their own steamboats. They sold some of their original homestead in south Houghton to finance construction of a 60-foot ship with a 13 and a half foot beam, the "Elfin." She was built by Edward Lee at his place at Pontiac and completed in April of 1891.

The day steam was raised in the boiler of the "Elfin" and she was taken out from Lee's, the "Kirkland," and the "Mary Kraft" gave her a lively salute as she left. Two weeks later, the ship was inspected and ready for service.

"We'll pass the 'Katharine', the 'Mary Kraft' and maybe even the 'Kirkland'," Frank Curtis told his two sons.

The "Elfin" could run 12 miles per hour. The engine turned up lively and was a powerful machine. The boiler made all the steam they desired. They were allowed 125 pounds of steam pressure and 35 passengers as well as 2¹/₂ tons of freight.

It was the Fourth of July, 1891, when she carried passengers for the first time. Irving Leake was engineer, Frank Curtis the captain and Al and Walter were the mate and deckhand.

Walt would have given anything to be the captain of the ship, but he was not yet old enough for a pilot's license. Instead, he cut cord wood daily for the steamer. Every night he wheeled out enough wood on the wharf to last the next day. In the morning before breakfast, Irving and Walt put enough wood in front of the boiler to run 'til noon. The boat made six trips back and forth across the lake daily between Madison, Kirkland, Houghton and Yarrow. They started at 7:10 a.m. at Northup's Landing.

Though there were many boats on the lake, the supply was only as great as the demand. With the imminence of the steel mill in Kirkland, there were many people traveling back and forth across Lake Washington, and operating most of the little boats was a thriving business.

The Curtises were making expenses and sometimes even a profit on the "Elfin." On a good day, the boat transported as many as 180 passengers and took in \$200. From January to June of 1892, the boat's passenger list totaled 6,425.

Boat fares were constantly changing in the early days of Lake Washington steam boating. In 1891, the fare on the "Elfin" was 10 cents each way. But the "Kirkland," a corporation boat owned by L. S. J. Hunt, the proprietor of the Jackson Street Cable Road, brought his fare down to 15 cents for a roundtrip ticket. With increased traffic on the cable road, Hunt and his associates could afford the reduction in boat fares. In order to stay in business, the "Mary Kraft" was forced to cut her fares and while the Curtises had tried to raise the fare on the "Elfin" to 15 cents each way, they, too, were forced to lower their fares.

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Then, Jim Coleman launched his new 52-foot boat, the "Winnifred," which created an additional threat. He said, "I'll beat the `Elfin' or sink the `Winnifred'!"

The two boats raced, starting from Smith's dock next-door to the Curtises, and headed for Madison. The "Elfin" passed the "Winnifred" at Long Point with 135 pounds of steam and the engine hooked up in the third notch. The "Winnifred" carried 200 pounds of steam but kept falling off. One month later, the "Winnifred" made her farewell run on the route.

For a short time, the "Mikado," a Seattle-based boat, posed a threat to the steam boaters on Lake Washington when she came on the Kirkland-Fleaburg run. (Fleaburg, named because of the insects which infested the Indian settlement near the west shore of Lake Washington, was later named Leschi.) The "Mikado" was long and narrow and made good speed. Immediately she began to race with the other boats. First, she beat the "Katharine," but when she couldn't beat the "Elfin" she gave up and returned to Seattle. The "Elfin" occasionally raced the "Katharine" and usually beat her! The Curtises had offers from many steam boaters to buy the "Elfin," but the answer was always the same, "We mean to keep her!"

Knowing it wouldn't be long before a boat was built or put on the run to beat the "Elfin," the Curtises made plans to build a newer, faster boat. The new boat would be built by Lee at Pontiac. And with construction of the new steamboat, Frank Curtis made plans to turn it and the family's steamboat business over to Al and Walt.

With the imminent acquisition of a second boat, the Curtis trio contracted for a wharf to be constructed in front of their house. It was to be "L" shaped with a 50-foot face and would cost \$120, for which, the contractor was to supply all the materials except the piles.

The winter of 1895 brought Walt's 21st birthday and when Al went back to college, Walt had his mate's papers endorsed to second class pilot and became master of the "Elfin."

By this time, traffic on the lake had diminished. The Kirkland steel mill had gone defunct and very few people were traveling back and forth anymore. There were many boats on the lake and it was difficult to make a living steam boating. With Al away at college and only Walt to run the boat, the "Elfin" was leased to Charlie Munson, but the Curtises had to reduce the rent. Even then, Munson found it difficult to pay the rent, so sometimes he could only make partial payments.

In the summer, when Al returned from college, the Curtis' new boat, the "Mist" made its debut. Al and Walt, together, planned to run this boat. But it soon became apparent she would not be a fast boat. So, Walt made arrangements to tie up the "Mist" and then he got a job on the "Calkins."

The "Aquilo," the 48-foot yacht owned by the (defunct) steel mill, had been sold to George Bartsch. She was originally used by William Randolph

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Hearst to greet the mail boats arriving on the San Francisco Bay from the Far East, and during the Kirkland "boom days" the boat carried many dignitaries across the lake to the new town site. But as a commercial transportation venture on Lake Washington, the boat was a failure. Trade on the boats was getting more and more slack and the price of wood was going up. The strain on the steamboat owners was overwhelming. A new boat on the lake, the "Gazelle" was attracting the attention of many steam boaters because she was so fast. The boat could carry as many as 75 passengers but Kirkland was so deserted after the failure of the steel mill, the boat rarely had that many passengers.

One of the ever-constant problems that threatened the steam boaters was fire. At 5:30 a.m., Dec. 2, 1900, Walt Curtis was awakened by someone pounding on the door. He jumped out of bed to see Jay C. O'Conner standing there.

"Your boat is on fire," O'Conner said. And sure enough, there was a fearful glare coming from that direction of the lake.

Curtis hastily dressed, lit a lantern and called for his brother-in-law, Sam Sanderson who ran over and called Walt's brother, Al. They all headed towards the fire. The "Elfin" had burned all her lines but the head line. Al and Walt's father and two others had managed to haul her into shore on the north side of the dock, but she was already pretty far gone. Taking an axe, Walt got into the boat and managed to chop a hole through her side. She rapidly filled with water and laid over on her portside, thus putting out the fire. Eventually she was raised, but she was a total loss.

With the destruction of the "Elfin" the Curtises felt utter desolation. Nothing could replace the loss of the "Elfin." Frank, Walt and Al had labored over the boat with loving care. They had treated the boat like a member of the family. They had painted the roof and put sand on it so sparks wouldn't catch her afire. And to what avail? Now she was just a mass of coals.

With the loss of the "Elfin" came a loss of income for the Curtises. The "Elfin" had been their livelihood for nearly 20 years. But steamboat business on Lake Washington was now so slack, it seemed futile to build a new boat to put on the lake.

The Curtises turned their eyes to salt water steam boating. Opportunities on the Sound did not seem as limited as they were on the deserted shores of Lake Washington, so the men cleared a portion of land just north of their dock and laid the keel of a new boat, one that could be used on the Sound. This was the first boat built on this portion of the Curtis homestead, a site that later became the Lake Washington Shipyard.

The new boat, the "Peerless," with her steeple compound engines and pipe boiler, was launched the following spring in 1901, with 100 persons

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into the water. ways floated watching as she slid gracefully down a the of breaking a Walt and Al had intended to loose bottle, but they had difficulty locating white doves, so they settled for the traditional bottle-breaking ceremony.

The plan was to take the new ship to the Sound to run her on the Coupeville-Everett run just until they could recoup their losses; for, they intended to stay on their Houghton homestead. But taking a boat into the Sound from the lake in those early days was no easy job. The Lake Washington Ship Canal and Government Locks weren't built until 1917 and until that time there were only rare occasions when a boat could get from fresh water to salt water.

The Black River, which originated at the south end of Lake Washington near the present Cedar River opening, served as a drain for Lake Washington before the canal was built. The Cedar River did not empty into Lake Washington as it does now. It flowed westerly one-half mile south of Lake Washington near the present Renton city center and then the Black River and the Cedar River, together, flowed into the Duwamish and out to Puget Sound. It was at the junction of the Cedar River and the Black River that a large sand bar prohibited travel during the "dry seasons."

Walt, Al and Irvin Blakney left the Curtis wharf on a spring day in 1901 in the "Peerless" and headed for the Black River. They arrived at the south end of Lake Washington and the mouth of the river at about 8 p.m. The draw was closed so the men were forced to spend the night. The following day, the ship passed through the draw and the men worked their way downstream within 100 feet of the Cedar River bar, where they began to have difficulties with shallowness of water. Since it was springtime, Walt and Al were relying on the springtime runoff to raise the river and get the boat through the bar ahead.

Walt purchased a hand gypsy windlass and rented some blocks and lines and the men tried to drag the "Peerless" through a natural channel but she stuck. They were forced to clear out four logs and blast a fifth for a straight pull ahead. Sam Sanderson and Frank Curtis, joined the men the next day and two weeks later, they were still struggling. Lines were attached from the boat to each side of the river to allow the boat to drop downstream but she only went a boat-length and grounded.

They were short of lines and blocks and needed a steam winch instead of the hand gypsy windlass, so again, Walt went out to purchase supplies. A double cylinder winch was leased from the Northwestern Iron Works and sent out on the Renton Electric Line to Burrows. From there, it was taken downstream, on a flat-bottomed boat to the "Peerless." Rope was expensive, so Walt bought 750 feet of second-hand cable-road cable, costing a little less than \$15. But, by the time he returned to the river, there was bad news. The long

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wild spring had produced little rain and instead of rising, the river gradually falling.

Nevertheless, Walt set about to put the supplies to work

and try to get the boat down the river. The plan was to use the double coiled cable for a tail hold for the blocks. But because the cable was in two coils and was so heavy, they had to put it on a little scow and line it up alongside the "Peerless" where they then fastened the blocks to one end of the cable and fed the cord out as the current took them down.

A week later, three weeks after the "Peerless" had left the Curtis dock, the river was still falling and Walt went for more help and more supplies. With only 18 inches of water around the "Peerless," it was obvious the boat would never make it out until the river rose. So, the men hired a Cedar River rancher to look after the boat and left her stuck in the Black River while they returned to Houghton until the water rose enough to float the boat.

In November, the rains started to come down so the Curtis brothers returned to the river to get the "Peerless" through. On Tuesday, November 19, a heavy rain set in and the river began to rise rapidly. Once it was booming, Al and Walt tried the gypsy hand windlass. The boat went nine feet and stopped.

Walt found an old maple log two feet in diameter and 12 feet long, which was used to pull the boat, while at the same time, it dug a channel. The "puller" was fastened by lines to the bow of the boat and when in place, it surged up and down like a steam engine. Every time the puller went down it would strike the hard gravel of the river bed, digging a channel and making the riverbed deeper for the boat.

It took two more days, but the boat made it over the Cedar River bar, where it had lain for five months and was at last afloat in swift water and on its way, past the Indian camp, to the Duwamish River and then to the Sound. But not before the men sawed off three feet of her stern to get her under the county bridge.

This was the price an early boater paid to get his vessel from the fresh water of Lake Washington to the salt water of Puget Sound. But the construction of the proposed Lake Washington Ship Canal could alleviate all that. The idea of constructing a canal from the lake to the Sound was as old as the city of Seattle. There had been talk of a canal as early as 1860 when Harvey Pike had taken a pick and shovel and attempted to dig a ditch between Union Bay and Lake Union.

The interminable controversy over the route of the canal was one of the factors that deterred construction of the project. Six different canal routes were proposed and argued. One route went around the north end of Queen Anne Hill and another, one of the several Shilshole routes proposed, included a second canal from Shilshole Bay through to Elliott Bay, creating a massive cut on the east side of Magnolia, virtually making Magnolia an

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island. If all the canals that were envisioned for Seattle had actually been built, the city would have looked like Venice.

By the mid 1880's, work had started on a link between Lake Washington and Salmon Bay when the small strip of land at Portage Bay was opened sufficiently enough to permit logs to pass. Millions of logs were brought into Lake Union by this means and eventually a small wooden lock was built. One of the most ambitious efforts to build a canal was undertaken in the late 1880's. Eugene Semple, Territorial Governor of Washington, had moved to Seattle and in his exuberance for the future of the Northwest, he had persuaded officials of the Mississippi Valley Trust Company to come to Seattle for the possibility of financing a canal. After much wining and dining, the visitors decided to financially back the route from the East Waterway to Beacon Hill near Spokane Street, through the hill and down Rainier Valley to the Black River, if the citizens would put up \$500,000 as a show of good faith. Half a million dollars was a great deal of money even then but nevertheless, within a few weeks, 2,488 citizens had pledged \$549,923. This canal was to be known as the Seattle and Lake Washington Waterway and was begun July 1, 1895, with a channel dredged 2,000 feet from the East Waterway. A large portion of Seattle's present industrial area, 50 acres of tide flats between Railroad Avenue and Third Avenue South, were filled with the dredged sand. And then the money ran out.

