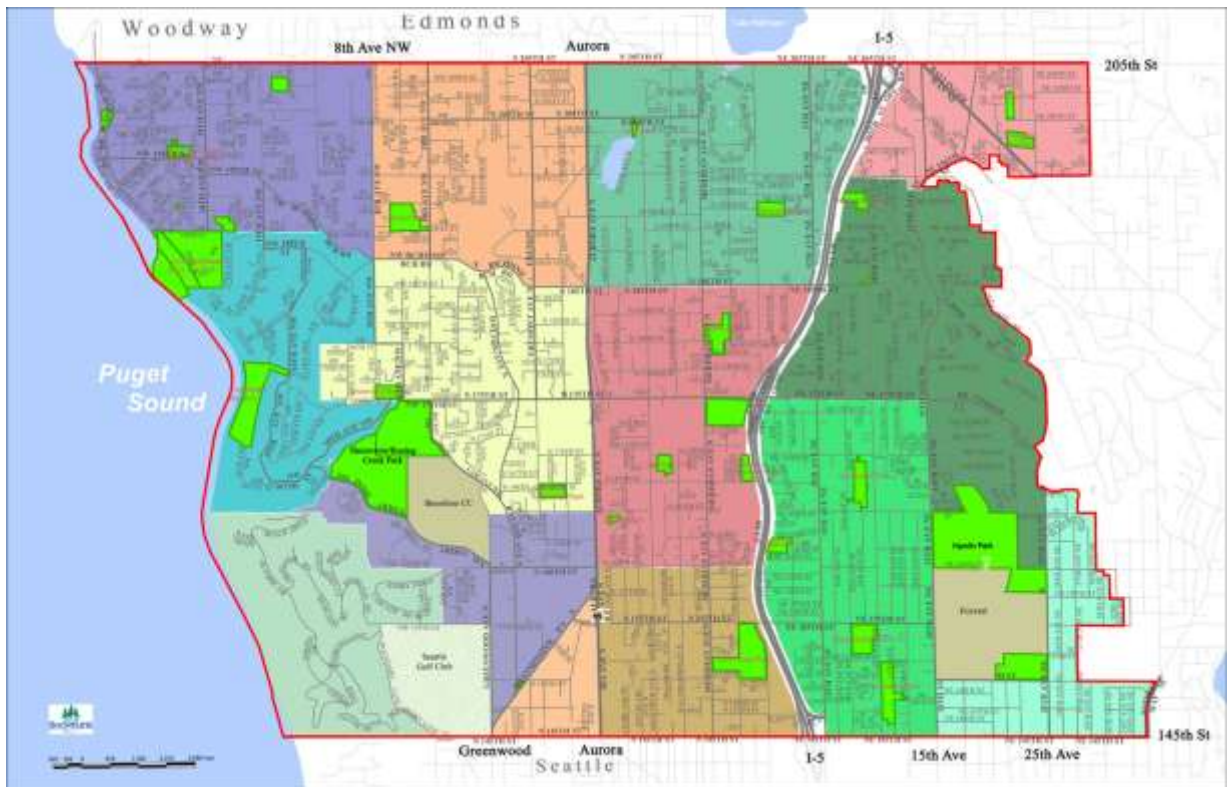


Shoreline, Washington

From First People to a New City



City of Shoreline and its 14 neighborhoods and 41 city parks.

Map is courtesy of the city of Shoreline.

By Victoria E. Stiles, Editor T.A. Stanley

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Shoreline, Washington
From First People to a New City

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Preface

The city of Shoreline celebrated its 30th anniversary as a city in 2025; an auspicious occasion, to be sure. However, for an area that began identifying itself as “Shoreline” as early as 1944 and had cohesive neighborhoods as early as 1890, there has been surprisingly little put into print about it. A few books have been written about pieces of the city’s history. In the 1970s, two volumes of oral histories were published by the original Shoreline Historical Society in which early residents of the area were interviewed, giving us an important window on the beginning of the community. A few years later, the first of two volumes called *Growing Up with Lake Forest Park* appeared. Barbara L. Drake Bender not only chronicled the history of Lake Forest Park, but also its neighboring areas of Lago Vista, Ballinger and Briarcrest, which eventually became part of the city of Shoreline. Then in 1983, a collection of LouAnn Bivins’ history articles for the *Shoreline Tide* newspaper was published as *Shoreline, or Steamers, Stumps and Strawberries*, a compact volume that brought to light some of the impressive history of the Shoreline community. Several individuals have written memoirs, giving precious details of everyday family life that might have been lost otherwise.

Much remains to be illuminated. The Shoreline Historical Museum, which incorporated in 1975 and opened its doors as a Bicentennial project in 1976, has been preserving the heritage of the community and telling its story through exhibits, programs and on-line projects for 50 years. But we, meaning this writer, museum staff, volunteers and history contributors, have often been asked if there is a book - a real history book that newcomers and long-timers alike can pick up and read, use as a reference and even argue about (and believe us, there will be plenty of that!). And so, in recognition of Shoreline’s long history, and the city of Shoreline’s 30th anniversary, we offer this volume. The purpose of this book is to provide a baseline reference to the history of Shoreline, and to encourage further research, as we have surely missed plenty of historical particulars and yet-unknown facts that will come to light as time marches on. No doubt the minute this hits the streets, errors and omissions will be discovered. Well, that’s okay! Continue the pursuit of history through your own research and your own stories, and be a community history-keeper. It is through you that the community’s heritage lives on.

Sincerely,
Victoria “Vicki” Stiles

Table of Contents

Preface.....	iii
Sponsors.....	viii
Acknowledgements	ix
Primary Sources	xi
Table of Figures	xv
Chapter 1: Maps of the Early Shoreline Area.....	1
Artist’s Map of Duwamish Occupation.....	3
Early Shoreline Geography.....	9
Early Shoreline Trees.....	11
Plant Gathering.....	12
Fishing.....	12
Bird Hunting.....	14
Game.....	15
Trail System.....	17
Folklore Relating to the Land.....	22
Lushootseed Names Used in this Report.....	24
Chapter 2: Shoreline Ethnography.....	27
Orthography and Pronunciation.....	27
Shoreline	28
The Topographic Setting	28
Water Links	28
The People	29
Four Named Groups	31
Native Resource Use in the Shoreline Area	37
Other Trails.....	47
Chapter 3: Early Land Acquisitions, Land Speculation, and Logging.....	57
Chapter 4: Early Roads.....	69
Chapter 5: The North Trunk Road and the Gehr Erickson Road.....	75
Chapter 6: The Coming of Highway 99 and Aurora Avenue North.....	83
More Aurora Businesses, North to South.....	94
Chapter 7: Other Roads.....	107
185 th Street.....	107
175 th Street.....	111

155 th Street.....	114
150 th Street.....	114
145 th Street.....	114
Westminster Way.....	114
15 th Avenue NE.....	115
Roadside Entertainments	120
Chapter 8: The Interurban Through Shoreline.....	131
Interurban Photos	138
Chapter 9: Firland Tuberculosis Sanatorium and Isolation Hospital 1911–1973.....	141
Chapter 10: Occupations, Ship Burning and Point Wells Operations.....	151
Compton Sand & Gravel	157
Point Wells	161
Chapter 11: The Platting of Shoreline and Post War Development.....	165
Chapter 12: The Roots of the Shoreline School District (1886–1943).....	177
Chapter 13: Becoming the City of Shoreline.....	189
A School District Called “Shoreline”	189
Political Changes and Making a City	190
Chapter 14: Neighborhoods.....	199
Neighborhood Map	199
Introduction to the Neighborhoods of Shoreline	200
Ballinger	205
Briarcrest.....	211
Echo Lake.....	216
Highland Terrace.....	223
Hillwood	228
Innis Arden.....	233
Meridian Park.....	237
North City	242
Parkwood.....	249
Richmond Beach	253
Richmond Highlands.....	266
Ridgecrest	274
The Highlands.....	281
Westminster Triangle.....	285

Chapter 15: Shoreline Parks and Gardens, Landmarks and Cemeteries 299
 Parks 299
 Gardens..... 311
 Landmarks 314
 Cemeteries 315
Chapter 16: The Shoreline Historical Museum..... 319
Bibliography for Chapters 1 and 2..... 331
Bibliography for Chapters 3 – 16..... 334
Author Bio..... 349
Index..... 351

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The book could not have been completed without the staff and book team at the Shoreline Historical Museum. Former Executive Director Kenneth Doutt patiently met with and gave assistance to the book team, as well as encouraging us to keep going. That encouragement has continued with Robby Grillo, the current executive director. Editor T.A. “Tess” Stanley had a mountain of a job herding this writer into literary correctness, and Designer/Compositor Barry Hansen performed miracles with the book’s special design requirements. They both deserve medals for their accomplishments. Over the years, the members of the Museum Board of Trustees have, from the very beginning of the project, collectively expressed a desire to see it come to fruition. Everyone sitting on that august panel hoped that one day the book would be a feature in their personal libraries. Thank you to all of them for their continued urging to persist, and for their support.

The volunteers at the Shoreline Historical Museum have been constructing the backbone of this volume ever since the Museum began 50 years ago. Every bit of research and work they’ve done in the archives and collections has served as building blocks for exhibits, historical programs, articles, and now a book. Several of them researched and wrote their own books and articles, some of which became references for this book. LouAnn Bivins’ *Shoreline or Steamers, Stumps and Strawberries*, Barbara Bender’s *Growing Up with Lake Forest Park*, Norm Hansen’s *Memories of Richmond Beach*, and Tracy Tallman’s historical articles for the Richmond Beach Community Association’s monthly newsletter, have all been important resources. Thank you to all of them for encouraging me to write, and for graciously contributing their own research.

A very special thanks goes to two other writer/researchers who helped shape this book in immeasurable ways: David Buerge, whose research led to his writing of the first two chapters in this book on Native American occupation of the Shoreline area; and King County Historic Preservation Program Lead Cloantha Copass, who, in 1996, wrote “Overview of Shoreline History: prepared as part of Survey and Inventory of Historic Resources In the City

of Shoreline.” Both of these authors meticulously illuminated important aspects of the area’s rich history that I could not have begun to do justice to. Their research has been of great importance to me, and I will always be grateful to them for the generous sharing of their work.

Shortly after the City of Shoreline came into existence, a Council of Neighborhoods was formed and 14 neighborhoods were defined. As I was beginning this book, I attended a meeting of the neighborhood representatives to offer initial histories of their individual areas and ask for any input they might have. Neighborhoods Coordinator Constance Perenyi was immensely helpful in putting me in touch with these dedicated volunteers, all of whom responded to my request. Thank you to Constance for her work on this, and to the neighborhood representatives who took the information to their communities.