Dissenters who wanted the Shilshole route, and wanted it built with the Federal Government's money, argued that the *Lake Washington waterway* canal route would make Seattle difficult to reach by railroad. Besides, the whole plan was just a scheme to fill the tide flats and create good grazing land by lowering the lake.

Semple fought back by raising \$4 million more.

A pumping station was built on Lake Washington and the job of sluicing Beacon Hill was started. A massive cut, 300 feet deep, was made on the west side of Beacon Hill.

Sluicing Beacon Hill was no easy job, especially not with the Shilshole Bay route backers exerting constant political pressure against Semple. Finally, he gave up the Beacon Hill idea and joined the Shilshole backers. But this whole process had wasted many years in the maritime development of the Puget Sound area, years in which Lake Washington boaters, like the Curtis family, spent months on the Black River trying to get a boat from Lake Washington to Puget Sound.



Who Asked for Progress Anyway?

Kirkland was not fortunate enough to become a ghost town, as many "boom towns" did in the 1880's. If it had, the area might have been able to wipe the slate clean and begin again, 20, 30 or even 50 years later. Instead, there was an incongruous mixture of people left in the town after the failure of the mill. Some of them had come during the days of the Kirkland Land and Improvement Company, because they were interested in developing a town site. Others had come, purchased a small home, found a means of livelihood, and stayed, even though the town was foundering.

To the south in Houghton were the original pioneers who had started the Pleasant Bay settlement. These pioneers were mostly farmers who had never intended to build a city, a manufacturing town or an industrial empire. Most of these Houghton settlers had resisted the growth that Peter Kirk's development attempted to bring to the area. Few of them sold land to the Kirkland Land and Improvement Company and practically none of the Houghton homesteaders gave up their waterfront so that Hunt and his men could profit from it. But some of the early settlers, who had joined ranks with the Kirkland developers, had lost a great deal of hard-earned money. In fact, some lost their life's savings. These people were bitterly disappointed with Kirkland.

The failure of the Great Western Iron and Steel Works had left a sprawling half-urbanized community. "Stump City, USA" would have been an appropriate name for the area after the Panic of 1893. The timber had

Who Asked for Progress Anyway? long since been cut, but the stumps had never been removed. There were acres of deserted land surrounding Kirkland, with sawed-off stumps the only protruding structures.

Small tracts of land on the edge of town had been platted and sold in the late 1880's and early 1890's as part of the vision of the metropolis of 50,000. These tracts were now situated a mile or so from the water's edge and from the center of town and served as impediments to development. They were too small to farm and too far from town to be city lots.

Many of the city lots on which Kirkland homes were built were practically worthless as there were very few that had street access. The roads had been platted, but the land company had ceased operations before many of the roads had become a reality. Some of the Kirkland home sites sat for 30 years or more before there was street access to them.

Because of strong insistence from east side residents, the King County Port Commission established a ferry from Kirkland to Madison in 1900. The "King County of Kent" became the first double-ended ferry on the lake, and Kirkland residents saw the ferries not only as a regular means of transportation but as a source of payroll to the town. Small wooden business buildings started going up near the county ferry dock at the end of Kirkland Avenue.

But these Kirkland (business) people were oblivious to the hardships the large ferry, with its ability to carry wagons and teams of horses, created for the small steam boaters in Houghton. And the ferry and the business buildings along the waterfront, alone, still couldn't create a thriving town.

Peter Kirk was the only developer left after the failure of the Great Western Iron and Steel Works. With the absence of active development by the Kirkland Land and Improvement Company or its successor, the Kirkland Development Company, the town had no strong sense of direction or no one to whom it could turn for development. The area sat stagnant. Without promotion, land sales dwindled off; no one improved streets, sidewalks, sanitary conditions and water sources.

Rose Hill residents picked violets in the ruins of the steel mill until Anton Newborn and Malcolm McLeod dismantled the foundry building and piled the sheets of corrugated tin in a heap. In time, the first Rose Hill Elementary School and the Rose Hill Presbyterian Church were built on the site of the Great Western Iron and Steel Works.

Ranchers and other residents east of the lake helped themselves to free bricks at the deserted brickyard in Kirkland. For many years, fireplaces and foundations under homes were built with the handmade bricks. Eventually, Bonnell's Nursery was established at the brickyard site and later still, the Kirkland baseball fields, civic center site, public library, armory and the community swimming pool, now known as the Peter Kirk

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Park complex, were built on the brickworks and original steel mill site. Children who were growing up in the town of Kirkland in the *early to mid 1900's* heard the mystifying tales of Peter Kirk and the steel mill and the brick buildings. Each child, it seemed, was served a different version of why the mill failed and what had really occurred in the town.

Because the doors of the Sears Building on the northwest corner of Seventh and Market had been closed before the building was ever used as a bank, mysterious stories were told of the money that was supposedly left in the building, locked up in the vaults. After all, \$1 million was "lost" in Kirkland, wasn't it?

Youngsters, traveling the boardwalk on Market Street, stopped to look into the windows and see the vaults, still in the basement of the old building. They also searched the planks along Market Street for some of the "lost" money. One day, a young child actually found some money. But as the child learned in later years, they were coins that had dropped out of someone's pocket on the boardwalk. No money had been left in the vaults.

In 1905, in an attempt to answer the problems of streets, water, sanitary conditions and sprawling disjointed urbanization, some 74 registered voters in Kirkland petitioned the King County Commissioners to incorporate the town into a fourth class city. An election was put before the 400 residents and with a close margin of 60 votes for the measure and 49 votes against, the county declared the existence of a fourth class town "under the name and style of Kirkland."

The persons on the ballot with the most votes were chosen the first public officials in the new town: Dr. H. E. Bradley became mayor; and C. L. Andrews, B. J. Blomskog, A. B. Newell, C. H. (Charlie) Younger, and W. N. Boggs, were elected councilmen. A. T. Churchill was appointed the first town clerk and police justice. Ollis Patty was elected city treasurer and held that position for 40 years. Council chambers were established in the lower rooms of the A. O. U. W. Hall on Piccadilly (Seventh) Avenue and Oxford (Second) Street.

Dr. Bradley attended only the first council meeting and at the third meeting, late in 1905, he sent in his resignation, as he had moved his residence away from the town. So, R. H. Collins was elected by the councilmen to serve as mayor.

Collins had been one of the great Kirkland promoters. He and his family had come to Kirkland during the 1890's and Collins had gone to work for the Kirkland Land and Improvement Company. After the "crash," Collins had been forced to look for work elsewhere, but by the turn of the century, he had returned to Kirkland and pledged his faith in the town. That faith never wavered.

Before his death in 1941, Collins, a well-liked, kind and considerate gentleman, held nearly every town office with the exception of president

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of the woman's club. He had served as president time when the town was faced with what struggles. He was first worshipful master of the Kirkland Lodge No. 150 F. & A. M. and was honored for 50 years of masonry. He served as president of the Pioneer Association; served on the school board; and was active in the Lake Washington Canal Association. There was a Reginald H. Collins School built between Houghton and Rose Hill, later used as the adult education center for the Lake Washington School District. In 1928, the Kirkland Lions Club founded a Boy Scout Camp, *between Kirkland and Redmond at the north end of 140th Avenue NE*, on Lake Sammamish and named it Camp Collins. R. H. Collins was the only man to object to the name. He thought it should be called Camp Kirkland or Lions Camp, but not named after him!

Collins personified the serious dedicated men who felt Kirkland had too much potential to be abandoned and left to become a ghost town. Instead, he and other leading citizens felt incorporation was the answer .to overcoming the town's ill-fated beginning.

With Collins' guidance, the council undertook an ambitious street improvement project immediately after incorporation. Roads were graded and leveled. Gutters were constructed, stumps were removed and planked sidewalks were built. Every effort was made to pull together all the homes spread out in different directions across the abandoned town site.

Construction of wood sidewalks on Market and Piccadilly, six feet wide with 20 penny wide spikes (six spikes to the plank) at a cost of \$955.60, resulted in the city's first local improvement district project.

Extensive discussions were held at an early date by the council, to ascertain rules and regulations for the dumping of shingle bolts in the lake, and construction of suitable sidewalks. Even in those days, the council was concerned about pollution of the lake.

The 1907 assessment evaluation of Kirkland, as ascertained by the county, was \$182,217; and in 1906 (as well as 1907) the city tax was a steady seven mills.

Upon recommendation of the Commercial Club in 1906, the town acted to clean out logs from under the bridge (now Lake Street) as well as to remove the old burned scow (the "Squak") at the foot of Market Street. They also agreed to clean the walk along the lake shore; to clean up all the streets in Kirkland and require fences to be removed from streets and alleys. Owners of old buildings were required to repair them or take them down, upon threat of abatement proceedings. All of these ambitious projects, in addition to the rigorous street improvement plans, were undertaken by the City of Kirkland with a population of barely 600.

Some residents were unhappy about all this. Many of them were original farmers who had never asked for "progress" or "development," much less city taxes and ordinances that threatened them with abatement

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proceedings. So, they brought a petition before the Kirkland City Council requesting that the town be disincorporated. An election was held and disincorporation was voted down. But some of the dissenters threatened to secede from the town anyway.

Undaunted by threats of secession, the Kirkland City Council approved ordinances which regulated the keeping of dogs in the town, and prohibited horses, mules and cows to run at large from 7 p.m. until 6 a.m. The penalty, for allowing such animals to "clomp" up and down the planked sidewalks all night (some with bells ringing, no less) was a fine from \$1 to \$25.

The city approved a permit for Mr. Metzke to ride a bicycle on the (wood) sidewalk while delivering papers, providing he dismount when passing stores and other public buildings. Later, the town council discussed the possibility of going into the skunk cabbage business as a counteraction against garbage. And at one time, the townspeople found themselves up in arms and asked the Seattle Police Department for assistance in capturing the person or persons responsible for sending lewd notes across the lake in little blue bottles.

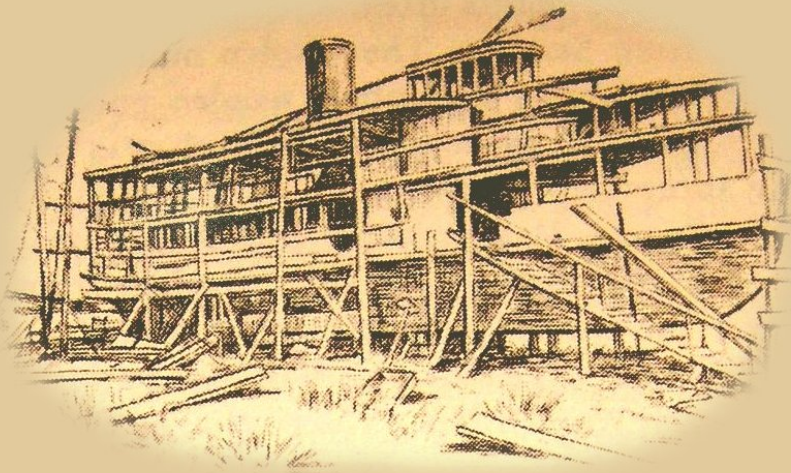
One of the earliest political issues in Kirkland was liquor. Regulating saloon licenses and liquor taxes was not a matter on which the council could easily reach accord. Finally, it was decided there would be no liquor in town.

J. A. (Jack) Ferry, who operated a drug store at the corner of Lake Street and Kirkland Avenue, was fined for selling liquor without a license, and the council drew a \$52 warrant on the treasury so the mayor could procure evidence in the matter.

For many years in Kirkland, the town had what was called a "local option." This was largely during Mayor A. B. Newell's 12-year regime. Newell knew how just about everyone in town would vote each time the issue came up on the ballot. For instance, he was "dry" and Ferry was "wet. "

The Newells had a maid working for them and though she couldn't vote, Newell knew she was "dry." But the maid's boyfriend, who could vote, was "wet." Realizing the election would be very close, Newell told the maid if she could get her boyfriend to take her to the picnic in Ballard on election day (thus getting him out of town so he couldn't vote) the mayor would buy the maid a new bonnet.

The boyfriend took the maid to the picnic, the maid got the new bonnet and Mayor Newell's town was classed among the saharas of the state by a narrow margin of one vote!



Saved by the Ships

Kirkland was also a sahara in terms of industry. People who had come to town during the "boom days" had not intended to live in a suburb and work elsewhere. They had thought Kirkland would be a self-supporting town. But just where was this new little town headed now that there was to be no steel mill? What good would all these sidewalks and sanitary conditions be if there was no means of livelihood? How was Kirkland to support its residents?

In 1892, during the days of the Great Western Iron and Steel mill, Leigh Hunt had persuaded Edward Eyanson and Associates of Columbia City, Indiana, to build a woolen mill in Kirkland. Because of the purity of Lake Washington water, the area proved to be a good location for the manufacture of wool. The lake was well-adapted for the scouring and coloring of the various wools, making it possible to manufacture wool at least two grades coarser than that manufactured in the east. The Eyanson Woolen Mill, located just south of Fourth Avenue West, became the first woolen mill in the state of Washington and was the first of several futile attempts to establish a woolen manufactory in the Puget Sound area.

When the steel mill failed, the woolen mill was the only industry left in the town and the residents put all their hopes in this industry. At first, 50 persons were employed and it seemed the mill might provide a stable economy.

During the Alaska Gold Rush in the late 1890's, Seattle's population

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surged and east siders' spirits lifted as Kirkland caught some of the overflow of population from Seattle. The woolen mill increased production as it manufactured mackinaws and other woolen goods to be sold to Alaska gold prospectors. But when the Gold Rush was over, again Kirkland experienced an abrupt halt in growth.

By 1915, George Matzen, who had been running a woolen mill in Seattle at 14th and Madison, moved his plant from Seattle to Kirkland and took over the woolen mill, breathing new life into what looked like the industrialization of Kirkland. East side residents were jubilant over the "new" Matzen Woolen Mill. The payroll at the Kirkland mill expanded to 100.

During World War 1, the woolen mill increased its output and expanded even further. The payroll grew to nearly \$30,000 monthly, employing 150 to 250 persons as demands for products were in excess of the mill capacity. Matzen enlarged the Kirkland plant, adding new buildings and machinery, until 1924, when a fire wiped out the previous 33 years work. Matzen tried to recover, but eventually receivers closed the mill until a bid was accepted from Reese Brown in 1929 and the mill was rededicated. Brown added two divisions to the mill: a machine shop and a supply warehouse. The total investment was between \$500,000 and \$700,000.

Kirkland businessmen aided Brown in constructing the supply warehouse on the south side of Central Way just west of Market Street. Brown furnished \$3,000 and Kirkland merchants collected cash donations of \$4,500. The building was to be used for display warehouse purposes. But it developed into the National Supply Company, a miniature department store where mill employees could purchase household supplies.

Lack of capital, poor management and unfavorable markets caused the ruin of the woolen mill. When its doors were again closed it marked the second time Kirkland residents lost money on local stock subscriptions. In May of 1935, the mill burned to the ground, and this time the industry was not rebuilt.

Other attempts were made over the years to industrialize Kirkland, but none of them proved sustaining. At one time a Dutchman, John Van Aalst, had a tulip farm between Jersey and Liverpool (Third and Fourth) Streets and received notable recognition in the Seattle area. In the greater Kirkland area, there was a rubber making company; a fox farm (as well as other fur farms); a hog ranch; a rabbit farm; a holly farm and even a frog farm at Juanita Slough, supplying Seattle's finest restaurants with frog legs. There was even a "new Hollywood" development established in Kirkland in the early years. A parcel of land, approximately four blocks in radius, on 10th Avenue, between Fourth and Fifth Streets, was purchased by a film company who built a number of homes and used them for movie-making. The "film houses," as they were called, were surrounded by a high board

Saved by the Ships

fence. But this industry, like many of the industrial attempts in Kirkland, passed into oblivion. There was one industry in Kirkland that did succeed, however. It was started as early as 1901 in the Houghton area, when the Curtis family built the "Peerless." Little did the pioneer family know at that time, that laying the keel of this boat on their property would be the start of the Lake Washington Shipyard, an industry that would continue for nearly half a century.

It wasn't too many years after the "Peerless" was built, that the Curtises sold this piece of property to the Bartsch and Tompkins Transportation Company, a business which had started when the two men bought the steel mill executives' yacht, the "Aquila." Bartsch and Tompkins launched several new vessels at this site, in addition to repairing the ships they owned, including the old steamer, "Success."

Meanwhile, John Anderson had arrived in Seattle from Gothenburg, Sweden where he had daydreamed over a backyard fence of coming to America and becoming the tycoon of his very own fleet of boats.

Anderson only had \$20 left in his pocket when he arrived in Seattle in 1888. And he didn't know a soul. He did, however, know a great deal about operating boats. That's what his father and grandfather had done for a living in Sweden.

Anderson secured a job right away as deckhand on the "C.C. Calkins" running from Leschi Park to Seattle. Anderson saved almost his entire paycheck and after the Kirkland steel mill failed, the owner of another boat on Lake Washington, the "Winnifred" needed cash. So Anderson loaned him \$1,500 and the following year he had to take half-interest in the boat in order to get the money back. Anderson not only took half-interest in the boat, but after running her for a year, he bought her outright, and that was the start of the Anderson Steamboat Company.

The Swedish captain first bought a new boat every year, rebuilt and improved it and then resold it for a profit. He bought and sold the "Quickstep," the "Lady of the Lake," and the "Acme." Then Captain Anderson started building his own boats. Usually, he built one to his own specifications, ran her for a year and sold her for a large profit. The first boat he built was the small side wheeler, "Leschi," which was later converted to a ferry.

Eventually, Captain John Anderson merged with the Bartsch and Tompkins Transportation Company. The new business was called the Anderson Steamboat Company and the yard was renamed the Anderson Shipyard. The board of directors of this new corporation included Jacob Furth, financier, and J. M. Campbell, lumberman. Stockholders numbered more than 60 substantial citizens of Seattle and King County. The new company enlarged the shipyard to a 10-acre tract and spent \$10,000 on

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buildings and \$15,000 on machinery.

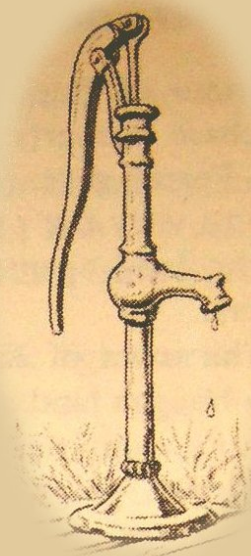
The old Atlanta Dance Pavilion, hidden across the road in the trees, had been a favorite picnic spot for Seattle residents. It was moved down to the water's edge to be used for a pipe shop and mold loft. A small sawmill cut all the lumber. Mules had been used to haul the boats out of the water, but Anderson replaced them with a marine engine. But horses were still used to haul material around the yard, and it was not uncommon to see eight or 10 men hoist a heavy section and pack it aboard a ship.

Very little construction was from blueprints or plans. The length, width and thickness of ships and their various parts were known, but the rest was up to the ship's carpenters and joiners. Spars were handmade from logs and nearly all the furniture for the boats was made in the joiner shop.

Then, Anderson built the two mightiest ships in his mosquito fleet, the "Urania" and the "Fortuna." The 81-ton "Fortuna" was built first, for \$31,000. She was 120 feet long, had 600 horsepower and a capacity of 350 passengers.

Anticipating the tourist trade during the Alaska-Yukon-Pacific Exposition in 1909, the Anderson Shipyard stepped-up production and built several new boats. The "Atlanta" was launched in 1908, followed by two sister ships, the "Triton" and a new "Aquila." These were all built to run between Leschi and Madison Park and the AYPE dock on Portage Bay, now the University of Washington campus. Each ship cost \$20,000 and at the same time, Anderson invested an additional \$50,000 in more shipyard equipment. The yard's payroll increased from 30 employees to 100 with increased production for the fair.

The year of the exposition, 1909, was an important one for Anderson and for the economy of the Kirkland area. Anderson had cornered the market on all the independently run steamboats on Lake Washington and they were now all based at the Anderson Shipyard in Houghton. In addition, hundreds of small craft were being repaired at the yard and most of the Puget Sound area ferries were being built there. Two powerful wooden gantry cranes, each capable of reaching 80 feet and two equally powerful still-leg derricks swinging their lofty arms in the air were installed at the yard. There was no question about it: The Anderson Shipyard was a thriving business providing a great source of employment for many Houghton and Kirkland residents, and its payroll became as steady and sure as the early Houghton pioneers who had come to the area to establish the Houghton community.



The Trouble With Growth Is...

Burke and Farrar, who succeeded the Kirkland Development Company in 1910 were pioneers in the land promotion business as it is known today. The Kirkland land agents printed map-sized circulars and sent them all over the country, usually with a land agent, ready to sell Kirkland property to interested buyers. The circulars pictured local home sites (minus the stumps); the lake front; flowers and locally-grown fruit; the ferry landing; and the brick business buildings. Kirkland garden acreage was advertised at \$150 and up, and large city lots were \$75 and up.

Copies of the local newspaper (in which Burke and Farrar had a financial interest) with stories of the farm crop, the woolen mill flourishing and the local tulip farm were also sent across country, until a Duluth, Minnesota newspaper editor yelled loud and long! The Minnesota editor claimed that the Kirkland paper was recruiting his citizens with all the talk of fresh ripe strawberries and juicy blackberries and multi-colored fields of springtime tulips.

But the Kirkland editor (W. E. Chambers) wrote back that he couldn't help all the luscious fruit and vegetables and beautiful flowers the town had to offer. In fact, maybe if the Duluth editor didn't believe it, he should come see for himself. However, maybe he shouldn't, for then the town of Duluth would be minus a newspaper editor and Kirkland would have one too many.

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Some of Burke and Farrar's prospective buyers were not content to purchase property without seeing the land first. For those people, Burke and Farrar gave roundtrip ferry tickets and a personal escort across the lake to view the property. These prospective buyers were then taken back to the land agents' offices, adjacent to the ferry dock, to sign purchase papers.

The town of Kirkland was happy to see the Burke and Farrar recruits, who bought land and homes and moved to the area. Because of Burke and Farrar's enthusiastic early land development, the town was finally beginning to progress from near ghost-town status. But these new citizens also created problems for the town, and the city fathers still hadn't solved the old problems. There were plenty of empty homes in which new tenants could live, but how would this small fourth-class town provide services for them?

The Houghton water supply was provided by the springs on the Cochrane homestead, but Kirkland's water supply seemed much more precarious. Shortly after the town was incorporated in 1905, the residents had questioned the permanency of the water supply in the area. Some homes had private wells or springs; and those who had waterfront property drew their water from Lake Washington. The rest of the Kirkland residents obtained their water from the Kirkland Development Company, which utilized the old steel works water supply.

An abundant spring, gushing from a hillside near Rose Hill, provided a steady stream of clear cold water. The water was carried through rough wooden pipes to each household as far west as Sheffield Street (116th Avenue N.E.). A small reservoir had been built on 122nd Avenue N.E. (on Rose Hill) to catch the overflow. This was used in case of fire. A two-inch iron pipe carried the water from 122nd Avenue N.E. to Kirkland where four-inch wooden pipes carried the water shorter distances.

Robert and Lucy Barrie had one of the few homes in Kirkland with a water pump. Seeking work in the woolen mill, the Barries had come to Kirkland in the 1890's and rented a house from the land company on 13th Avenue West for \$2 per month. Of course, there were many vacant homes for rent at equally cheap prices, but the Barries had chosen the 13th West home because of the pump on the back porch.

On Sunday nights, the entire family prepared for Monday washday. Lucy Barrie sorted the clothes while Robert laid a fire in the big iron cook stove, using plenty of kindling. Then, the entire family took turns pumping the water, using two buckets. One person would pump on the back porch while the other carried the water into the kitchen to fill the reservoir on the stove, the wash boiler, and the galvanized iron tub.

As soon as the Barries' tubs were filled, the neighbors started a caravan of traveling back and forth with buckets and kettles. Even the little

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village washerwoman came. She had more buckets and kettles than anyone else, but the Barries let everyone use the water. In 1915, the city obtained water rights from the Cochrane estate in Houghton and water became more abundant in the town. The city utilized the Cochrane water source until 1967 when it obtained water from Seattle's Cedar River supply.