Following is a list of contributors who have generously shared their research, photos, knowledge and/or stories, much of which has made it into this book in one form or another. May lightning strike me if I have accidentally omitted someone from this list. Please forgive me, and send your name to me through the museum. I’ll certainly add you should we do an update, and hopefully write you a letter of abject apology for leaving you out in the first place. Know that I care and am thankful for each and every person who has ever told me something about the area’s history. Every story is important, and even if it didn’t quite make it into the book, know that you and your history are important to me, and you have added to the depth of our rich heritage.

Vicki Stiles

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**Shoreline Council of
Neighborhoods,
2019 representatives**

Ballinger – Stephanie Angeles
Briarcrest – Jean Hilde
Echo Lake - Diane Hettrick and
 Jeanne Monger
Highland Terrace - Maria Ales and
 Krista Tenney
Hillwood – Ann Erickson
Innis Arden – Home Owners Association
Meridian Park – Tom Karston and
 Cynthia Knox
North City – Don Dale
Parkwood - Chris Goodman and
 Marie Ammerman
Richmond Beach - Tom Petersen
Richmond Highlands – Pete Gerhard and
 Kathy Plant
Ridgecrest – Patty Hale
The Highlands - Andy McRea
Westminster Triangle – Paula Anderson,
 Michele Moyes and John Ramsdell

Shoreline Organizations

Kruckeberg Botanic Garden – Joe Abken
Elisabeth C. Miller Botanical Garden –
 Richie Steffen
CRISTA Ministries – Kyle Rochet
Lakeshore Garden Club -
 Mary Ellen Asmundson
North City Water District –
 Diane Pottinger
Ronald Wastewater – Michael Derrick
Shoreline Arts Council – Roz Bird
Shoreline Lions – Carl Hill
Shoreline Rotary – Allen Anderson

The Shoreline Historical Museum has also published these books:

- Shoreline Memories, Volumes 1 and 2, 1976 and 1982
- James T. Ronald, Reflections Along the Wayside of Life, 2003
- Once Upon A Time In Playland: Memories of Seattle's Premier Amusement Park by Bitter Lake, 2005
- My Life As I Remember It, 2006 by David Evans
- Shore to Shore and Line to Line: History of the Shoreline School District, 2007
- Lake Forest Park 50th Anniversary, 2011
- The Evans Family Photo Album, 2014 by David Evans
- My Life As I Remember It: A Second Look Back, 2016 by David Evans
- History of the First People of Lake Forest Park, 2026 by David Buerge

Table of Figures

Photo 1 ~ Artist’s map based on David Buerge’s interpretation of the 1859 survey.	3
Figure 2 ~ The Carlton survey map from 1859 with geographic features highlighted.....	9
Figure 3 ~ The Carlton survey map from 1859 with tree features highlighted	11
Photo 4 ~ 1916. Old growth timber at Boeing Creek Park.	61
Photo 5 ~ ca. 1910. Mowat’s sawmill at the north end of Echo Lake.	63
Photo 6 ~ King County timber cruiser reports from 1908.....	64
Photo 7 ~ Raw land offered to potential Shoreline homeowners	65
Photo 8 ~ Edward Ellis stands atop his commercial woodcutting pile.....	66
Photo 9 ~ ca. 1905. The new Hill Road, later called Richmond Beach Road.....	72
Photo 10 ~ ca. 1905. Greenwood Place near Carlson Spring.	72
Photo 11 ~ 1911. A friend of Marion Rogers in front of the Rogers’ new general store	73
Photo 12 ~ The Yost bus service in 1914 from Edmonds to Richmond Beach.....	73
Photo 13 ~ 1910. The Gehr Erickson Road, now Bothell Way.	75
Photo 14 ~ 1907. Seattle Times article about condemning property for roads.....	76
Photo 15 ~ Marion Rogers on the porch of the E. E. Rogers’ general store	78
Photo 16 ~ ca. 1914. Looking north on the North Trunk Road.....	79
Photo 17 ~ 1916. Earl and Marion Rogers opened a post office in their store in 1912.....	79
Photo 18 ~ Earl and Marion Rogers’ Red Crown gas station in 1916.	80
Photo 19 ~ Thor Thorsen's Service Station.....	80
Photo 20 ~ ca. 1921. Roy Haines Richmond Highlands Garage.	81
Photo 21 ~ 1925. Near 175th and the Interurban tracks, east of the brick road.	82
Photo 22 ~ 1916. Richmond Highlands’ first gas station	83
Photo 23 ~ 1925. The Sno-King Garage and service station at the county line.....	85
Photo 24 ~ The interior of the new Bessie B Waffle Shoppe and Lunch Room.....	86
Photo 25 ~ The new home of the Bessie B Waffle Shoppe and Lunch Room.....	86
Photo 26 ~ 1936. Save-Rite Groceries, Feed, Dry Goods, and Notions.....	87
Photo 27 ~ 1954. On Firland’s Way, Dr. Richard Rust opened the Highlands Clinic	87
Photo 28 ~ ca. 1930. The Roods built a new grocery and post office on Firland’s Way	88
Photo 29 ~ 1922. The North Trunk Road, three years before widening	89
Photo 30 ~ 1937. Carter’s Cabins opened for business around 1930	90
Photo 31 ~ 1937. Orrie and Adah Carter operated Carter’s Cabins in 1930	91
Photo 32 ~ 1932. Aurora Avenue near 150 th in a snowstorm.....	91
Photo 33 ~ 1937. Melby’s Echo Lake Tavern	92
Photo 34 ~ 1930. Inez Carson stands on the edge of the new Highway 99	92

Photo 35 ~ Halfdan Lem specialized in Rhododendron propagation.	94
Photo 36 ~ Bill Rowe’s service station replaced the old Thorsen’s gas station	95
Photo 37 ~ Next door to Ray Mau’s gas station was Selgelid’s “Stop and Save”	95
Photo 38 ~ Late 1940s. Nelson Drug Store, Dell Ingall’s Barber Shop	96
Photo 39 ~ A Richfield station replaced Roy Haines’ auto repair in 1932.....	96
Photo 40 ~ The new Bessie B Lunch was built in 1932.....	97
Photo 41 ~ 1971. Arnie Alseth’s Monarch Appliance on Aurora Avenue.....	97
Photo 42 ~ 1937. Tommy Tucker’s new location opened in 1936.....	98
Photo 43 ~ Three business icons of the 1930s on the east side of Aurora.....	98
Photo 44 ~ 1954. The Seattle Trust and Savings Bank on Aurora Avenue at 175th St.	99
Photo 45 ~ Robison’s Grocery sat on the southeast corner of Aurora at 175 th St.	99
Photo 46 ~ Aurora Rents at the corner of 175 th and Aurora	100
Photo 47 ~ Art Corbus and his Cascade gas station.....	100
Photo 48 ~ ca. 1955. Mills’ Marina on Aurora	101
Photo 49 ~ ca 1966. Budschat Motors on Aurora	101
Photo 50 ~ The Four Mile House tavern and restaurant near 170 th and Aurora	102
Photo 51 ~ Dick Parker’s Pavilion opened in 1932.....	102
Photo 52 ~ Chef Costa’s in 1951, after the “Charmland” building’s remodel.....	103
Photo 53 ~ 1938. The McCalls’ pumphouse tower presided over Aurora’s landscape.....	103
Photo 54 ~ The surge in nearby population made new stores along Aurora viable.	104
Photo 55 ~ 1956. Charlie Berg’s grocery store south of the Hilltop Inn.....	104
Photo 56 ~ The Hideaway occupies one of the oldest buildings on Aurora	105
Photo 57 ~ ca. 1953. Flooding on Aurora was an almost annual event	105
Photo 58 ~ 1914. Roberta Newkirk feeds the chickens	107
Photo 59 ~ On the south side of 185th St. at Densmore Ave.	108
Photo 60 ~ Richmond Highlands Lumber on 185 th	109
Photo 61 ~ Colgrove’s Restaurant on the northeast corner of 185 th and Aurora	109
Photo 62 ~ An aerial view from 1948 shows the businesses along 185 th	110
Photo 63 ~ The 1909 bridge over Hidden Creek on NW 175th St.	111
Photo 64 ~ Ray and Hannah Smith moved to NW 175 th and 10 th Ave NW	112
Photo 65 ~ The Oluf Krystad farm in Happy Valley	112
Photo 66 ~ The first Ronald school opened in 1906.	113
Photo 67 ~ The 1909 Ronald Methodist Church and the pastor’s residence	113
Photo 68 ~ 1937. Sisler’s Grocery was the first store.....	116
Photo 69 ~ 1928. Edward Yenn’s Monte Vista Grocery and Gas	116
Photo 70 ~ Wunderlich’s Grocery Store, 1937.....	117

Photo 71 ~ The Meacham grocery and gas at 17554 15 th Ave NE	117
Photo 72 ~ April 17, 1940. Johnson’s Super Market took over the Starlight Dome.....	118
Photo 73 ~ ca. 1940. Leland’s Grocery.....	118
Photo 74 ~ ca. 1928. Sie and Alice Scholtens’ grocery and gas.....	119
Photo 75 ~ The Starlight Dome dance hall	120
Photo 76 ~ 1937. The Drag Inn replaced Meacham’s grocery	121
Photo 77 ~ 1951. North City Tavern.....	121
Photo 78 ~ The Stone Castle, with its many mysteries and rumors.....	122
Photo 79 ~ 1937. The restaurant on Aurora at 167 th St was built in 1930	123
Photo 80 ~ 1978. Parker’s Ballroom became the Aquarius Tavern	124
Photo 81 ~ Oct. 1960. Bowling became a favorite family activity after World War II.	126
Photo 82 ~ The Highland Ice Arena opened to much fanfare in 1962.....	127
Photo 83 ~ 1913. The Richmond Highlands Interurban station.....	130
Photo 84 ~ 1910. An Interurban car stops at the Ronald Station	131
Photo 85 ~ March 1, 1908. Interurban Timetable	132
Photo 86 ~ ca. 1920. At the Ronald Station	134
Photo 87 ~ 1910. The Interurban tracks pass along the east side of Echo Lake	135
Photo 88 ~ ca. 1930. The Playland Amusement Park	136
Photo 89 ~ Interurban ticket showing Playland stop.	137
Photo 90 ~ 1939. The Echo Lake Interurban Station.....	138
Photo 91 ~ 1939. Looking south on Aurora Avenue at 155th St.....	138
Photo 92 ~ Roy Haines Richmond Highlands Garage	139
Photo 93 ~ 1939. The Interurban stop at the Richfield gas station	139
Photo 94 ~ 1939. The Seattle-Everett Interurban cars meet at Ronald Station	140
Photo 95 ~ ca. 1915. The Interurban trestle over the North Trunk Road.....	140
Photo 96 ~ ca 1911 Open-air cottages at the Henry Sanatorium	142
Photo 97 ~ The Rogers’ wagon horse on Firland’s Way	143
Photo 98 ~ ca. 1913. Herman Butzke works on Firland construction	144
Photo 99 ~ 1934. The Firland print shop provided occupational therapy.....	145
Photo 100 ~ ca. 1938. Firland Sanatorium aerial view	146
Photo 101 ~ 1986. CRISTA Ministries’ Martin Center.....	147
Photo 102 ~ 1947. The Ground Plan for the new Firland Sanatorium.....	148
Photo 103 ~ 1946. The Seattle Naval Hospital in Shoreline	149
Photo 104 ~ ca. 1905. Richmond Beach was known for its strawberries	152
Photo 105 ~ ca. 1910. The Hauan family picks their strawberries.	153
Photo 106 ~ 1909. With townspeople looking on, Henry Parry returns.....	154

Photo 107 ~ 1908. Richmond Beach Baseball Team, the Strawberry Huskers.....	154
Photo 108 ~ The Fish family operated the Queen City Poultry Ranch.....	155
Photo 109 ~ Chicken ranches proliferated throughout the area.....	156
Photo 110 ~ Mink, rabbits and foxes in the Seattle Times Classified ads	156
Photo 111 ~ 1915. A Compton Sand and Gravel worker sluices the bluff.....	157
Photo 112 ~ The Compton Sand and Gravel Company.....	158
Photo 113 ~ 1910. Max Richards walks out the shipping pier.....	158
Photo 114 ~ ca. 1915. The Anderson family motors along the sand pit shore	159
Photo 115 ~ 1940. Derelict and unwanted ships were burned	159
Photo 116 ~ 1945. Ships were burned at Richmond Beach	160
Photo 117 ~ 1932. Aerial view of Point Wells and storage tanks.....	161
Photo 118 ~ The fireboat Duwamish was launched at Point Wells.....	162
Photo 119 ~ 1916. In 1911, Point Wells became a refueling stop.....	163
Photo 120 ~ 1916. Storage tanks at Standard Oil on Point Wells	163
Photo 121 ~ 1904. Northside Garden Tracts Ad: Suits Particular People.....	165
Photo 122 ~ 1913. Richmond Highlands Ad: Stop That Rent	166
Photo 123 ~ 1921. Richmond Acres Ad: Beautiful Home Tracts	167
Photo 124 ~ 1926. Monte Vista Ad: Sweeping View of Mountains.....	168
Photo 125 ~ 1927. Jardin El Norte Advertisement: Ask Marjah.....	168
Photo 126 ~ 1927. Viewing the raw land in Lago Vista.....	169
Photo 127 ~ A stockade-style log house, built in 1931	169
Photo 128 ~ 1927. Lago Vista Advertisement: You Will Like It.....	170
Photo 129 ~ 1928. Lago Vista Advertisement: A Wife's Paradise.....	170
Photo 130 ~ 1927. The Lago Vista Real Estate Office on 15 th Ave. NE.....	171
Photo 131 ~ 1937. The Echo Lake Park development real estate office building.....	171
Photo 132 ~ After WWII, platted developments were not just empty lots	173
Photo 133 ~ Ridgecrest Homes Ad: 400 Homes with G.I. Loans	173
Photo 134 ~ 1950. The new Crest Theater in Ridgecrest	174
Photo 135 ~ Original Richmond Beach school house.	180
Photo 136 ~ In 1909, Richmond Beach built a new four room structure.....	181
Photo 137 ~ In 1923, the Richmond Beach School was the victim of arson.	182
Photo 138 ~ The original Ronald schoolhouse as seen in 1910.	183
Figure 139 ~ 1916. Mrs. McGinnis's goat	183
Photo 140 ~ In 1912, a new two-story brick Ronald School opened	184
Photo 141 ~ Ronald School received its new addition in 1926.....	185
Photo 142 ~ The District's first project was the 1948 Ridgecrest Elementary.....	186

Photo 143 ~ 2019. The Edwin Pratt Early Learning Center	187
Photo 144 ~ 1994. “Vision Shoreline” committee members	192
Photo 145 ~ Volunteers meet at Ronald Bog Park.....	193
Photo 146 ~ The first city council was sworn in on August 31, 1995	193
Photo 147 ~ Connie King, the first mayor of Shoreline in 1995.....	194
Photo 148 ~ 1995. The new city of Shoreline celebrated with a parade.....	194
Photo 149 ~ Volunteers carry the City of Shoreline banner down Aurora.....	195
Photo 150 ~ On January 1, 1997, Shoreline suffered its first disaster	196
Photo 151 ~ 2009. Shoreline City Hall front entrance and back patio.	197
Photo 152 ~ Map of Shoreline Neighborhoods.....	199
Photo 153 ~ Water District #42 water tower seen from Mackie’s place	201
Photo 154 ~ Harry and Mary McCall’s pumphouse at 165 th and Aurora.....	202
Photo 155 ~ 1911. Marjorie Richards at their back yard water pump	202
Photo 156 ~ ca. 1935. A sewer line through Richmond Beach was a WPA project.	203
Photo 157 ~ 1919. The Richard A. Ballinger family summer home on Ballinger Island	206
Photo 158 ~ 1987. The 1930 Lago Vista Clubhouse.....	207
Photo 159 ~ 1953. The post-war development of Sky Acres.....	209
Photo 160 ~ 1956. Ballinger Bowl was an anchor business	210
Photo 161 ~ 1952. Briarcrest got its own grocery store.....	212
Photo 162 ~ 2025. Today’s Patty Pan Cooperative	212
Photo 163 ~ 1937. The Jardin El Norte community club met at this clubhouse.....	213
Photo 164 ~ In 1948, the Rightway Stables riding academy	214
Photo 165 ~ 1950s. Briarcrest and Briercrest advertisements.....	215
Photo 166 ~ Mowat's sawmill at north end of Echo Lake in 1910.....	217
Photo 167 ~ 1916. At the south end of Echo Lake, Amelia Emme stands	218
Photo 168 ~ ca. 1928. The Robinson thoroughbred horse farm.....	219
Photo 169 ~ Aurora Village opened in 1960.	220
Photo 170 ~ 1952. The Echo Lake Bathing Beach.....	221
Photo 171 ~ 1914. The extended Butzke family boating on Echo Lake.....	222
Photo 172 ~ 1967. Sears and Roebuck’s brick and mortar store	224
Photo 173 ~ 1984. The iconic stone castle	225
Photo 174 ~ Early 1920s. The Queen City Poultry Ranch.....	226
Photo 175 ~ 1920. Highland Terrace’s share of Aurora Avenue	227
Photo 176 ~ 1916 Rogers General Store at 185th Street and Firland’s Way.	229
Photo 177 ~ 1939. The Anthony Electric Farm was not just for chickens.....	231
Photo 178 ~ 1948. The future home of the Shoreline Historical Museum.....	231

Photo 179 ~ City Vacuum and Sewing on Aurora next to 200 th St.....	232
Photo 180 ~ 1945. Before lot sales at Innis Arden really took off.....	233
Photo 181 ~ 1946. An aerial photo shows Innis Arden’s roads and lots	234
Photo 182 ~ 1945. Chuck and Dorothy Taylor’s house in Innis Arden.....	236
Photo 183 ~ 2016. A current photo of the Taylors’ 1945 home	236
Photo 184 ~ In 1939, the Cox Garage was a prominent business on Aurora	238
Photo 185 ~ Sept 4, 1953. Ronald Bog was a peat mine.....	240
Photo 186 ~ 1959. The new Meridian Park housing development	241
Photo 187 ~ 1950s. North City Sourdough Days began in 1949.	243
Photo 188 ~ 1928. Edward Yenn Grocery and Gas.....	245
Photo 189 ~ The iconic Dairy Queen was built in 1964.....	247
Photo 190 ~ Next door to the Dairy Queen, the Mr. Donut was built in 1967.....	247
Photo 191 ~ 1960s. The pumphouse and water tower at 145 th St. and Aurora.....	250
Photo 192 ~ September 4, 1953. Aerial showing new Safeway opened in 1951.	251
Photo 193 ~ 1890. The Holloways posed for a picture at their first place.....	254
Photo 194 ~ 1901. The Holloway Hotel was the first to offer tourist accommodations.....	255
Photo 195 ~ ca. 1900. Before the railroad came to town, Mosquito Fleet steamers	256
Photo 196 ~ 1910s. The Great Northern Railroad brought the promise of prosperity.....	257
Photo 197 ~ ca. 1907. The photographer is standing on the Mosquito Fleet pier.....	257
Photo 198 ~ 1916. A remarkable snowstorm followed by flooding	258
Photo 199 ~ ca. 1917. Looking east along Market Street in Richmond Beach	258
Photo 200 ~ ca. 1920. Market Street was the business hub of Richmond Beach	259
Photo 201 ~ The 1918 Richmond Beach Library building.....	259
Photo 202 ~ ca. 1935. Lindsay’s Boathouse on Appletree Lane.....	261
Photo 203 ~ 1937. The Crawford store was built by John Holloway in 1923.....	262
Photo 204 ~ 1913. The Kennedy Hotel and boarding house	262
Photo 205 ~ 1937. Walloch’s community hall and auto cabins	263
Photo 206 ~ 1960. Arden Lanes was built on Richmond Beach Road.....	263
Photo 207 ~ 1910. Richmond Beach Strawberry Huskers Baseball Team.....	265
Photo 208 ~ ca 1940. The Ronald School auditorium and lunchroom	268
Photo 209 ~ 1910s. Schneider's water tower and pump house.....	269
Photo 210 ~ 1937. The Richmond Highlands Masonic Lodge.....	270
Photo 211 ~ 1941. Bill Minser Fishing Tackle Manufacturing.....	271
Photo 212 ~ 1910. Richmond Highlands offers “invigorating country air.”	272
Photo 213 ~ The Richmond Highlands Library.....	273
Photo 214 ~ 1950. The Crest Theater opened in 1949	275