James Bell and T. L. Kyler provided the first electric light service in Kirkland. Later, Burke and Farrar took over the franchise and used 40 and 60-watt bulbs to light the town.

Bell and Kyler were also the originators of the first telephone system in Kirkland. The franchise was granted in 1907 on the condition that the company provide free phones to the council's meeting quarters, the mayor's home, the home of the town marshal and the street superintendent. Rates for four-party residences were set at \$2 per month; four-party businesses, \$2.50 per month; individual residents, \$2.50 per month, and individual businesses, \$3.50 per month. Long distance calls to Seattle were 15 cents for the first three minutes.

In 1914, David Burr came to Kirkland from Indiana where he had worked for his father in the soap business. Burr was looking for a dairy business to purchase. But, Jim Collins (the son of R. H. Collins) and Charley Andrews convinced Burr he would be better off to take over the telephone business rather than start a dairy business, so they sold their shares of telephone stock to Burr.

Andrews, Kyler, and Harry Ellis were the company's officers. The board of directors included Andrews, R. H. Collins, E. Cardin and Charlie Parrish, a realtor. Burr started out with 200 customers and only one lineman, Tom Kyler. The men "chased the lines" in a horse and buggy. Burr eventually hired a young woman, Gladys Simmons, who worked the switchboard, kept the books, and was the highest paid telephone employee in 1917 (earning 37 1/2 cents an hour) when she married the boss.

There were some 750 people in town in those days and rents were rising from \$16 to \$30 per month. There were four telephone exchanges: Red, Black, Main and Farmers. Main 6 was Brooks Grocery; Farmers 3 was Marymoor Farms in Redmond; and Farmers 4 was a party line with 18 or 20 people on it. Those telephone exchanges were eliminated when the Lake Washington Telephone Company introduced the first automatic dial system in the state of Washington (in Redmond) in 1950.

David Burr's telephone company had grown to 2,000 customers before he sold out in 1944. That phone company went on to become the east side's branch of West Coast Telephone and later still, General Telephone Company.

In 1913, the city council decided to move its meeting quarters, so the city rented a room from Burke and Farrar in the old Bank Building at the

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foot of Market Street. The council shared a room in the building with the Kirkland State Bank, founded in 1911 by Glenn Johnson, while the Lake Washington Telephone Company had its offices upstairs.

The Kirkland Woman's Club started the first library in 1919 on a few book shelves loaned to them by Burke and Farrar in the same office used for the council chambers. As the library's collection of 500 books grew to 2,500, the Kirkland Woman's Club sold "coupons" to raise funds for the city's first library on First Street, across from the Congregational Church. Burke and Farrar donated two lots on which the building was constructed. Shortly before the building was completed in 1925, the women put a "time capsule" containing dated memorabilia--including a current copy of the East Side Journal newspaper--under the northeast cornerstone of the building.

The new library was open three days and two evenings a week and the women maintained a child welfare station in the building, also. A medical clinic for children less than six years of age, was held twice monthly.

One member of the woman's club, Brittonia McKibben, was particularly instrumental in establishing the growth of the first library. She spent many hours mending books and was devoted to the Kirkland Library for some 46 years. Mrs. Todd was librarian in 1920, followed by Mrs. Katherine Sutherland, Mrs. Ruth Nordstrom and Mrs. Louise Deickmiller. Mrs. Luella Wilsie Smith was librarian from 1946 until her death in 1962.

Before the city fathers built the city hall on Main Street in 1946, a city hall was established across from the council meeting quarters in the Bank Building. The mayor's office was established in the wooden building at the foot of Market Street, that had formerly been a warehouse for the steel company. The Kirkland jail was situated underneath the mayor's office at the rear of the building.

At least once a week, a driver ended up in the mayor's office as he failed to make the turn from Market Street onto Central Way. So, a bright red light was attached to the front of city hall, so drivers would be sure and avoid the building.

The first record of the city council appropriating money for a local police budget was in 1910 when they allocated \$2 to be paid out of the dog fund for handcuffs, presumably for people, not dogs.

In the early years, the primary function of the police department was to read meters, settle family squabbles, rescue lost cows, soothe residents who stumbled into holes on the walkways, and to regulate speeding. The speed limit was set at 10 miles per hour, except at the ferry dock approach, where the speed was set at five miles.

The marshal's job was also to eliminate chicken thieves in the town. Frequently, a reward would be offered for the dastardly criminals, (dead or alive). And, on one occasion when the cunning and dangerous criminals

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were put behind bars, they were given two to five years in prison. Obed Patty was the first water and streets commissioner as well as the town marshal. But, Patty chose to serve only as street and water commissioner and John Fisher, who had come to Kirkland during the boom days and hauled supplies from the wharf to the steel mill, became the marshal.

Before the city council created a police department, Will Booth served as marshal for six years and Booth's private auto was declared by the council to be an emergency vehicle and entitled to the "full right and privileges of emergency vehicles."

In 1942, the council created the Kirkland Police Department and Allen Cameron became the first chief of police, followed by Clem Reynolds who joined the force in 1943 and was made chief in 1949; and Harold ("Hal") Doss in 1961.

It was in December, 1909, that the council allocated \$95 to the Gorham Rubber Company for the purchase of the town's first fire engine. This "engine" was a hand-pulled hose cart.

The fire siren was located on top of the Bank Building at Central and Market and when a fire call came in to the telephone company, the switchboard operator touched off the fire siren.

Jimmy Robinson had a livery stable on what is now Commercial Avenue and the first one to the stable took the ponies out and hitched them to the hose cart. In these early years, there was no organized fire department; every available man rushed to a fire. The town was divided into "grids" and numbered, and the number of bells the siren rang told the men in which grid the fire was located. L

As the town of Kirkland continued its vigorous program of planking sidewalks, the fire department noted in its record book that if a building in Kirkland were to catch fire, the entire town would likely burn down before the fire department could get the hose cart out of the garage. It seems that the street department had raised the level of the sidewalk when planking was laid, and, for a time, the fire department couldn't get the hose cart out!

The first fire station in town was located in an old galvanized tin building on the ferry dock landing. Later the fire department was located at Blau's service station on the corner of Kirkland Avenue and Main Street. Because there was no hose tower the hoses were often stretched out on Kirkland Avenue to dry. Blau's garage was also the city's earliest jail. Two cells were built in the back of the garage, alongside the fire department equipment.

In the early years, bucket brigades were formed from Lake Washington to the site of a burning building. But a bucket brigade could not combat the ferocity of a serious fire and many of the early wooden buildings in

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Kirkland burned to the ground. A spectacular fire in 1916 wiped out the Kirkland Hotel, at the corner of Kirkland Avenue and Lake Street, and the Kirkland Independent newspaper office across the street. In 1930, another large fire completely burned out the Pastime Cafe on Kirkland Avenue next to the ferry dock, as well as Clarence Halverson's Rex Drugstore on the southwest corner of Kirkland Avenue and Lake Street. Bucket brigades, fire hoses, and even a new fire truck were unable to stop the fire until after it had traveled around the corner of Lake Street and demolished the East Side Meat Market.

When it came time for the council to purchase a new motorized truck, the council members were widely split on what equipment the department needed. Some council members felt the town should have one large truck and one small truck. Others thought one large truck and several small trucks; and still others felt the town should have two large fire trucks. The city finally acquired a 1929 American La France truck, but as a result of the controversy, Fire Chief Ed Williams resigned. That's when Ed Blau took over as fire chief in, 1929 and continued until 1942. Blau created the first organized volunteer Kirkland Fire Department.

Don McClintick served as chief after Blau and it was McClinticks' successor, Chief Leonard Paulson, who, along with Waldo Bird, headed a drive in 1949, to create King County Fire District 41 *to serve the unincorporated area immediately outside the Kirkland city limits*. The Kirkland Fire Department operated separately to serve the city while the fire district served the Rose Hill and Juanita areas. A merger of the fire district and the City's fire department came about in 1970, known as the Greater Kirkland Department of Fire Services.

A Town Began To Flourish

It was quite a sight when the Lake Washington Ship Canal and the Hiram M. Chittenden Locks were opened in 1917. President Theodore Roosevelt wired congratulations, bands played, a Boeing "Model C" plane sputtered overhead and thousands of spectators cheered as the first ocean-going ship, the "Roosevelt," passed through the locks to the canal. Two hundred smaller boats followed and hundreds of bouquets were thrown into the channel. That night, there was dancing in the streets of Seattle's Fremont district and fireworks over the Ballard area.

Some east side residents were jubilant, too. The only large steady source of payroll east of the lake was at the Anderson Shipyard in Houghton and now it was hoped that the locks, second in size only to those at the Panama Canal, would make Lake Washington a popular fresh water harbor. Kirkland residents expected a myriad of industrial docks to appear on Lake Washington and transform the freshwater lake into a great manufacturing area, offering employment for thousands of men.

The year 1916 had been a bad one for the boating industry on Lake Washington and the yard needed to recoup the losses it had experienced that year. During 1916, the lake had been lowered at the rate of one and one-half inches every 24 hours until it was nine feet lower, and closer to the level of Puget Sound.

The lowering of the lake made it impossible for boats to land at docks around the lake. The Juanita dock was the first to be abandoned since it

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was the shallowest. Next, the water line was too low at the Market Street dock in Kirkland, and finally, the little steamers were unable to come into the Houghton dock. By the end of 1916, all the steamers were tied up at the Anderson Shipyard until new docks could be built around the lake. Even the ferry "Washington," which had replaced the "King County of Kent" on the Kirkland-Madison run in 1908, was tied up at the yard. The "Washington" had been replaced on the ferry run to Seattle by a newer boat, built in Houghton, the "Lincoln."

After the canal was built and the lake was lowered, additional shore lands were created along the Lake Washington waterfront. Lake Washington Boulevard, a 60-mile paved road, which completely encircled the lake, was built upon these shore lands. The additional shore land also provided land upon which industrialization could appear on the eastern shores of Lake Washington and many oil holding tanks were established along the waterfront.

After the canal was opened, the personnel at the Anderson Shipyard went after contracts for construction of ocean-going ships and secured two contracts to build four 3,500-ton ocean-going vessels. The first ships were to be built for a Swedish shipping firm and the other two were for the French government. The shipyard's payroll, under the supervision of Charles Taylor, increased to 650 employees with a \$90,000 monthly payroll. Many shipyard workers moved to the area, and, soon as new docks were built on the lake, the "Atlanta," run by Captain Walt Curtis, was used to transport additional workers. Every available house in Houghton was used for the occupancy of the shipyard workers.

The four frames for the wood vessels were all going at once with one vessel being built after the other. The fathers of the Lake Washington Ship Canal were guests of honor at the launchings of the four ocean-going vessels, the first overseas carriers ever built on Lake Washington.

The entire Lake Washington Ship Canal and Government Locks project, completed in July of 1917, had cost \$5 million, taken more than five years to build, involved the dredging of four million yards of dirt and utilized 230,000 yards of concrete. And what did it actually accomplish? It may have stepped up production at the Anderson Shipyard, and allowed tankers to travel to the several oil storage tanks in Houghton, but it didn't transform Lake Washington into a forest of masted ships, or Kirkland into an industrial empire. Nevertheless, after the opening of the canal, and aftc: the end of the first World War, the town began to flourish. Gladys Simmons Burr was working the switchboard of the Lake Washington Telephone Company in Kirkland on November 11, 1918, when all the sirens in Seattle sounded. Every light on the Kirkland switchboard lit up as Mrs. Burr answered calls from concerned citizens. After placing a call

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Mrs. Burr was happy to report to Kirkland residents that the world war was over. With the end of World War I, Kirkland residents saw their local men come home from Europe. Henry Brooks, Harry Fish, Phil Marsh, Dick Nyquist, Al Tillman and many more, came home to work, marry and raise families.

Those were the days when sirloin steak was selling for 25 cents a pound; pot roast for 12½ cents a pound; flour, \$1.45 for 50 pounds; potatoes, eight pounds for 25 cents; and 20 pounds of sugar for \$1.

Dr. Ernest McKibben, Sr., Harold (Dick) Everest and Coal Newell established the Warren Grimm Post No. 1 of the American Legion in Kirkland after the war. The Legion bought a surplus wooden hull from the U.S. Government and converted it into a clubhouse. Moored at the foot of Jackson (Second Avenue South) in Kirkland, the American Legion Clubhouse was called the "Ft. Jackson."