Photo 215 ~ 1948. Ridgecrest Elementary was the first new school	275
Photo 216 ~ 1966. The new Shoreline Library opened	276
Photo 217 ~ ca. 1925. The Seattle Golf and Country Club.....	283
Photo 218 ~ ca. 1914. The Boeing Mansion is a City of Shoreline Landmark.....	283
Photo 219 ~ 1936-37. The Florence Henry Chapel.....	284
Figure 220 ~ Pershing Bridge, looking southwest.....	285
Photo 221 ~ 1932. The Hilltop Inn.....	286
Photo 222 ~ 1938. The Hilltop Inn specialized in chicken-everything.....	287
Photo 223 ~ 1937. Westover Addition advertisement – “A unique development.”	287
Photo 224. ~ 1937. The little sales office for Westover.....	289
Photo 225 ~ 1995. The Westover Plaza	290
Photo 226 ~ 1916. Picnicking at the future Richmond Beach Saltwater Park.....	298
Photo 227 ~ 1916. Swimming in Puget Sound.....	298
Photo 228 ~ ca. 1970. The Hamlin Park caretaker’s cottage.....	303
Photo 229 ~ 1964. Founders of the Shoreline Historical Society.....	319
Photo 230 ~ August 1975. The signing of the museum’s incorporation papers	321
Photo 231 ~ August 1975. Kay Bartholomew speaks to the crowd	321
Photo 232 ~ Autumn 1975. Chief Petty Officer Arlou Hunter.....	322
Photo 233 ~ June 12, 1976. Opening Day of Museum.....	323
Photo 234 ~ 1977. The Shoreline Chamber of Commerce began	323
Photo 235 ~ 1999. The groundbreaking for the Museum’s new elevator.....	325
Photo 236 ~ December 19, 2008. With the baluster and parapet restored.....	326
Photo 237 ~ April 30, 2011. The museum’s new office building	327
Photo 238 ~ May 15, 2012. The new Shoreline Historical Museum site.....	327
Photo 239 ~ April 2015. Groundbreaking for a new Collections and Archives building....	328
Photo 240 ~ 2012. The new exhibit building and sign.....	329
Photo 241 ~ July 29, 2020. The museum’s new Collections and Archives building.....	329
Photo 242 ~ 2017. Vicki Stiles	349

Chapter 1:

Maps of the Early Shoreline Area

In early historic times (from 1792 to 1859) the resources of the Shoreline area were used by at least four named groups that lived in or adjacent to it. On the west lived the (**šilšola'bs**), the people of Salmon Bay, whose houses were located at the site of the present Hiram M. Chittenden Locks. Village List W-2, “Number of Duwamish villages on White River,” produced as evidence for “The Duwamish, et. al. Tribes of Indians vs. The United States of America” held in the Court of Claims of the United States in 1926, locates two large houses measuring 10 by 20 fathoms or about 60 by 120 feet and a large house used as a potlatch house at “Dugh Shill Shull.” The presence of a potlatch house here indicates the (**silsola'bs**) were a noble group.

East of them lived the (**x'ačua'bs**), the Lake Union People, whose houses stood primarily at the southern end of the Lake. Bass locates several houses near what is now the foot of Westlake Avenue at the southern end of the lake (Bass, 1937, p. 167), and Lake John's house at the foot of Shelby Street on the west shore of Portage Bay (Bass, 1947, p. 19). An 1875 newspaper article mentioned a large house at Jensen's Grove on the lake's southeastern shore (Bagley, 1916, p. 679). A canoe portage over the Montlake divide connected them with the (**słuwila'bs**) of Union Bay, the People of the narrow channels. Village List Y-2, “Villages of the Duwamish at Lac [sic] Washington,” locates five medium houses measuring 8 by 16 fathoms or approximately 50 by 100 feet at “Thu-wahl,” and three more at “Tal-Eliso” (probably (**łels**), a place name on the shore of Wolf Bay). The burial ground for the Union Bay group was on Foster Island.

North along the lake shore, near the mouth of Thornton Creek, lived the (**tuobeda'bs**), the tuxubid Creek (Thornton Creek) people. Their burial ground may have been located a short distance north of the mouth of Thornton Creek. Village List Y-2, locates one medium-sized longhouse at “Dua-hoabun” and one “Sazo-chaghin.” I interpret “Sazo-chaghin” as the court clerk's attempt to render **sa'cucid**, the name for the mouth of McAleer Creek. Additionally, the list locates three other medium sized longhouses at a site named “Tho-chu-achel,” which I interpret as the attempt to reduplicate (**čet ča'l**), the name given to a creek mouth in Kenmore. (Bender writes that up until 1903 there were three or four Indian houses in the swamp between McAleer Creek and Lyons Creek; I think this community was the combination of the McAleer Creek and Kenmore villages (Bender, 1983, p. 18). These may have associated with the (**tuobeda'bs**) or with the (**scapa'bs**), the willow people, also known as the Sammamish, who lived along the Sammamish River.

The (**stuwila'bs̓**) and the (**tuobeda'bs**) were one of seven named groups (Harrington, 1942-43, Frame 421) living at the mouths of streams draining into Lake Washington that were known collectively as (**xa'cua'bs̓**), the Lake people (Ballard, 1929, p. 38), a general geographic designation similar to Saltwater people, River people and Inland prairie people. The term was applied as well to the Lake Union people, and apparently, to the Salmon Bay people, too.

The (**tuobeda'bs̓**) and the people living at the mouths of McAleer Creek and Kenmore were the only groups actually living within the Shoreline area. A large longhouse of the dimensions given probably sheltered no more than 20 or 30 people, and a medium-sized longhouse somewhat less than that. In all, the groups living in or near the Shoreline area probably did not number more than 600 individuals. They obtained their food primarily from fish caught on the lakes and rivers, game taken in the marshes and forests and plant products collected from wetlands and burns.

The surveyors' notes contained in the Register Books for T 26 N., R. 3 E., T 26 N., R 4 E., and T 25 N., R. 4 E., (where "T" is township and "R" is Range) identify many areas which, along with information supplied by ethnographic sources, can be identified as important resource gathering areas.

Artist's Map of Duwamish Occupation



Photo 1 ~ Artist's map based on David Buerge's interpretation of the 1859 survey. Painting by Todd Gamble.

Red elderberries were also gathered and while the large bushes are common on the moist floors of mixed forests, certain spots were noted for their abundance. One of these was a level flat at the mouth of Swamp creek called (*čəbta'ltu*), “elderberry’s house,” (Waterman, 1922, p. 190, #62). Waterman describes the simple tool used to gather the berries:

This device is made by taking a short wide piece of cedar wood, and splitting it down from one end, into thin strips. Cedar-bark fiber is wound tightly around the other end to keep the whole together. The sections or splints are then separated by driving wedges in, so that they spread apart like the fingers of the hand. Their points are then sharpened. In this condition the instrument, which can be manufactured in five minutes, is ready for use.

In berrying, the Indian breaks the elderberry bushes down, pulls the branches off bodily, and piles them on a mat. Then he picks up one branch at a time and “whips” it with the implement. The operation detaches the berries, but not the twigs and the leaves. In this way he strips the “bush” of its fruit, which latter [sic] falls on the mat. When the mat is covered, the berries are poured into a pack basket (Waterman, 1973, pp. 53-54).

In Waterman’s description, the generic pronoun ‘he’ should be replaced by ‘she’, since Indian women primarily were the ones who gathered berries.

Other important food plants found scattered throughout the townships were salal and ferns. Fern rhizomes, an important source of carbohydrates, were cultivated on prairies, one of which may have been located near Sand Point. The “very thick” growth of salal between sections 5 and 8 in T 26 N., R 4 E., suggest this was a site where the berries of that plant were gathered specifically.

Berries were most plentiful in open areas, and native people traditionally kept areas in the dense coniferous forest of the region open by burning. The practice of burning fields and the forest itself was described by native informants. The first example comes from the testimony of Charles Sneatum, a member of the lower Skagit Tribe, born in the 1840s, who lived near Coupeville, on Whidbey Island:

Question: You told about ferns and number of other bulbs and roots that were grown in these cleared places. They grew wild, didn’t they?

Answer: No; because they used to work at it all the time just like the way the white people do now.

Question: What did they do?

Answer: They go along and they cultivate it with a stick, and they take out the big ones and they plant these little ones back.

Question: In this patch of 30 acres where the nettles grew that you used for cord and twine, what did they do in that to cultivate it?

Answer: They go along and they harvest this here [indicating claimant's Exhibit N], and they take that outside and clear their fields as they go, and gather all what they don't use out of this, take them out of the field and burn them out of the field.

(Duwamish et. al., vs. U.S.A., 1927, Testimony of Charley Sneatlum, p. 319)

Corroborating testimony was given by Sam Currier, another Lower Skagit informant, a resident of the Swinomish Reservation born in the 1850s. The emphasis upon the preservation of big timber appears to have been part of the effort on the Claimants' attorney, Arthur E. Griffen, to show that the tribes were not given due compensation by the government for their lands acquired as a result of the Treaty of Point Elliott. It is interesting to note the specific answers of the witnesses who did not want their traditional practices misinterpreted, even by their own lawyers:

Question: Did they clear the land and keep it clear from trees and bushes for raising roots?

Answer: Yes, they worked at it and burn them and they watch these young ones grow and they pull it out.

(Duwamish et. al., vs. U.S.A., 1927, Testimony of Sam Currier, p. 332)

In the Duwamish River watershed, the practice of burning to create open land in the forest was described in testimony given by Joe Bill, a member of the Muckleshoot Indian Tribe and resident of the Muckleshoot Reservation born around 1856:

Question: Ask him if the Indians used to hunt all over, in all parts of the country?

Answer: They hunted all over their country.

Question: Did they use all parts of it?

Answer: Yes.

Question: Ask him if they did anything to keep the underbrush from growing in their country.

Answer: It was customary among our people that about every three years they set fire to the underbrush.

Question: Ask him what effect that had in regard to producing the timber that was in their country.

Answer: They set these fires in order that they might have a clear view of game when they were out hunting and they had a ruling to set these fires every three years in order that they might not destroy the big timber.

Question: Ask him whether the setting of the fires as they did, did preserve the big timber.

Answer: Yes; it did keep the big timber from burning.

Question: What season of the year did the Indians set these fires to preserve the timber?

Answer: In the fall of the year.

(Duwamish et. al., vs. U.S.A., 1927, Testimony of Joe Bill, p. 160)

A description of the practice of burning as it was carried out in the Seattle area comes from the testimony of Alex Kittle, a member of the Duwamish tribe born in the 1860s:

Question: When you were a boy did the Indians use to burn the underbrush in the timber so as to preserve the timber?

Answer: What I understood from the older people, that they used to burn the underbrush and have some good hunting grounds.

(Duwamish et. al., vs. U.S.A., 1927, Testimony of Alex Kittle, p. 691)

Alex Kittle's testimony was corroborated by that of Major Hamilton, a member of the Duwamish Tribe, born in the 1860s:

Question: Did the people make use of all parts of your country, including the rocky places up in the mountains?

Answer: Yes.

Question: Did they burn the underbrush to promote a good growth of timber?

Answer: Yes, they used to set fire.

(Duwamish et. al., vs. U.S.A., 1927, Testimony of Major Hamilton, p. 696)

In Carlton's Register Book notes, there is mention of several areas in the townships that showed evidence of burning. Along the southern boundaries of sections 35 and 36, at the southern boundary of T 26 N., R 3 E., he passed through more than a mile of burned timber. The forest between sections 5 and 6 in T 26 N., R 4 E., was "damaged with fire", and his

descriptions of the forests along the northern and western borders of section 6 as “principally dead and fallen” suggest much of that section had been burned. The forest between sections 3 and 10 in T 25 N., R 4 E., was also burned.

Surrounding these burns were areas where he noted trees were “mostly fallen,” “generally small” and “principally small and dead.” I interpret these to have been older burns. In the western part of Shoreline, several of these older burns were located on the level highlands above and back from the beach. If these were accidental burns produced by runaway beach fires, one would expect charred swaths extending from the beach to the highlands, but Carlton does not mention this. Instead, I think the pattern of repeated burns on the highlands here and also in T 25 N., R 3 E., suggests the people were setting them to promote growth of berries and improve hunting grounds. I interpret the clear area in section 24, T 26 N., R 3 E., identified as “cut areas not restocking” on the U.S.G.S. Land Classification Sheet, Washington Seattle Quadrangle (1900), as a logged-off area burned sometime before 1897 (the year the map was surveyed), and possibly the last expression of the traditional practice of burning in the Shoreline area.

As elsewhere in the Puget Sound region, the burned-over lands in the Shoreline area attracted some of its first Euroamerican settlers. In her account, Winona Johnson Walston tells how her father’s friend, the Norwegian immigrant Mikel Lund chose his property in Richmond Beach:

On the shores of Puget Sound, Mikel Lund stopped at a shallow beach into which a stream flowed. He followed the stream up the hill until he came to a large open area, a fine spot for establishing a homestead. He cut a trail to the beach for carrying supplies and herding livestock. His first log cabin was built on a site across the street from what today is the bowling alley at Richmond Beach. (Worthley, 1975, p. 73)

Geography Key



Lake



Swamp and marsh: low lying areas where water collects



Swale: shallow and gently sloped seasonally marshy depression



Wetland: wet soils with plants adapted for wet conditions



Older burn: marked in brown

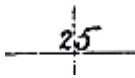
Recent burn: marked in gray



Possible trail route



Historic Shoreline area boundary (not modern city limits)



Township section number: one square mile

Early Shoreline Geography

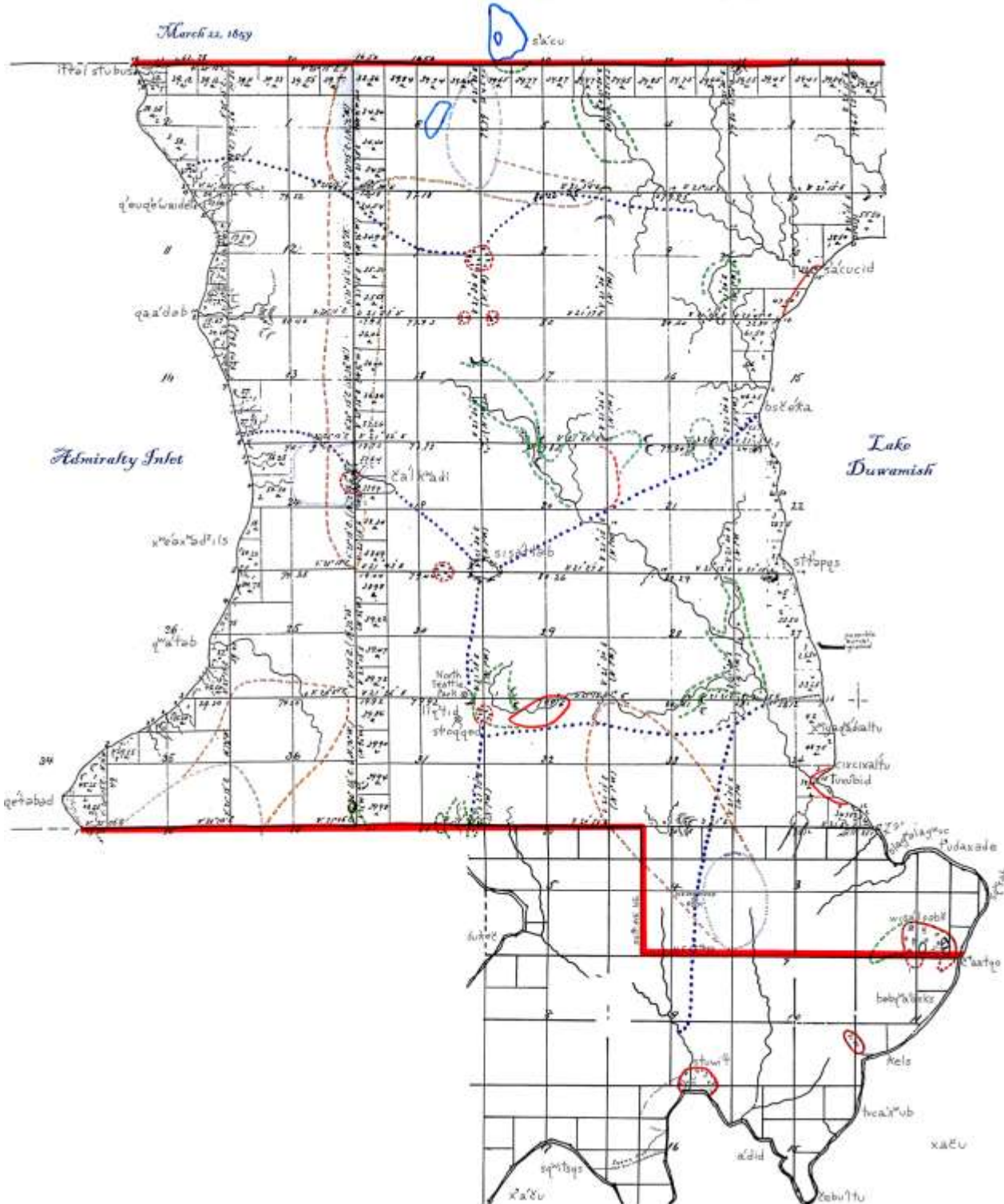


Figure 2 ~ The Carlton survey map from 1859 with geographic features highlighted by David Buerge, including inferred trail network established by Native Americans.

Tree Key

Abbreviations used on these maps:

A, alder:	Red Alder (<i>Alnus rubra</i>)
As, ash:	Oregon Ash (<i>Fraxinus latifolia</i>)
BG, Balm of Gilead:	Grand Fir (<i>Abies grandis</i>)
C, cedar:	Western Red Cedar (<i>Thuja plicata</i>)
Ca, crab apple:	Oregon Crab Apple (<i>Malus fusca</i>)
Ch, cherry:	Common Chokecherry (<i>Prunus virginiana</i>) or Bitter Cherry (<i>Prunus emarginata</i>)
Ct, cottonwood:	Black Cottonwood (<i>Populus trichocarpa</i>)
F, fir:	Douglas Fir (<i>Pseudotsuga menziesii</i>)
Frn, fern:	Swordfern (<i>Polystichum munitum</i>)
H, hemlock:	Western Hemlock (<i>Tsuga heterophylla</i>)
M, Maple:	Bigleaf Maple (<i>Acer macrophyllum</i>)
P:	see White P., below
Sal:	Salal (<i>Gaultheria shallon</i>)
Sp, spruce:	Sitka Spruce (<i>Picea sitchensis</i>)
VM:	Vine Maple (<i>Acer circinatum</i>)
W, Willow:	Pacific Willow (<i>Salix lasiandra</i>) or Scouler Willow (<i>Salix scouleriana</i>)
White P, white pine:	Western White Pine (<i>Pinus monticola</i>)
Y, yew:	Pacific (Western) Yew (<i>Taxus brevifolia</i>)
+	the cross above an abbreviation indicates the tree is dead.
C10 e.g.	Numbers indicate tree diameter in inches

Early Shoreline Trees

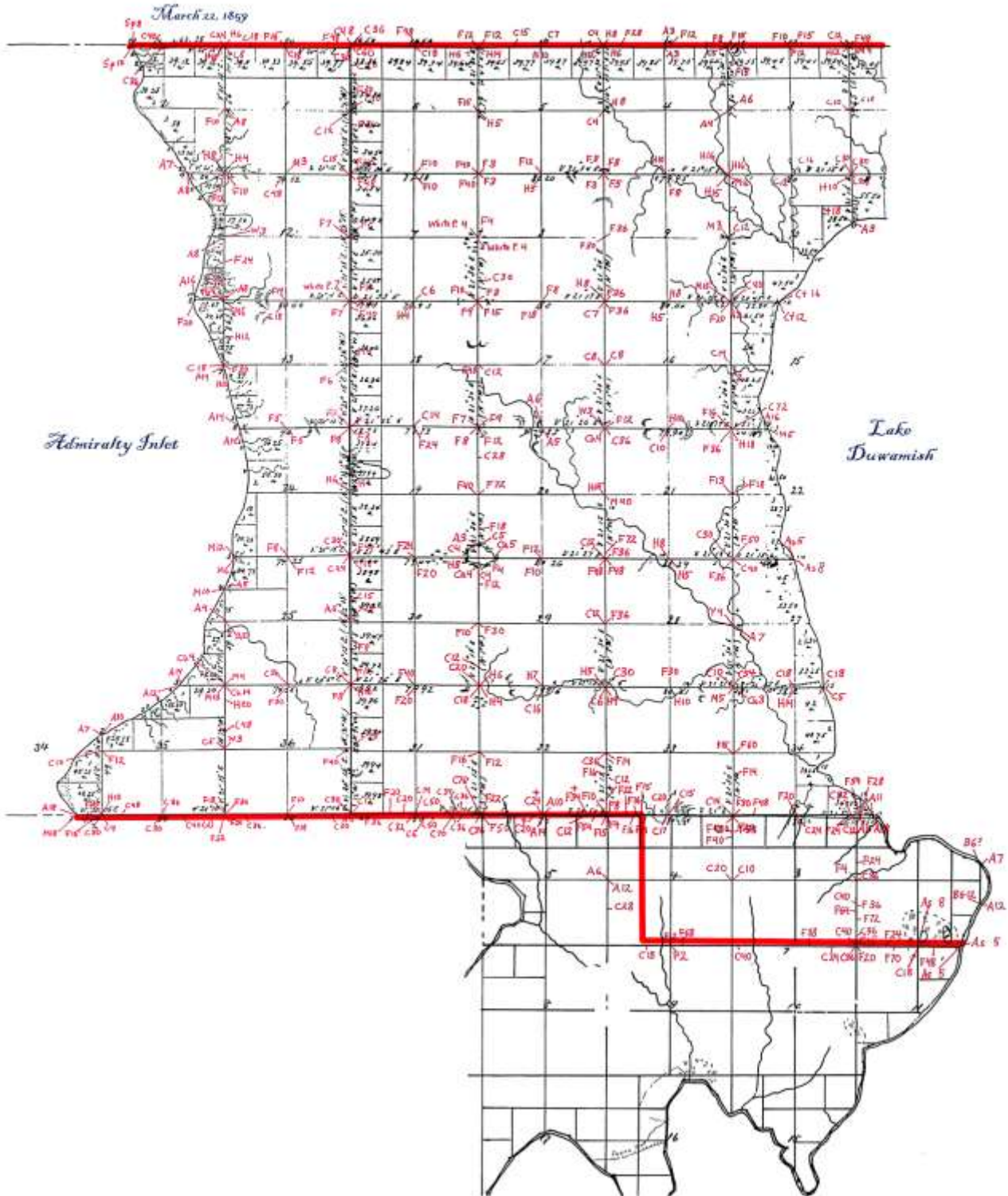


Figure 3 ~ The Carlton survey map from 1859 with tree features highlighted by David Buerge.