The legion used the floating clubhouse for 10 years, until the group "came ashore" in 1929 and moved into the old Baptist Church Building on Fifth Avenue, around the corner from the Congregational Church.

Dr. E. C. McKibben, Sr., established a medical practice in Kirkland. He delivered many Kirkland babies and, before his retirement, he had delivered many of the babies' babies. Another early physician was Dr. H. H. Sherwood who came to Kirkland and with his son, Dr. K. K. Sherwood, and started the Sherwood Medical Clinic.

The first hospital in Kirkland was established by Dr. George H. Davis in the Chamness home (on the original Harry French homestead, across from Marsh Park). Davis, a pioneer in the Kirkland medical profession, had promoted the idea of a hospital since he first came to town, making calls in his horse and buggy, in 1905.

Later, the hospital was moved from the Houghton home to the second floor of the Kirkland Hotel Building and then, almost 30 years after Dr. Davis had first envisioned a medical facility, the Kirkland Hospital was built. The doors of the hospital were closed in 1971, during the year the new Evergreen Hospital was being built northeast of Kirkland.

It was W. E. Sherbrooke, an employee of the Burke and Farrar Land Company, who developed the property behind the Burke and Farrar office on Kirkland Avenue near Lake Street, that had been created after the lake was lowered. This property became a show place for dahlias and provided a burst of color for those who arrived in town by ferry.

E. L. Sessions came to town in 1916 and built his funeral home on the corner of First Street and Third Avenue. Sessions was one of the first embalmers in the state of Washington, having license No. 7. His funeral home building later became the Northlake Unitarian Church.

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Charlie Younger went into the candy business, producing Younger's Mints, in Kirkland; Dan Larson bought the Kirkland Laundry; and Fred Zable of the Kirkland Sign Company, built the Zable Building on Commercial Avenue, a street which was created after the lowering of the lake. (Commercial Street is now Park Lane. Editors' note).

Joe Scavella, a shoe repairman, opened a shoe repair shop and became a volunteer fireman, serving for more than 30 years without missing a fire call. R. J. McIntyre ran the Kirkland Sand and Gravel Company; J.P. (Jimmie) McEvoy became the owner of the lumber company that later was known as McEvoy-Rogers. Harold (Dick) Everest took over the East Side journal in 1925. The paper had been started in 1919 by Burke and Farrar, W. E. Chambers, and John Wester. In 1920, it consolidated with the East Side News, a Kirkland paper which had been in business, through several ownerships, since 1905.

Everest was a well-liked newspaperman who ran the journal until 1937 when Bob and Paul Frank purchased it and published it in conjunction with a magazine, "East Side." The magazine lasted only six months.

It was while the journal was owned by a partnership, Joe Caraher, Walt Irvine and Charles O. Morgan, that the journal building was built on Lake Street South.

There were few social activities in Kirkland in the early years. Many people had large families, no automobiles and very little money. Early citizens looked forward to Sunday's church activities. The Methodists and Baptists had established churches in Kirkland by the turn-of-the-century. The first Baptist Church of Kirkland originated in Houghton about 1886 and moved to Kirkland when a house of worship was built on a lot donated by the Kirkland Land and Improvement Company in 1889. In 1920, the Congregationalists federated with the Methodist Church, which had come to Kirkland from Houghton in 1891.

The Catholics first attended church at the old wooden Sacred Heart Church in Bellevue. Mass was said once a month in Kirkland and Bellevue by Father Rafferty. Later a Kirkland church was built, and still later, the Holy Family Church was built on Rose Hill.

The first Church of Christ, Scientist, in Kirkland, was started with a small gathering in a private home in 1916. The cornerstone of the church was laid on First Street in 1922.

In the early 1900's, much of the development in Kirkland, social, religious and political, reflected the influence of Charles E. Newberry and his wife, Amelia. The couple had come to Kirkland in 1908 when the Reverend Newberry became pastor of the Congregational Church. Newberry not only served as the church's minister for nearly 30 years, he was the city clerk, mayor, councilman, teacher and Boy Scout leader.

Mrs. Newberry, ("Aunt Amelia" as the Kirkland children called her)

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also served on the city council. She became the "mother of Camp Fire" on the east side of the lake, serving as guardian of the first Camp Fire group in King County for 26 years.

It was following a Sunday School picnic in 1911 on the "wild strawberry patch" on Waverly Way and Market Street, that 20 young girls, 12 years of age and older, met with Mrs. Newberry to form the Es-Ke-Le-Da Camp Fire Girls group. They designated the Congregational Church as a meeting place, although the Newberrys' two-story wooden home, on the corner of First Street and Sixth Avenue, became a popular spot, which many of the Kirkland young people frequented. Even little *Johnny* Gates, who lived next door to the Newberrys, spent a great deal of time at the Newberry home because the porch extended so far that the little boy could ride his wagon, under cover, all the way around the house.

Camp Fire Girls was one of the few social activities for young people in those days and the experience was a very important one to the girls. Mrs. Newberry coached them each winter in plays that, when given in the spring, became one of the social events of the year for the town. Admission fees were used to pay for the camping trips the girls took with Aunt Amelia each summer.

In 1937, the highest Camp Fire honor that can be given, the National Service Award, was bestowed on Mrs. Newberry for unselfish service to the cause of Camp Fire Girls. She was honored at a tree planting ceremony and presented with a bronze plaque on the 25th anniversary of Camp Fire east of Lake Washington.

The Reverend Newberry, a councilman for six years, became mayor of the town in the summer of 1928 and served until April of 1933 when he picked up his hat and coat and resigned, after the council voted three to one to allow beer in town. Irving Gates then took over as mayor of the town. Reverend Newberry died in January of 1937, the same night he resigned as pastor of the Congregational Church.

It was while Newberry was mayor in 1929, that the city disposed of the last traces of Peter Kirk. The quaint English names of most of the streets were replaced with numbered streets. Only a few of the names, such as Market Street and Waverly Way, remained.

In 1928, under the auspices of Mayor Newberry, the city council approved the sale of part of the city park property on Waverly Way and Market Street for a new \$65,000 high school. This property had been acquired by the city from Burke and Farrar in 1920 for \$15,000. But the city sold it to the school district in separate parcels for little more than the \$15,000 the city had paid for it.

The school system had started out in 1890 with Central School, built on First Street by the Kirkland Land and Improvement Company. This school housed both elementary and high school grades. John George

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Kellett was the first school board director; Harry French was the clerk; and William Boggs was the principal, receiving \$55 a month. Mr. Kirtland was the first teacher. "There were 86 pupils. In 1905, shortly after the town was incorporated and while Robert Barrie and Mr. West were truant officers, a new Central School was built by J. G. Bartsch. This school had elementary grades as well as high school grades. There were two grades in each room and the primary grades were on the main level. The high school, known as Union `A' High School was upstairs, and "when you walked up those stairs you were really something!"

Lucy (Lutie) Clarke, the only Clarke child who survived the diphtheria epidemic, was the first student to graduate from the high school section of the Central School.

The Rose Hill School, built in 1911 by J. G. Bartsch on the site of the Great Western Iron and Steel Works, went up in smoke in 1921. But a new school was built the following year *on the same site*.

By 1926, Central and Rose Hill Elementary Schools had joined to become a union (district) of grade schools. The Union `A' High School had already been formed and Kirkland became the seat of the Union School system, a forerunner of the school district as it now is known. When the new Union `A' High School was built in 1923 on the Waverly Way site and joined the Union District, it was the first union high school to be established in King County. Prior to this time, most high school students in areas outside metropolitan Seattle, traveled into Seattle to attend the Seattle (later called Broadway) High School.

When the Union High School building was built on Waverly Way, Mrs. Robert (Lucy) Barrie, started a school lunch counter in her home on the northwest corner of Market and Waverly. She ran the lunch counter for some 20 years.

In January, 1950, the Union High School became the Kirkland Junior High School as 500 students enrolled in a new one-million dollar high school, Lake Washington High School, on Rose Hill. This new school was dedicated as a living war memorial and was opened in January, on a Friday the 13th, and closed the same day for one month due to heavy snowfall!

The two-story wooden Central School was replaced in 1935, but was abandoned for teaching in 1969. The 1935 building cost \$76,000 including equipment. Of this, 10 classrooms, two playrooms and the cafeteria were paid in full by the Works Progress Administration (WPA).

In 1944, the voters of the Kirkland, Juanita, Rose Hill, Houghton and Redmond communities consolidated to become the Lake Washington School District, with Morton Johnson as superintendent. By this time there were some 2,802 students. And, 30 years later, in 1974, that number had increased to almost 18,000 students.

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Kirkland was quite a baseball town in the 1920's. Everyone turned out to see the town team play. Clarence Halverson was an especially avid baseball fan. Hot dogs were eaten by the hundreds as Kirklanders cheered the town's semi-pro team on to victory. Four times, Kirkland won the pennant in the Northwest Valley League.

One of the earliest Cub Scout groups in the northwest was established in Kirkland when Kirkham Evans came to town from Australia and (to his great surprise) discovered there were no boys' scouting activities. So, Evans established a chartered Wolf Cubs group, the forerunner to Boy Scouts of America, and organized the boys into a drill team. *Lilly May* Davis played the piano while the group drilled. Included in this early Wolf Cub group were George C. Davis, Ed Hjorth, John Gates and Sidney Perfect.

There were many others who came to Kirkland in the early years and left their mark. Eight adult Shumways came to town in the early 1900's, Mary, Carrie, Elizabeth, Edward, Antoinette, Emma, John and Hattie. They built the large shake home above Lake Washington Boulevard, later known as the Heyer Clinic.

The Shumways each contributed to the cost of building the home on the four-acre hillside in Kirkland and it was a sad day for the contractor, J. G. Bartsch, when, in 1910, the home was completed for \$40,000--at a \$5,000 loss to Bartsch.

Miss Carrie, who was teacher number 18 in the Seattle Public School system, taught in the Seattle High School. Emma and Mary, Mt. Holyoke graduates, also taught in the Seattle High School. In fact, Emma was vice principal of the school and Mary taught math 41 years until her retirement.

Miss Carrie Shumway was the first woman in Kirkland to serve on the city council. In fact, in 1911, she was the first woman in the state of Washington to serve on any city council. Later, Amelia Newberry, Alice Colman and Lillian Wescott served as councilwomen followed in the 1970's by Judy Frolich and Doris Cooper.

Clark Nettleton, who had moved to the Puget Sound area in 1890, built his aristocratic home on State Street in 1913. As the Seattle P-I publisher, Nettleton was a strong Kirkland supporter. He frequently wrote editorials in support of the county ferry system on Lake Washington. As early as 1920, feeling that eastsiders needed representation on the King County Port Commission, Nettleton made an unsuccessful bid for a position on that political body.

By the 1930's, one-fourth of the American people were living off the land and nearly half the Kirkland population followed this trend. Many eastsiders earned their first paychecks picking cherries or working in Harry French's garden. Kirkland had become a prosperous little farming community. Its principal enterprises were poultry, dairy and truck farming.

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In 1922, Henry Fisher started the Kirkland Packing Company, in which 135 persons were employed. Some 200 tons of local beans were canned seasonally and vast quantities of canned and frozen fruits were processed, including loganberries, strawberries and raspberries. Eventually, pears were shipped from Yakima to the Kirkland Packing Company and at the peak of the season, a carload of fruit was canned each day.

During the Depression of the 1930's, the Kirkland Cannery gained national importance, as the government offered an inducement to Americans to help them help themselves. Any family, whose income was less than \$100 a month, could avail itself of the opportunity to can its own fruit, vegetables and meat products at the Kirkland Cannery. Some families who had an income in excess of \$100 but had many children, were welcome at the cannery, too. In return for the use of the facilities, cans, fuel, packing and supervision, patron families were expected to surrender one-third of their canned produce. This was sent by authorities to the state and county institutions. The Kirkland plant was the first of this type in the nation and produced some 400,000 cans of food in 1938, aiding more than 10,000 families.

During the financial hardships of the 30's, many Kirkland businessmen showed compassion and concern for their neighbors and friends who owed money. A true humanitarian in Kirkland was Clayton Shinstrom, manager and vice president of the First National Bank of Kirkland.

Shinstrom always lent an attentive ear to the troubles of others and extended a helping hand.

When he died, the Kirkland business houses all closed their doors for the funeral.

Even during the Depression, however, production at the Houghton shipyard remained steady.

Captain John Anderson had sold the yard in 1923 to Charles Burckhardt, a principal salmon packer in the Puget Sound area in the 1920's and 1930's. It was Burckhardt, who changed the yard's name to the Lake Washington Shipyard. It became a popular winter lay-up and repair yard for cannery tenders. Many vessels used in the Alaska salmon industry were built there.

The contract to rebuild the Great Lakes steamer, "Chippewa," in 1926, into a ferry at the Lake Washington Shipyard was a milestone in the annals of the yard's history. Prior to this time, the shipyard was primarily a "wood" yard. Working on steel was a special job and the entire steel equipment consisted of one punch and one shear. A second steel ship, the "Iroquois," was rebuilt at the yard after the "Chippewa." And then came construction of the "Kalakala."

She was a turbo-electric ferry which had run on the San Francisco Bay. While tied to a dock in Oakland, she had caught fire and burned. The Black Ball Line bought the hull and towed it through the ship canal to Houghton. At first there were plans to make her a sister ship to the "S.S.

A Town Began To Flourish

Chippewa," but six weeks before she was to be returned to her owners, it was decided to make her into a streamlined ferry. Everyone worked at backbreaking speed. The yard was turned inside out and work was completed at a frantically fast pace, and the contract date was kept. The ship was launched July 1, 1935, at the Lake Washington Shipyard and became the first streamlined ferry on the coast, possibly in the nation. She was designed to carry 2,000 passengers and 100 autos. Her engines were the largest ever installed on a ferry and she became a "feather in the cap" of the Lake Washington Shipyard. Until it was discovered the sleek lines of the ship set up such a vibration that she was nicknamed the "Klank Klank." Nevertheless, the "Kalakala" became a great tourist attraction in the Puget Sound area and was featured on the cover of the Saturday Evening Post, on postcards and even in a movie.

The tuna clipper, "Paramount," also made shipbuilding history on the Pacific Coast and brought many visitors to the Lake Washington Shipyard during her construction days. It was the first all-weld tuna ship on the coast.

The "Explorer," one of the first steel vessels of the Coast and Geodetic survey fleet was built at the Lake Washington Shipyard and in 1939 made the first survey of the Bering Strait.

The caissons for the Tacoma Narrows Bridge, built of 900 tons of steel in the West Waterway in 1940, were towed to the Lake Washington Shipyard to be sealed with timbers and planking on the sides and bottom. The 66-foot wide caissons were eased in and out of the 80-foot canal locks before they were sunk in 150 feet of water to serve as a foundation for one of the big piers of the bridge.

With the Depression over, bank balances in the Houghton-Kirkland area were surging. The Juanita Golf Links opened on the property that had once been Walter Williams' Glandwr. Clark Nettleton's home on State Street was recycled to become the Kirkland Funeral Home and was purchased by Chet Green. The county's work farm, the "Lazy Husband Farm" in Woodinville, was phased out and turned into a dairy farm.

Kirkland came to life as David Burr put on a circus in the Kirkland High School gym to raise money for the Red Cross; the city acquired a new park (a street end) on 10th Avenue South and some 175 east side pioneers attended the "Old-timer's Picnic."

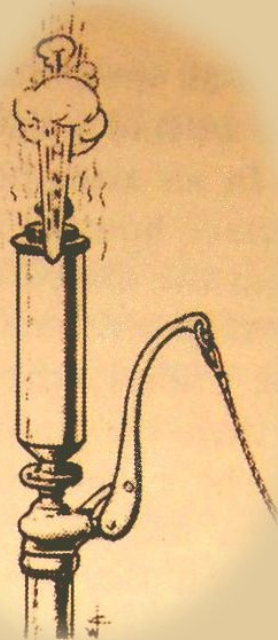
Weekends were spent at the Gateway Theater on Central Way, where admission was 10 cents for children, 25 cents for high school students and 35 cents for adults. Lanny Ross' movies were favorites at the theater.

Women were recognized as business people, too. Ann (McLaughlin) Oban, Jean (Ryther) Flanagan and Elizabeth Nelson were charter members of the Kirkland Business and Professional Women's Club, organized in 1935. A sister to Ann McLaughlin, Marjorie McLaughlin, completed her

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law degree in less than five years and became the youngest woman attorney in the Seattle area. But then, the spell was broken as the clatter of Hitler's boots was heard across the world.

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Fall Back and Regroup

America was at war in the 1940's and in Kirkland, as in many other cities in the United States, people were saying goodbye to loved ones.

In 1940, the US Navy had commissioned the Lake Washington Shipyard in Houghton to build four submarine tenders: the "USS Aloe," "USS Ash," "USS Boxwood" and the "USS Butternut." They were all completed in record time, setting the pace for the war-time construction that followed.

The Navy then commissioned the yard to construct 25 seaplane tenders for the war, including a series of three torpedo mother ships. The tenders were to serve as a floating base for Navy bombing planes.

The payroll at the Lake Washington Shipyard soared to nearly 6,000 persons. Some of the same workers who were employed during World War I at the yard were still there. There were three generations of workers at the Lake Washington Shipyard during World War II. In the case of the Stuart family, all three were there at the same time. Roger (Sherm) Stuart, 75, had worked at the yard since 1905 and had been joined by his son, Mike, and his grandson, Chester.

Even the women donned slacks and went to work. Everyone rolled bandages for the Red Cross and Mrs. Clayton Shinstrom headed the Ladies Defense Work Drive.

As in the days of Peter Kirk, people swarmed into town looking for jobs. Once again, homes were hard to find as families came, this time in autos

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with all their worldly goods strapped on top, and stopped to ask: "Where can we find a place to live?"

In an attempt to solve the problems of wartime housing, the Lakeview Terrace housing development was built and Lakeview Drive was cut through from the shipyard to the hillside in Houghton. The Stewart Heights housing development and two others, Projects "B" and "C" were built in Houghton. The Collins School on 112th Avenue NE was constructed to serve the needs of these temporary wartime housing developments.

The entire Houghton hilltop, including what is today known as Wildwood Heights, the Special Education Center, Northwest College, the Seventh Day Adventist School, the Lakeview School area and even as far north as today's Everest Park, was turned into public housing. A community center for the public housing developments was established at the end of 104th Avenue NE in Lakeview Terrace and an administration building for the housing offices was built on 108th Avenue NE, just south of NE 53rd Street. There was also a community center built where the Special Education Center is now situated.

A shopping center was built on the northeast corner of 108th NE and NE 53rd. Art's Food Center established a grocery store and Clarence Halverson opened a drug store. A clothing store and a restaurant, as well as many other commercial businesses were built.

The US Army was camped out on the Central School grounds in Kirkland and the US Navy, including the Waves, was housed in barracks on the civic center property at Third Street and Kirkland Avenue.

Because of war-time rationing of gas, the ferry "Lincoln" was used to transport the workers who lived in Seattle, to their jobs at the shipyard in Houghton. The "Lincoln" had made its last regular trip between Madison Park and Kirkland on July 4, 1940, the day the Lake Washington Floating Bridge was opened, and the county's newest, fastest boat, the "Leschi" was put on the run. The "Lincoln" was happily reactivated to carry shipyard workers during the war. At first she carried 600 men per trip and later transported as many as 1,000 passengers per load from the shipyard to Madison Park.

Even the feline population increased in Houghton during the war. Miss Blackout (known to her friends as "Kitty") who had secretly married a prominent man about town, Mr. Tom Cat, had taken up residence in the Navy tool room. Actively engaged in the war effort, Mrs. Cat was quoted as saying "production will win the war" and at the same time, pledging herself and her family to eliminate the mice and rats about the yard.

The atmosphere that prevailed at the yard during World War II was one of camaraderie and sympathy as the workers were all united in a common bond-to win the war. Nearly everyone working at the Lake Washington Shipyard had a close relation in some branch of the service, which

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made them vulnerable to personal tragedy. Turning out seaplane tenders became a special mission to many, as it seemed as though it was all they had left after one of those special letters from the U.S. Government.

"He who relaxes, helps the axis," was the shipyard's slogan.

Nearly 5,000 spectators observed the launching in 1941 of the first seaplane tender, the "USS Absecon," known as Hull 519 to the workers at the yard. Weighing approximately 2,000 tons, the ship went down the ways without a hitch, impressing the Navy representatives and setting an example for the rest of the fleet built at the yard during the war.

One ship would hardly clear the ways when the riggers would again be at work assembling and aligning blocks for the keel of the next seaplane tender. L. E. (Fuzzy) Fengler was the dock master and supervisor for the launching of all 25 ships sent down the ways. Angus *Finlayson*, Roy Jones and Sam Johnson worked for him. It took "Fuzzy's boys" 20 days to prepare for a launching. Sam Johnson, the lead man, was a superlative "cook," according to "Fuzzy." Johnson was the champion mixer of various ingredients for the sliding ways. As the crowd gathered and sang "God Bless America," each ship slid easily down the ways. Not a single one stuck.

The last of the tenders, "USS Floyds Bay" and the "Greenwich Bay," slid down the ways in 1945 to place the Lake Washington Shipyard among the ranks of one of the most important Naval construction shipyards during the Second World War. In addition to the 25 seaplane tenders built, 500 ships for the Army, Navy, maritime commission and private interests were overhauled and repaired at the yard.

After the surrender of Germany in 1945, the Houghton shipyard completed the 12,000-ton destroyer tenders that had been built at the Todd Shipyard in Tacoma. It took 2,000 men in three shifts to outfit the first one, the "Grand Canyon," which was 500 feet long and 150 feet from keel to the top of her mast. These new type of ships were "floating shipyards," with machine shops, foundries and all the necessary equipment needed for repairing destroyers at sea.

When it became known in Kirkland that the U.S. Navy had hundreds of left-over war ships and was looking for a place to store them, Kirkland residents saw the possibility of continuing the booming economy in their area, if Houghton would accommodate the ships. With a fresh water shipyard, Kirkland was certain the government would bring all its left-over boats to Houghton. All Houghton had to do was give the word.

But the word Houghton gave was "no."

The longtime residents to the south didn't want a battery of old ships on their waterfront and reminded their neighbors that they had provided the only healthy economy the area had ever had and were perfectly capable of continuing to provide for themselves. Didn't Houghton have the busiest,

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most thriving shopping center in the area? It certainly didn't need any northern neighbors, who had had very little success with development, giving Houghton residents advice on developing their community.

Since the Houghton residents did not encourage a Navy storage yard, the Skinner Corporation purchased the Lake Washington Shipyard and used it as winter storage for freighters. It also became home for many small water-oriented businesses, and the 1,880 feet of waterfront was never again used for major shipbuilding.

But this left Houghton, as well as Kirkland, with major problems. Hundreds of people in the area were out of work. Brawling on the street corners on Saturday nights was becoming a regular occurrence and the temporary wartime housing developments had graduated into a state of ruin.

Steps were taken to find something to occupy the Kirkland and Houghton young people and keep them off the streets at night. The Kirkland Civic Center building, constructed by the WPA in the 1930's was turned into a Teen Canteen in 1949 by Phil Marsh, Jr.

Ben and Rhoda Barrie ventured down to the canteen one night to volunteer to help and they became the managers, a job which they held for 13 years. The canteen was open two nights per week and anywhere from 50 to 250 young people came through to play the juke box, dance, play ping pong, pool and socialize. Admission was 15 cents at first and in later years was raised to 20 cents. During the 13 years the Barries managed the canteen, 100,000 young people attended the facility.

Picking up the pieces in Kirkland after World War II was almost like binding up the town's wounds after the failure of Peter Kirk's steel mill. Once again, streets, sewers and sidewalks were all in a state of disrepair. The Kirkland City Council, under the direction of Mayor Harry Everett, undertook major post-war planning. Harry Sisler, L. N. Ostrander, city attorney, and Everett, were on the planning committee. This group's job was to research and study the feasibility of improvements to sidewalks, curbing, storm sewers, playgrounds and the city hall and other municipal buildings. As a result, a new Kirkland City Hall was built on Main Street, between Central Way and Commercial Avenue.

Kirkland took a good look at its sanitary sewer problems, as well as an aggressive look at its neighbors' sewage problems. The Kirkland city limits were nearly the same size as when John George Kellett of the Kirkland Land and Improvement Company had incorporated the town. Rose Point, and all the homes north of 16th Avenue West, including what is now the Norkirk School area, were still outside the city limits and Kirkland officials aggressively thought if they were to solve their own problems they

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might as well solve everyone else's sewer problems. So the city fathers proposed an annexation election to include all of what is now the north end of Kirkland; a major section of land on the eastern edge of the city, east of the railroad tracks; and to complete the "U" shape-all of Houghton!