Plant Gathering

In T 26 N., R 3 E., important plant gathering areas were the salmonberry thicket noted by Carlton at the mouth of Boeing Creek in section 14 and the crabapple swamp at the west end of Bitter Lake, on the township boundary between sections 24 and 18. The place name (**q'ueq'e'waidet**) identified a site where kinnikinnick or “Indian tobacco” was gathered (Waterman, 1916, p. 145).

In T 26 N., R 4 E., the cranberry marsh named (**sloq'qed**), “bald head” between sections 31 and 32 was an important gathering site. Another small cranberry marsh was located between sections 8 and 17, and a larger one, Ronald Bog, between sections 7 and 8. Ronald Bog remained an important cranberry gathering site until it was mined for its peat in the early years of this century:

In 1902 there was a wild cranberry bog approximately one mile east of what is Aurora Avenue now; East 175th Street follows right along the edge of it now. It was worked over as a peat bog for many years since that time. We would get a party together in the fall of the year, take a picnic lunch and head for the bog. It was a very rough trail, over logs and winding through the forest. The bog was soft, bouncy moss. The ‘wild’ cranberries were small but very plentiful. My brothers and myself would pick approximately ½ of a 50 pound flour sack full. There were always bear and deer around the bog as well as blue grouse and ruffed grouse. (Taylor in Worthley, 1982, pp. 90-91).

A salmonberry thicket was identified by Carlton along the drainage of Thornton Creek in section 27, and further upstream he identified a skunk cabbage swamp between sections 20 and 21. Although skunk cabbage was gathered for medicinal purposes and food, it may also have been significant here as a place where elk grazed in the spring.

Fishing

Early descriptions of the Shoreline area emphasize its environmental richness, from the abundance of shellfish on its beaches, the runs of fish in its streams and lakes and the game animals in its marshes and forests. The settlers’ memories of Native Americans in the area are primarily of them camping on the beach and gathering food:

Someone has asked if there were Indians were here at that time [early 1900s]. I think I am safe in saying there were not other than an occasional family or two camping on the beach for a few days as they passed up and down the Sound, hunting, clam digging or on their way to or from a big potlatch with each other. (Robert F. St. John in Worthley, 1975, p. 84).

Taylor recalled seeing a great number of Indian canoes, including large sailing canoes from Alaska and British Columbia, camped near his family's home at Richmond Beach on their way to and from the hop fields:

Sometime as night approached, they would land near where we lived. They would start a big beach fire and cook a salmon they had caught while they were sailing along. Afterward they would pile grass mats on the beach above high water to make their beds and prepare for a night's stay (Taylor in Worthley, 1982, p. 81).

The area's rich shellfish and fish resources were recalled by Charles Taylor:

Salmon fishing off of Richmond Beach was good. We smoked and canned our fish. The beaches were full of clams, and crab were plentiful, too. Many sole, flounder and Rock Cod were caught (Taylor in Worthley, 1982, pp. 116-117; see also Hitchcock, p. 32).

The number of salmon schooling near the shore was large enough for pioneers to erect two large fish traps, one at the Billie Potts farm and another four to five miles south of Richmond Beach (Taylor in Worthley, 1982, pp. 89-90). Taylor also had fond memories of fishing at nearby Hidden Lake:

Hidden Lake was alive with trout and the creek that ran from the lake to the Sound was a fisherman's dream come true (Taylor in Worthley, p. 116; see also Bibby in Worthley, 1982, p. 13).

Fish were also plentiful in Lake Washington and the streams running into it:

In the early fall of each year there was a large spawning of both trout and salmon up the small creeks from Lake Washington. The trout, known to us as "red fish," were about twelve inches long and would fill the creek solid from shore to shore. It was easy to catch a hundred or more within an hour by "gaffing." Although the large salmon were not quite so plentiful, it was normal to gaff five or six in an hour's fishing. The fish were old and not good eating, but they made excellent fish fertilizer for gardens and fruit trees (Myhre in Worthley, 1982, p. 55).

We know of several native fishing sites along the northwestern Lake shore. Although little is known about the methods Lake people caught fish, they probably involved the use of lines, nets and fishing spears on open waters and weirs on streams. On the north shore of

Lake Union people struck the water with sticks, driving fish into shallow stream mouths where logs directed them into tubular basket weirs woven out of withes (Waterman, 1922, p. 189, #33; 1973 pp. 14-15). Devices like this were used in Green Lake and may have been used at Wolf Bay on Lake Washington.

Gillnets may have been used to catch fish schooling near the shore. The name Waterman recorded for a place on the shore between Pontiac Cove and the mouth of Thornton Creek, (**x^wx^wi'yaq ais**), which was said to mean “pulling on a line which is made fast to something,” contains within it the word (**huyəq**), ‘gillnet’ (Waterman, 1922, p. 190, #50; Bates, 1994, p. 333).

More elaborate weirs were used to catch fish moving upstream to spawn. The remains of a large fish trap used to catch fish going up Ravenna Creek to spawn in Green Lake were exposed when the lake was lowered during the construction of the Lake Washington Ship Canal (Waterman, 1922, p. 189, #38). Another fish trap was identified by Carlton when he surveyed the line between sections 27 and 34 on T 26 N., R 4 E. Doubtless other weirs were constructed on other streams, especially on McAleer and Lyons Creeks, to take advantage of the large runs there:

My chum, Leonard Patterson, and I would take off through the woods and head for McAleer Creek for a day of trout fishing. McAleer Creek was the outlet for McAleer Lake, now called Lake Ballinger. We would find the creek in the woods, east of the lake and fish the creek to Lake Washington. It emptied into Lake Washington, near what is Lake Forest Park now. We didn't have fancy fish baskets then, so we carried a water pail with us and we usually had approximately 100 trout each when we reached Lake Washington.

... When Leonard and I were at the Lake Washington end of McAleer Creek, there was another smaller creek that ran through what is now known as Lake Forest Park. It was called Lyons Creek and we always picked up a few nice trout in this stream. (Taylor in Worthley, pp. 87-88).

Bird Hunting

The most common method used to catch the large waterfowl that frequented lake marshes in huge numbers was by means of multi-pronged duck hunting spears. The function of the long notched prongs was not to skewer the bird, but to lodge in its feathers and hold it:

A platform of earth was arranged in the stern of a boat on which a fire was kindled. A mat was stretched across in front of it, and in the darkness in

front of this mat the hunter stood with his spear. His helper then paddled out into the open water. Ducks were attracted and confused by this light, toward which they swam. The hunter would then jab at them with the spear or throw it at them. I am told that the duck spear had to be thrown with an underhand motion, along the surface of the water. If the hunter gave it a toss, so that the spear became up-ended, he never got the quarry. If it were done that way, “the duck,” the Indians would say, “would dive every time.” ... In foggy weather two men could sometimes load a canoe with ducks in a couple of hours (Waterman, 1973, p. 62).

Smaller birds were caught with snares, with arrows tipped with wood or bone plugs that stunned the birds, and later, with rifles and shotguns. The environmental change that occurred after the land was logged, when berry plants became prolific and the numbers of birds feeding on them increased, also occurred as a result of Indian burning. The plenitude described by Charles Taylor doubtless was known earlier:

Blue Grouse, Ruffed Grouse, native pheasants and quail were plentiful. I had a small single shot .22 caliber rifle. Many times I would bring home 10 blue grouse. Where King’s Garden is now, Leonard Patterson and I would scare up approximately 100 Blue Grouse at one time. A flock that big would consist of perhaps fifteen smaller flocks that contained five to eight birds in each group. They were feeding on salal berries and when we came into the feeding grounds, they would scatter up into the second growth fir trees. We would sneak up on them and shoot a grouse out of each tree. There might be ten in one tree and they seldom flew away on the first or second shot. We would shoot ones on lower branches as they did not scare higher ones away when they fell (Taylor in Worthley, 1982, p. 116).

Game

Game mammals were caught for meat, sinew and their fur. In wetlands, beaver, muskrat, marten, mink, and otter were hunted and trapped. In the uplands, deer and elk were primary sources of protein.

Animals were caught with snares, traps, bows and arrows and later, guns and rifles. Marian Smith describes how fire was sometimes used to catch deer:

In night hunting and fishing, fire was often used to attract and blind game. Large fires were sometimes built in clearings and when deer were seen

moving on the outer edge of the circle of light they could be easily killed.
(Smith, 1940, p. 253)

Early residents recall how rich wild game was in the Shoreline area, doubtless enhanced as the bird population was, by the effect of logging. Certain animals, such as the elk, were seasonal, coming into the lowlands in mid-winter to feed on skunk cabbage in the swamps:

One could not go far in the woods without finding elk horns, but no elk. They seemed to have increased to the starvation point and moved to a new territory... The deer did better (Hunter in Worthley, 1975, p. 44).

“The woods around Hidden Lake were well populated with deer. On one occasion, I was going bird hunting and I came across two hunters cleaning four deer they had just shot. Their horse and buggy was nearby on a logging road” (Taylor in Worthley, 1982, p. 116).

On page 89 Charles Taylor describes this same event, dating it to 1904 and adding that the hunters’ wagon was about $\frac{3}{4}$ miles away:

Deer and Bear were plentiful all the way across to Lake Washington. Anyone picking wild blackberries nearly always saw a black bear along the way (Taylor in Worthley, 1982, p. 116).

Bears appear to have been fairly common, attracted to the berry crop in open areas, and the large animal population supported a considerable number of predators:

They [Ray and Hanna Smith] lived pretty much in the wilds – so they saw many wild animals. Hanna related many stories of her encounters with black bears. Once she attempted to lock a mama bear in her chicken yard – but the bear promptly made a lunge right through the fence. She lumbered off into the woods, having devoured several chickens. Another time a mama bear and two cubs paraded on a log near the chicken yard. There were cougars and wild cats in the surrounding woods, so one was always on the alert (Smith in Worthley, 1982, p. 68).