Defensive isn't the word for the way Houghton residents felt about this aggression! It was almost like declaring open war! Here were those northern neighbors, back again, trying to force themselves on the southerners. First, Kirkland citizens had tried to tell them how to develop their waterfront and now they wanted to completely take over their community.

Because this annexation was to be by election, not petition, Houghton residents realized they could be completely engulfed by Kirkland, against their wishes. So, they acted quickly. They held an election of their own and while the other areas approved annexation and became part of the City of Kirkland, Houghton stood alone, incorporating into a separate town of 1,000.

Eventually, the unemployed shipyard workers moved away from the area and those who stayed in Houghton and Kirkland secured jobs and raised families. Some of these people went to work at the Boeing Airplane Company at the south end of Lake Washington and drove to work along Lake Washington Boulevard. Others, went to work in Seattle commuting on the ferry.

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The Long Way Home The first large ferry boat started running on Lake Washington after the turn-of-the century, when the Kirkland business people had insisted the King County Port Commission establish a ferry service on the lake from Kirkland to Madison. The small steamboats had been operating from Houghton for some 20 years, but they were too small to haul wagons and teams of horses and what's more, they stopped at so many docks around the lake on their trips to Seattle that it was a long and tedious journey.

But, when the Kirkland business interests secured the county-run ferry system, they hadn't realized the hardships the competition of the large ferry, with its ability to carry wagons and teams of horses, created for the small Houghton steamers. Nevertheless, the little steamboats continued to operate in competition with the ferry. When the Anderson Steamboat Company cornered the market on all the independent boats in 1908, Captain John Anderson thought he would solve the problem of the decreasing business on the steamers.

He had the decks of his speediest boats, the "Urania" and the "Fortuna," remodeled to carry cars. The "Urania" could accommodate as many as four autos and the "Fortuna" could carry two cars, with the tops lowered. One day, the "Urania," hauled a total of 42 autos in addition to her regular load of passengers.

While the Anderson Steamboat Company was competing with the ferries, the Anderson Shipyard was building ships in Houghton, including the ferries

that the King County Port Commission was running on Lake Washington in opposition to Anderson's passenger steamers.

In order to keep up with the lake competition, Captain John Anderson built a ferry of his own. He had planned to put her on the Kirkland-Madison run in competition with the "Washington" but some of the Kirkland business people were concerned over competition on the lake. They had been planning to demand that the county commissioners allow \$100,000 in their 1914 tax budget for a newer larger ferry to serve the Kirkland-Madison traffic. These business people also thought they could force the county to reduce fares to five cents on the "Washington" and eventually offer a free ferry. But, Anderson's plans were greatly interfering with what the Kirklanders had in mind.

It was early in 1914 when Anderson launched his ferry, intended for the Kirkland-Madison run. She was the largest, most elaborate ferry at the time. She carried 600 passengers and had a hardwood dance floor on her upper deck for moonlight excursions. Opposition from the Kirkland business interests was so fierce that Anderson abandoned the idea of using the boat on the Kirkland-Madison route. After Kirkland rejected the boat it was put on the Leschi-Newport run and named "Issaquah," for the Issaquah stage line from Newport.

The same Kirkland business interests were partly responsible for the final elimination of Anderson's steamboats on Lake Washington. The Kirklanders asked Judge White of Redmond to bring suit against Anderson for running the steamer "Urania" up to the public ferry dock and taking all the passengers just ahead of the ferry. Though Anderson had been landing at this dock since it was built in 1900, the Kirkland residents now claimed that Anderson had reduced the ferry's receipts. They asked the court to order Anderson to cease use of the county-owned ferry dock at the end of Kirkland Avenue. The businessmen reminded the court it was unlawful for a private boat to compete within a one-mile radius of the county-owned *docks*.

The King County commissioners ordered Anderson to discontinue landing at any of the county-owned docks until the matter could be settled. Of course, nearly all the docks were at street ends and therefore publicly-owned, so the "Urania" was tied up pending the outcome of the case.

Judge Everett Smith finally decided Anderson could land at all the county docks, free of charge, except the ferry dock on Kirkland Avenue. So, Anderson was forced to land at the old dock in Kirkland at the foot of Market Street.

Once back on the route, the "Urania's" master, Capt. Walt Curtis, discovered that while the "Urania" had been tied up, the ferry "Washington" had taken over the "Urania's" schedule so Anderson and Curtis appealed to the county commissioners to order the ferry to resume its old schedule.

A compromise, with the "Washington" resuming the old evening sched

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ule and the "Urania" resuming the old morning schedule was worked out. But, it was bitter medicine for the "Urania." The Market Street dock was not as good a location. There was no waiting room and Brown's stage from Redmond did not connect to this dock. The loss of the evening schedule created a further hardship. Eventually, some of the trade came back to the "Urania" and a few stages began to connect, but the steamboat never regained financial solvency.

The Kirkland business interests felt they had been reasonably successful with the Port Commissioners. A new boat, the "Lincoln," was put on the lake and weighed 580 tons. At a construction cost of \$100,000, the "Lincoln" was the largest, speediest, roomiest ferry to ever run on Lake Washington. She was launched in freezing weather and got stuck on the ways. Walt Curtis and the "Fortuna" had to pull her loose. After her launching, the county reduced the ferry fare from Kirkland to Madison to 10 rides for \$1. The elimination of privately-owned boats was now inevitable.

But it wasn't long before the Kirklanders began to complain that the port commissioners had demoralized the ferry service and disorganized the business. They claimed they had always had satisfactory service on the lake, until the port started ferry transportation. The business people said the port commission ferry system had become a "white elephant" and asked the county commissioners to take over the operation of the boats and consolidate the water transportation on the sound and the lake, into one system.

So, the county acquired the port's boats, including the "Robert Bridges," a boat that didn't run. The county asked J. C. Ford, one of the best shipping men on the coast, to become the newly created superintendent of ferries, but he died a month later, so Captain John Anderson received the appointment.

It was only a few years later, when the King County taxpayers were clamoring for relief from subsidizing the ferry service to the east side and while, the east side residents were demanding better and cheaper transportation, that the ferry loss was nearly half a million dollars. When the taxpayers of King County heard that the 1921 budget again included \$433,000 for operation of the county ferry system, their public protest resulted in a grand jury investigation.

Captain John Anderson testified that he could stop the losses if he was allowed to operate the ferries his way. So, the ferries and 20,000 barrels of oil (worth about \$3 2,000 in those days) were turned over to him as well as the use of the docks and the landings, that previously had been denied him.

From 1922 to 1935, the years that the county ferry system was run by Captain John Anderson, the county's loss for operating the ferries was kept down to \$114,000. But with the retirement of Captain Anderson and the

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opening of the Lake Washington Floating Bridge on July 4, 1940, all that was changed.

The construction of the Lake Washington Floating Bridge became a great emotional issue in Kirkland, more so than if the residents had been debating a presidential election. Kirkland would no longer be accessible only by boat, it would now connect to the mainland. The Kirkland mayor declared that if he'd known the bridge was going to be built and the ferry might be forced out of business, he'd never have moved to Kirkland.

Some of the same Kirkland business people who had opposed free enterprise on the lake, when Captain Anderson competed with the county ferries, bitterly opposed the construction of the bridge. The town had been doing just fine with ferry boat access. Hadn't the area grown to be the fourth largest city in the state?

Although many Kirkland residents acknowledged the need for the bridge, they thought the cost of labor was too expensive and the entire project should be delayed.

When it was learned in Houghton and Kirkland that the state had granted bus franchise rights to Kirkland, some of the citizens protested to the state that "buses will kill the town!" The ferry had made the east side prosperous and buses coming across the bridge would take away that prosperity. Some thought more people would come here to live, but they would work and shop in Seattle and the town would become nothing more than a "bedroom community."

Shortly after the bridge opened, the "Leschi," Captain Anderson's old side-wheeler that had been rebuilt into the county's newest, fastest ferry boat, was moved to the Kirkland-Madison run and the "Lincoln" was retired. During the 25 years the "Lincoln" had been on the Kirkland-Madison run, she never missed a scheduled trip. She may have been late once or twice, but only when she was saving someone's life. Often she rescued stranded boaters, who were spotted clinging to an overturned hull on the lake.

Many was the time a school child reported to her class that her father nearly missed the boat and had to "slide on deck on his... portfolio!" And when the fog on the lake was thick, the passengers had to ring the fog bell to bring the ferry in. There was one occasion when a driver parked his truck on the boat, went upstairs for a cup of coffee and returned to find his truck gone. Three weeks later it was found 10 minutes out of Seattle in 100 feet of water!

In the years the "Lincoln" was on the Kirkland-Madison route, the mileage she traveled was nearly equal to six times around the world.

Herb Brooks and Earl Rodgers were engineers on the "Lincoln" the entire time she was on the lake and Captain Walt Curtis was the master of the ship much of that time. The entire crew lived on the east side;

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they had to, because that's where she tied up at night! With the opening of the bridge everything changed. The bridge had brought buses and taxis and even more people to the east side of the lake. The county announced it would discontinue the use of the ferries and the Kirkland and Houghton residents were distraught. The ferries had been a source of social contact for 50 years!

In a last ditch effort to save the ferries, the City of Kirkland attempted to operate the "Leschi." But how could a small city afford the ferry if the whole of King County couldn't? In 1950, the "Leschi," on the Kirkland-Madison run, was the last ferry boat to leave the lake.



Operation Bootstrap

By the 1950's it became apparent that Kirkland would become a suburban community. With the Lake Washington Bridge making it easier for residents to live east of the lake and work elsewhere, an increasing population began to settle in Kirkland. They chose the small town and its outlying areas as an appropriate area to raise families. Once again, Kirkland had to gather its resources to plan how to accommodate this growth in population.

Al King and Chuck Morgan proposed the adoption of the council-manager form of government in Kirkland, wherein a full-time city manager would be hired. The men felt the city could move forward with professional leadership. Their request to put this matter to a vote of the people was met with council resistance at first. Instead, Mayor Byron Baggaley appointed a Kirkland Municipal League to study the growth problems facing the city.

Some years later the council-manager form of government was again proposed and did reach an election. But the townspeople voted it down. Many of the long time Kirkland residents thought the idea was too ambitious for the small town. They thought their taxes would have to be increased to pay the salary of a full-time administrator.

In the early 1960's, Lee Lanham was a prime organizer of the Kirkland Forward Committee which again revived the idea of a council-manager government. An effective city manager would have the time to research outside funding and could save the city enough money to pay his salary.

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Finally, on the third try in 1964, the Kirkland voters approved the council-manager form of government and hired Allen B. Locke as city manager. Mayor Baggaley was the last mayor elected by the people. The mayor was now selected from the council by vote of the council members and Jim Vaux became the first mayor under this new form of government.

As the professional manager of a small city, Allen Locke had the choice of saying, "We're too small to do anything," or he could gather exceptional department heads with the talent to do the impossible. Locke chose the latter.

It was no secret Kirkland had terrible roads. The city had been an early pioneer in using a method of oiling its roads, but that didn't gain much acclaim in later years, when the roads were full of chuckholes and that "backward little community," east of the lake badly needed to repair them. Local television personalities were broadcasting unfavorable commentaries on Kirkland's roads. They condemned them as the worst roads in King County, perhaps in the entire state of Washington.

The city manager gave the order to Art Knutson, director of public works, to "do something about the streets." And, Knutson did something, all right. Hardly a day went by for the next five years, when at least one major thoroughfare in Kirkland wasn't torn up, undergoing a "facelift." Lake Washington Boulevard in Kirkland had not had any major improvements since it was built. So Knutson went after state funds and was successful in obtaining money to resurface and widen the boulevard. The only cost to the city was for underground wiring.

Armed with that success, the city went after and secured funds for Market Street, which had also had few improvements since its first construction. It wasn't until 1965 that the "one-stoplight town" of Kirkland obtained its second stoplight. The first stoplight had been at the ferry dock corner, Kirkland Avenue and Lake Street, but when the Central Way access to Interstate Highway 405 was built in 1965, a second stoplight was installed on Central Way and Lake Street.

In addition to these improvements to major thoroughfares, the city approved Local Improvement District 100 in the north central residential section of town. The project provided for paving the streets, and installing curbs, gutters and storm drainage.