Ernest Firth and Morton Clark had many encounters with cougars along the roads at this time of 1902 to 1908. The woods were full of deer, grouse and native pheasants. The creeks and lakes were full of trout, and it was a paradise that today the young fellows don’t have (Taylor in Worthley, 1982, p. 83).

Trail System

Outside of a few cultivated meadows and burned-over areas, the native people depended upon the natural largess of the environment for their resources. Consequently, the human population needed to travel widely over the land to secure food supplies, and this imperative formed the basis of their semi-migratory way of life. Related families spent the rainiest, coldest months of the years, generally from November to early March, in longhouses at village sites. As the weather grew more clement, however, the house group began to break up and families followed their customary itineraries that took them to various resource areas to gather foods as they appeared or ripened. They returned to the village from time to time to prepare and store what they had gathered and for various social and ceremonial events.

Travel between villages and resource areas in the Shoreline area was carried out primarily by canoe. Mats for temporary shelters and all the gear necessary to collect and prepare resources and live in security and comfort were freighted from the villages to various camp sites along the shore of the Sound, Lake Union and Lake Washington. Probably most places named along those shores were campsites.

From these trails led inland to other gathering sites. At this point it will be useful to review what other ethnographers have said about trails, beginning with George Gibbs who wrote the first detailed ethnography of the Puget Sound peoples in the 1850s:

In former times, before the diminution of the tribes and the diversion of trade to the posts, there were numerous trails across the Cascades by which the Indians of the interior obtained access to the western district. Of late, many of these have fallen into disuse, becoming obstructed with timber and underbrush which they have not industry enough to clear out. In fact all their trails through the forest, though originally well selected, have become excessively tortuous, and Indian riding around the fallen trunks of tree after tree sooner than clear out a road which he seldom uses (Gibbs, 1877, p. 169).

The next comes from Marian Weseley Smith, who researched her ethnography of the Puyallup-Nisqually in the mid-1930s:

In such a country the rivers not only furnished the all-important salmon but also formed the only continuous lanes of communication. Canoe travel naturally followed water courses but, more than that, trails likewise could best be maintained on beaches and along the shores of streams where annual floods swept a clear path. It was almost physically impossible to cut directly across country. Only at the headwaters of the large rivers in the foothills of the

Cascades could cross-country communication be carried on with any degree of comfort (Smith, 1940, p. 2).

As a matter of convenience expeditions kept fairly close to the village site. Since travel was along the waterways, they had a choice of two directions, up-stream along the smaller water course, and down-stream or along the shore of the Sound. Even locations not bordering upon a beach were reached by following the water to a point opposite them and then cutting inland to save as much cross country travel as possible (Smith, 1940, p. 5).

Finally, we have June McCormick Collins, whose ethnography of the Upper Skagit Indians was carried out in the early 1940s:

Horses, which did not do well on the native vegetation, never became as important as a means of transportation as they were on the Plateau and on the Plains. The heavy underbrush and the difficulty of keeping trails open also discouraged their use. Still each family owned one or two. After trails along the river had been cut and maintained, the Upper Skagit did some inland travel on horseback. As these trails became widened into roads, some families owned and used buggies. The canoe, however, remained the main means of getting about until the automobile replaced it in the 1920s (Collins, 1974, pp. 39-40).

Although separated by time and focus, these observations make important points about trails. First, their use and maintenance declined as the population decreased. Second, the trails not used by equestrians tended to be short and direct, and third, some trails evolved into roads. The same things appear to be true in the Shoreline area.

Only one Indian trail is identified as such in the township plat maps produced by Carlton that cover the Shoreline area. It should be noted that further south, along the portages between Salmon Bay and Lake Union, Lake Union and Elliott Bay and Lake Union and Union Bay, more Indian trails are identified and plotted. This suggests to me that the trail between the Lake shore and Thornton Creek in T 25 N., R 4 E., was a portage trail that enabled the people to transport canoes and freight from the lake to the weir site, probably bypassing a tangle of drift and marsh vegetation at the creek mouth. During periods of high water, from mid-to late winter, hunters may have used portaged canoes to reach camps higher up on the creek. I believe, however, that there were other trails in the area, despite the fact that Carlton did not identify any. They were probably indistinguishable from trails produced by larger game animals like elk:

The elk extends throughout the mountainous timbered districts of Washington and Oregon Territories and all the way down the Coast to San Francisco. Elk are found in the Rocky, Cascade, and Coast Ranges of

mountains. They run in large droves following well-beaten trails, and at that season are an easy prey to the hunter (Suckely, 1860, pp. 133-134).

Early residents in the Shoreline Area used the trails they found when they arrived:

Mrs. Nance Bibby came to the Ronald district in 1908. ... Deer and bear were commonly seen on the trails near her home when she first moved here. Nance would often hike over to McAleer Creek and come home with a beautiful catch of trout. She would do the same at Hidden Lake, down the valley near Innis Arden. She would hike through the woods to the cranberry marsh, now Ronald Bog, and pick the wild cranberries (Bibby in Worthley, 1982, p. 13).

The Patterson family was a wonderful family. Their word was always good. Leonard was my best friend as well as my hunting and fishing partner. Game was plentiful and we knew every trail through the dense woods of those days. (Taylor in Worthley, 1975, p. 76).

What follows is my explanation of why I have plotted the trails where I have. The lines I have mapped are highly conjectural and should be thought of more as routes than clearly-defined paths through the woods. Nevertheless, I believe there is enough data to substantiate the network I have devised. I believe there were three main trail routes through the Shoreline area. The first connected Green Lake and Lake Union with the cranberry marsh between sections 31 and 32 in T 25 N., R 4 E., and with the fish weir at Thornton Creek. The second connected Spring Beach with Bitter Lake and Haller Lake with spurs going to the previously mentioned cranberry marsh and to Lake Washington. The third left the Sound near Richmond Beach, reached Ronald Bog and continued on to McAleer Creek, possibly branching to Lake Ballinger. There were other trails, for example to Hidden Lake, but I would not speculate where these were located.

The first trail connects Green Lake with the cranberry marsh named (**stloq'qed**), "bald head." I believe that inland sites important enough to have been named were those of fairly substantial camps where people stayed for several days. The route between Green Lake and the bog covers the least distance and follows the stream that left Licton Springs, another named site and a place where red pigment was collected from a spring for use as a paint base. Mrs. Betty Oberg related that Louisa Boren Denny, the wife of David Denny, said that Indians came to the spring to get the pigment for war paint (Oberg in Worthley, 1982, p. 60). A more likely use was as a paint base for ceremonial paraphernalia:

In Muck-muckum (Belltown) there was a permanent camp, where the medicine man lived. Here they had many totem poles, carved from cedar and painted black and red. The red paint was made from a red clay obtained at Licton Springs, north of Green Lake (Denny-Lindsley, 1906).

That shamans from several locales traveled to the springs to obtain the red pigment is suggested in information given by the late Ed Davis, a Snoqualmie elder who was born on the Cedar River around 1900, and one of the last people to witness the spirit-canoe ceremony, a soul-recovery ceremony carried out during the winter solstice by several Puget Sound groups. For use in this spectacular ceremony, large, white-painted boards were painted with red and black pigments in a long process:

As a small boy living in the longhouse, Ed was available to help out and run errands during this process. He recalled that the white base paint was occasionally stirred to thicken it up. As a boy, he helped stir it during the long day of preparation that began early in the morning and finished late in the afternoon.

After the coating of white, designs were applied in black and red. Black was made from charcoal mixed with a fixative. The red, he remembers, was made from a yellow crust, probably a mineral precipitate, found at the edges of some springs, gathered, baked, ground up, and mixed with a binder. (Miller, 1988, p. 49)

The totem poles Denny-Lindsley mentions were probably these boards or the smaller spirit figures also used in the ceremonial.

The main camp here may have been located northwest of the cranberry bog on a rise that is now the site of North Seattle Park, also known as Frisbee Park. In the late 1970s, a stone projectile point was discovered near here. Possibly a trail connected this camp with the fish weir site, a route that would have skirted the swamp further east on Thornton Creek and entered the burn beyond that. Another trail may have led up from Union Bay to the weir site and the portage trail. This trail would have passed near the Wedgewood Boulder, a large glacial erratic some believe marked a rendezvous point:

Long ago, the red man used it as a landmark. In its position, standing on a flattened knoll on a gentle rise halfway between Green Lake and Lake Washington, this silent sentinel of many tons served as a rendezvous and camping grounds for generations of Indians. Many forest trails converged on

it from all directions. To the Indian, it was known as “Big Rock” (Krenmayr, 1961, p. 36).

Although neither Waterman nor Harrington list it as a place name, the discovery of a stone projectile point a short distance away from it in the 1950s supports Krenmayr’s description. The route of these trails may also be preserved in the early road system in this area plotted on the first topographic quadrangle map of Seattle, printed in 1894 and reprinted in 1903.

The existence of the western half of the second trail system is based upon the following excerpt from an article written in 1896 by Abbey Denny-Lindsley, one of pioneer David Denny’s and Louisa Boren Denny’s children:

The northern Indians would torment the Sound Indians until they would hide in the dense woods back of Haller and Oak [Bitter] lakes, where the land buyer of today will be surprised to find clam shells left by them. The Indians in hiding would creep out of the dusk of evening or faint light of early morning to dig clams and gather mussels (Denny-Lindsley, 1906).

The route from Spring Beach ascends the easiest grade and connects with the burns adjacent to the crabapple swamp next to Bitter Lake. The fact that both Bitter Lake and Haller Lake were named, suggests to me they were significant campsites. Because of that, a route connecting Haller Lake to North Seattle Park seems probable. The trail leaving Haller Lake and heading east to the Lake Washington shore would have skirted the skunk cabbage swamp on Thornton Creek, a possible elk hunting area. I believe it ended at the site named (**bs ce’λxa**), “rock,” a huge boulder that, like the Wedgewood boulder, marked a camp site and the beginning of a trail.

The third trail system is the most conjectural. No point on it is named, which suggests to me that campsites along it were day camps only. The trail from the Puget Sound shore to Ronald Bog is the one described by Charles Taylor, and its general route would appear to have evolved into the road system plotted on the 1896 map. Mrs. Robert F. St. John described how the process worked in Richmond Beach:

Trails were widened out into wood roads and the street from Andrews to the Sound was laid and made usable. This is the first street of Richmond Beach and at present is the only street having no name. Some of the old trails developed into roads running over the townsite in all directions resulting in bits of bad ground showing up even yet in our yards and gardens, pieces of old puncheon and patches of roadbed like hardpan (St. John in Worthley, 1975, p. 84).