During the 1950's and early 1960's, Houghton continued to resist offers to consolidate with Kirkland. The neighbors to the south made their reasons for resistance loud and clear: Too many times they had witnessed the lack of foresight and planning that Kirkland residents had shown. And, while Kirkland had tried time and again to industrialize, Houghton didn't want to be industrialized. Houghton residents had steered a straight course. Ever since the first settlers had come to this area, they

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had been interested in only one thing: land. In fact, in the 1960's, the Houghton City Council had converted the industrial portion of its waterfront to multi-family dwellings. In this way, the city fathers felt they could retain a residential community.

But with the new council-manager form of government in Kirkland, Houghton residents observed that their neighbors to the north were beginning to solve some of their major problems. Although Houghton was a separate town, it was included in Kirkland's planning area and the Houghton residents began to realize the Kirkland City Manager was taking time to talk to them and find out their concerns regarding zoning and planning. When they now attended Kirkland City Council meetings, their presence and opinions were accepted.

Eventually, Houghton arrived at a fiscally precarious position. It was getting increasingly difficult for the small town--even though it had grown to 3,000--to provide for its citizens. Many residents teetered on the brink of consolidation. Then the state laws were modified to provide that, in the case of consolidation or merger, the smaller town had a right to establish a community council. This meant Houghton residents would still have authority over their land. The community council would review zoning and land use policies and enter into decisions with the city council on these matters.

In 1967, Darrel Ward, a Houghton resident, who had a real estate business in Kirkland, headed a successful drive to consolidate the municipalities. Along with the consolidation, the Houghton Community Council was created and became the first community council in the state of Washington. Although Kirkland was still a small city, with the consolidation, it now had 13,500 people under its wing, the largest population the city fathers had ever had to govern. Lee Lanham served as the city's mayor for the first six months under the consolidation, until a new consolidated city council was elected and a mayor chosen from this new council. On July 31, 1968, William C. Woods *who had already served two years on the Kirkland Council*, was chosen as mayor and served for the next *six* years over the new consolidated city. .

Together, the cities of Houghton and Kirkland, attacked the problems common to both: waterfront development, land use, roads, police and fire protection. The city manager had started out by asking the impossible and soon it had become a way of operations in Kirkland as the city council, appreciating this level of performance, also came to expect it.

Dave Brink, Kirkland Park Director, undertook an aggressive program to improve existing parks, establish neighborhood parks and develop new parks, especially along the waterfront. Until this time, Kirkland's waterfront appeared to have been developed by the "seat of the pants." There was a conglomeration of industrial, commercial, single family and multifamily structures along the waterfront and the townspeople had become

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increasingly unhappy with the mixture. In 1967, the Kirkland voters approved a \$199,000 park bond issue and storm sewer project which marked the beginning of a significant park program in the city. The "mud hole" west of the downtown business center on the water was developed into the award-winning Marina Park. Street ends and public access to the lake, also were emphasized.

Then, a movement by three Houghton residents, Doris Cooper, Judy Frolich and Delores Teutsch to eliminate oil storage tanks from the Houghton waterfront resulted in the enlargement of a pocket park into the award-winning Houghton Beach Park. The three women organized a successful telegram campaign to acquire federal funding to buy the waterfront site from the oil companies, making the expanded park possible.

An additional waterfront park was acquired when Louis Marsh, a Houghton resident who had lived on a major portion of the Harry French homestead since 1905, gave the city a generous gift of 229 feet of waterfront. This was used to apply for matching funds to purchase the third and last oil storage tank site on the waterfront.

Realizing residents felt strongly about preserving the small town atmosphere, the Kirkland Planning Department, headed by Jerry Link, moved toward preserving this atmosphere, while allowing for growth. The Kirkland Planning Commission, the council and planning staff, started requiring amenities in new developments that not only made them more attractive but preserved the small town flavor of Kirkland. Trees were no longer allowed to be cut down at random and imagination in the use of set-backs and open spaces was encouraged in Kirkland. While the Kirkland Planning Department was making progress in private developments, a Chamber of Commerce committee, Operation Bootstrap, was organized to attack the problem of vacant stores and blighted areas. Bob and Betty Lightfeldt purchased the old Burke and Farrar Building on the corner of Lake Street and Kirkland Avenue, opened a ladies' dress shop, Betty's Apparel, and took an active role in improving the downtown business section. The Lightfeldts started by rejuvenating their store building and as the value of these improvements were proven, other merchants followed suit.

When the City of Kirkland built its new fire department headquarters next to city hall in 1961, the "Friends of the Library" were a stronger group than the "friends of the fire department" and the library managed to acquire a large portion of the fire department's space for its facility. But, in 1965, the Kirkland voters approved a bond issue to build a new library facility on Kirkland Avenue at a site in Peter Kirk Park, where the steel mill was once envisioned.

The new library was planned by George Durham, the first certified,

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professional librarian employed by the city. It was dedicated in 1966 while Glenn Nelson was chairman of the library board and trustees were Nadine Underwood, J. Stark, M.D., Gladys Ordal and Mrs. Jerry Marsh.

In 1969, the city hired its first full-time professional fire chief, Robert Ely. Although Chief Ely was hired to establish fire inspections, coordinate building inspections and enforce fire codes, the townspeople were taken by surprise when major functions and meeting plans were occasionally brought to an abrupt halt by Ely's dedication to duty.

"That building's not up to code," became one of the most frequent and dreaded phrases in town. The early 1970's set a record in town for spectacular fires. The Colman Building on Lake Street and Kirkland Avenue created a blaze that resulted in complete destruction of the building, and a few months later, a fire destroyed the older portion of the Kirkland Junior High School on Waverly Way and Market Street.

Because lemonade was served at the junior high fire, it appeared as if it might be a celebration and Kirkland became known as the town with the unique method of ridding itself of its older buildings. There were even discussions about which buildings were left on the "list." But despite the jokes and heavy fire losses in the 1970's, the city fire insurance rating dropped two classes in three years.

It was under the direction of Kirkland Police Chief Harold (Hal) Doss, a graduate of the FBI National Academy who had served as chief of detectives for the Kitsap County Sheriff's office, that the city acquired a detective division in the Kirkland Police Department. Doss and his wife, Barnetta (Barnie) worked day and night to establish an FBI-developed record system in Kirkland soon after he was hired in 1961.

During Doss' administration, the police department added additional vehicles and police officers. The department also secured federal funding for a crime prevention program, which took police officers into individual residences to counsel citizens on burglar-proofing their homes. By the time of Doss' retirement in 1975, the city had experienced a steady decline in the crime rate.

During the 1960's, civic-minded residents in Kirkland worked to pull themselves up by the bootstraps. After the old civic center building burned to the ground in 1967, Jim Brennan and numerous other Kirkland citizens embarked on a door-to-door campaign and collected funds to build a community swimming pool. Some \$25,000 was raised, including donations from businesses and service clubs. Many citizens provided free labor for construction of the pool; and the civic center building's insurance money was used to build the bathhouse.

Kirkland's first municipal piece of art, the Centennial Fountain in Marina Park, was made possible by the Altrusa (women's service) Club

Our Foundering Fathers

and community donations in 1972. Bolstered by national and county art grants, the sculpture was created by the late James Fitzgerald, whose works are also seen in St. Louis, Missouri and Seattle.

Because the Lightfeldts symbolized success to the other merchants, they were able to convince the Lake Street merchants to join forces with the City of Kirkland and form a local improvement district to update the parking lot behind the shops and adjacent to Marina Park. Under the direction of the Kirkland Planning Department (which became the Department of Community Development) and Public Services Department, this development became the award-winning Lake Plaza.

Individual efforts were responsible for the berthing of three historic vessels on the Kirkland waterfront. The sailing ship, "Wawona," the lightship, "Relief" and the tug boat, "Arthur Foss" are owned by Northwest Seaport, Inc. The city and a private developer cooperated to develop a waterfront street end into a public pier and a floating maritime museum for public use.

Kirkland's citizens repeatedly voted to support a strong adult education program which is the only local school district-operated adult education program in the state, now the Lake Washington Vocational Technical Career Center. The Lake Washington district pioneered a school for the handicapped, which originated on the old Stewart Heights property in Houghton after the war. Students now come to the Lake Washington Special Education Center from throughout the Puget Sound area.

Hundreds of Kirkland parents have devotedly given their time for Kirkland's Little League Baseball Association. Billed as "Baseball Town, USA," Kirkland is the home of 1,500 junior baseball players. The town, which had one of the earliest Little League teams in the state of Washington and was one of the first cities to charter Girls' Little League, serves as host city for regional and district baseball tournaments.

In 1972 a group of private citizens (most of them Houghton residents who had originally fought the consolidation movement) got together and decided it was time to let the rest of the world know how special Kirkland is.

So, on the occasion of the 100th anniversary of Harry French's move to the east side of the lake, the town held a Founder's Centennial and Moss Bay Celebration, which was so successful that the event became the annual Moss Bay Celebration. The Moss Bay Committee felt it was important to include everyone in the merry making, so a Golden Age Queen, was chosen from among the senior citizens and honored in the "Old-timer's Parade." Anne Fortescue served as the first Golden Age Queen, followed by Rhoda Barrie and Emma Kinney. The Moss Bay Celebration Committee publicizes the celebration as the

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city's annual traffic jam, and jokingly, refers to Kirkland as the "two stoplight" town. When the committee decided the city needed its own "beauty queen," Kirkland's quiet and respectable businessman, Bob Lightfeldt was selected to reign for 100 years as Ms. Moss Bay.

The Moss Bay Celebration not only brought "old fashioned fun" to Kirkland, but it brought nostalgia back to town. All over Kirkland the name Moss Bay started springing up. The Moss Bay Trading Post was the first; then the Moss Bay Service Station, Moss Bay Apartments, and so forth. As early as 1910, antique autos lined the Kirkland streets for the annual parade and now, antique autos once again line the streets for the Old-timer's Parade during the Moss Bay Celebration. The idea of businessmen dressing as women and cavorting around town has a precedent, too. In the 1920's, most of the local businessmen dressed in "tutus" and other feminine costumes as members of the Follies Reviews. History is coming full circle in Kirkland.

Nearly 50 years after the English names on Kirkland streets were removed, the townspeople now are asking for them back; the clock near the ferry dock has been repainted and restored; the remaining brick homes, once built for the executives of Peter Kirk's steel mill, have been restored and integrated into neighborhoods of newer homes; and the historic ships on Kirkland's waterfront are at the same site where the American Legion once moored the "Ft. Jackson." And, some 50 years after Clark Nettleton first thought eastsiders should be represented on the King County Port Commission, Kirkland residents are still making (unsuccessful) attempts to integrate that governing body.

Although the ferry may never be revived, people still rush to the Kirkland dock on football Saturdays to board the boats that "ferry" across the lake to the University of Washington football games.

When a new elementary school was to be built in the center of town as a replacement for Central School, parents requested that the district name the new school after Peter Kirk. Dedicated in 1975, the new Peter Kirk Elementary School has a picture of the town's founder hanging in its halls.

Kirkland has come a long way since the day Harry French first beached his boat on the eastern shores of Lake Washington and since the area first buzzed with talk of a major steel mill. Today, Kirkland residents appreciate and protect their waterfront heritage, the same waterfront that brought the early settlers to the eastern shores of the lake. They know that after the mill on the hill failed and after the shipbuilding industry on the lake disappeared, it was the townspeople who strived to keep Kirkland alive as a residential community without industrial development. Today if an industrialist, even a soft-spoken Englishman, were to propose a major manufacturing plant in Kirkland, the residents, who have fought to retain the small town flavor in Kirkland, would fervently decline the offer.

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Most of the photos in this book have been reproduced and are now on display as the Ely Collection in the Marymoor Museum in Redmond. Kathryn Martin has spent many hours cataloging and identifying the photos and was helpful at loaning some back to me. The Houghton-Kirkland consolidation photo was taken by Sgt. Jerry Webster of the Kirkland Police Department. Many of the photos of the Kirk family and the Bankfield home and organ, were supplied by Geoffrey Peter Kirk.

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Younger, C. H. (Charlie), 84, 100
Zable, Fred, 100



About the author.....

Arline Ely has worked as a reporter, columnist and feature writer for several publications, including the East Side Journal in Kirkland, where she first became interested in the city's history. She was assistant editor of a Puget Sound area magazine, and has been the public relations director of a Seattle advertising agency. At present she is a freelance writer. She has received numerous "excellence in journalism" awards from the Washington Press Women's association and the Society of Professional Journalists.

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