From Ronald Bog a trail may have led to the thick salal Carlton noted between sections 5 and 2 and thence, to the limit of canoe travel on McAleer Creek, if not all the way to the mouth. The name of Lake Ballinger, (**sa'cu**), referred to a prominent bank on the shore, probably the site of a major camp. A trail to the lake probably branched at some point off the route from Ronald Bog to McAleer Creek.

There may have been more trails than these, especially in the burned areas where game was more plentiful. But it is also likely that the people were quite adept at passing through forested land without benefit of trails by simply keeping track of landmarks and general direction. This is how my friends and I managed to hike over large tracts of country covered by dense second growth timber during our childhood in south Snohomish County. We followed routes rather than paths, and constant rambling made us familiar with the lay of the land. We rarely got lost even though we traveled miles from home. I would expect native people to have been at least as familiar with the land as we were, in which case a vision of native trails as well-worn paths may be more a reflection of our unfamiliarity with the wild and our dependence upon well-maintained forest service paths in unfamiliar territory than any real understanding of native practice.

Folklore Relating to the Land

Several sites in the Shoreline area were associated with supernatural beings or with myths. Two on the shore of Lake Washington were identified by place names. Waterman gives the following for (**x'iyaq'a'dialtu**), “thunderbird’s house”:

A place on the lake shore, at the edge of a bluff. The mythical fowls which are supposed to cause thunderstorms by clapping their wings and winking their eyes were believed to nest here in the trees (Waterman, 1922, p. 190, #54).

I believe this was actually the nesting site for condors (*Gymnogyps californianus*), which are known in Puget Salish folklore and ethnozoology (Turner, 1976, p. 52). This is near a site I suggest may have been the burial ground used by the (**tuobeda'bs**) (Kuo, 1979. P. A-14).

Another place name with supernatural significance was (**sλə'pqs**), “deep promontory.” Waterman provides the following explanation:

A very “dangerous” place at the edge of the lake. People swimming here were formerly “taken away” by something supernatural (Waterman, 1922, p. 190, #55).

One place with mythic significance was a channel that once connected Mud Lake at Sand Point with Lake Washington. Waterman records the name for this place as (c'aa'tqo), "channel," "watercourse," and writes: "There is a myth which refers to this channel, but I could not obtain the details (Waterman, 1922, p. 190, #45)." Elsewhere in the region the same name refers to supernaturally hidden channels, and a story told by Chodups [Flea] John, also known as Lake John, a resident of Portage Bay, recorded by Sophie Frye Bass, may preserve the myth describing this feature. The story ran like this:

One of Chodups John's tillicums wounded an elk on the shore of Lake Washington. The elk leaped into the water and the Indian rushed after it and tried to climb up on its back – a common thing for Indians to do when hunting big game. During a struggle the dying elk in some way caught his antlers in the Indian's shirt, thus holding him under water. A month or so later the bodies of the Indian and the elk were found together on the shore of the Sound where Richmond Beach is now (Bass, 1947, p. 48).

This is similar to other myths in the Puget Sound region that describe underground supernatural passageways connecting lakes with the waters of the Sound.

Before leaving the subject I should mention the native attitude toward the forest itself, which folklore inhabited with all manner of strange and fearful supernatural beings. I end with a brief excerpt from one of my own writings on the subject:

Puget Sound mythology populated the landscape with a host of strange beings: giants with trees growing on their heads, swamp things, heart-devouring shadow monsters and soul thieves who haunted trees bearded with moss. Legendary accounts of the forest dwelling stetalh and tsiatkwu, the so-called 'Stick Indians' that inspired both fear and fascination, may preserve hazy memories of peoples migrating into the region, driven by changes occurring elsewhere on the continent (Buerge, 1996, p. 25).

The forest was a dark and awesome realm, the source of both plenitude and danger and, therefore, worthy of respect. Like no other change, the forest's disappearance at the hand of the Americans was regarded by native peoples as part of the cataclysm marking an end of their world and the birth of a new and less hospitable dispensation.

David M. Buerge

Lushootseed Names Used in this Report

Names of Groups

1. **Šilšola'bš** (shil-shol-AHBSH). The Salmon Bay people. Their name derives from the verb (**šilšol**), “threading a bead,” which was descriptive of the way the narrow opening of salmon bay penetrated the land, as well as, perhaps, the way canoes appeared passing up and down the channel.
2. **x' ačua' bš** (ha-ah-chu-AHBSH). The Lake Union people. The name for Lake Union, (**x' a' ču**) (ha-AH-chu) meaning “littlest lake,” referred to the perception of Lake Sammamish, Lake Washington and Lake Union as parts of a concatenated watercourse extending from the Issaquah Alps to Shilshole Bay. Lake Sammamish was (**xatxaču**) (haht-hah-chu), “lesser lake”; Lake Washington was (**xa'cu**) (HAH-chu), *The* lake, and Lake Union was (**x' a' ču**), the “littlest lake.”
3. **šluwila' bš** (s-hlu-weel-AHBSH). The Union Bay people. The name comes from the word (**šluwi'l**), “narrow hole,” that canoe makers bored into the dugout hulls of their craft during the final hollowing-out process to measure the thickness of the hull. In this case, the word was used to describe the network of narrow passages criss-crossing the marsh at the margin of Union Bay that native women followed when they gathered reeds and edible plants.
4. **tuobeda' bš** (tuo-beh-DAHBSH). The Thornton Creek people. Their name derives from (**tuxu'bid**) (tu-HU-beed), the name for Thornton Creek.
5. **scapa' bš** (s-tsah-PAHBSH). The Sammamish River people. Their name actually means ‘willow people,’ referring to the willow trees that grew along the natural levees of the intensely convoluted Sammamish River channel.
6. **tabtabiux** (tahb-tah-biukh). The Juanita Bay people. Their name may mean ‘loamy banks people,’ referring to the banks of Juanita Creek, or ‘Grizzly Bear people’.
7. **sacakala' bš** (sah-tsah-kah-LAHBSH). The Mercer Slough people. The name means “head of the slough people,” referring, I believe, to the location of their village at the head of Mercer Slough.
8. **xačua' bš** (hah-chu-AHBSH). The Lake people. The people living alongside Lake Washington and more generally, those who had adapted their societies and technologies to a lake environment.

Names of Places Used on the Maps

The following list starts at the northern shore of T 26 N., R 3 E, and continues in a counter-clockwise motion, with various detours to identify features inland, and ends up at the northwest shore of Lake Washington on T 26 N., R 4 E. Most of the translations are taken from Waterman. The transliterations of the sounds are mine.

1. **it̥həl stubus** (eet-hlul stoo-bus). Point Wells “This side of stubus [stubus was Point Edwards].”
2. **q’euq’e’waidet** (q-eu-q-EW-ai-det). “Kinnikinnic.”
3. **qaa’dəeb** (QAAH-dub). Mouth of Boeing Creek.
4. **x̥e’əx̥wəd̥zils** (HWEH-uh-hwed-zils). Sheer cliffs near Spring Beach. “Something sharp at the top.”
5. **q^wa’təb** (QWAH-tub). Mouth of Piper Creek.
6. **qe’təbəd** (QEH-hluh-bud). Meadow Point, “canoe[?]”
7. **du̯lə’č** (du-TLHECH). Green Lake.
8. **x’a’ču** (h-AH-chu). Lake Union, “littlest lake.”
9. **sq itsqs** (sqwits-qs). East shore of Portage Bay, “little promontory.”
10. **s̥tuwi’l** (s-hlu-WEELH). Union Bay marsh, “narrow passages.”
11. **slo’q’qed** (SLOQ-qed). Denny Marsh, “bald head.”
12. **liq’tid** (LEEK-teed). Licton Springs, “red, colored.”
13. **sis̥a’təb** (see-SAHLH-tub). Haller Lake.
14. **č̥a’lk^wadi** (CHAHL-kwah-dee). Bitter Lake.
15. **a’did** (AH-deed). Inlet on eastern shore of Union Bay, “Dear me!”
16. **č̥ebu’ltu** (chub-UL-tu). Webster Point, “drying house.”
17. **xa’ču** (HAH-chu). Lake Washington “*The* lake.”
18. **tuca’x ub** (tu-TSAH-hwub). Shoreline north of Webster Point, “beating.”
19. **ləls** (tl̥els). Wolf Bay, “shiners” [peamouth?]
20. **bəbq^wa’bəks** (bub-QWAH-buks). A timberless area south of Sand Point, “prairies.”
21. **č’aa’l̥qo** (ch-AAHLH-qo). A short channel connecting Mud Lake with Lake Washington, “channel” [possibly ‘subterranean channel’].
22. **wisa’lpəbs** (wis-AHL-pubsh). Mud Lake.
23. **sq^wsəb** (sqws-ub). Sand Point.
24. **t’uda’xəde** (t-oo-DAH-hud-eh). North shore of Sand Point, “a plant with small inedible white berries.”

25. **sla'g^wɔlagəc** (SLAH-gwul-ah-gwuts). Pontiac Bay, “where cedar bark can be found.”
26. **x^wəx^wi'yaq^wais** (hwuh-HWEE-yah-qwais). The shore north of Pontiac Bay, “pulling on a line which is made fast to something.”
27. **tuxu'bid** (tu-HU-beed). Thornton Creek.
28. **cixicixa'ltu** (tsikh-tsikh-AHL-tu). Little promontory north of Thornton Creek mouth, “eagles' [ospreys?] house [nest].”
29. **x^wiyaq^wa'dia'ltu** (hwee-yah-QWAH-dee-AHL-tu). Place on the shore north of the proceeding, “Thunderbird's house [possibly an old condor nesting area].”
30. **sɔ'əpqs** (stlh-up-qs). Promontory at Lake City, near the foot of N.E. 125th, “deep promontory.”
31. **bsce'la** (bs-CHEH-tlah). Large boulder on the lake shore located at 15008 Beach Drive N.E., “where there is a boulder.”
32. **s'a'cucid** (s-AH-tsu-tsid). Mouth of McAleer Creek, “mouth of the (s'a'cu) creek.”
33. **s'a'cu** (s-AH-tsu). Lake Ballinger, “face.”

Chapter 2:

Shoreline Ethnography

This report succeeds Chapter 1, “The Maps of the Early Shoreline Area,” specifically, the ethnographic content submitted to the Shoreline Historical Museum on December 21, 1996. This report provides additional information about tools and methods used in fishing, gathering and hunting in the Shoreline area as well as information regarding two new trails. Beyond this the information in the earlier report remains valid.

Orthography and Pronunciation

Native place names and words are written in the orthography developed to write the language identified as **Xwəljuscid** (Whul-joot-seed) hereafter written as Whuljootseed. Derived from the word **Xwəlj** (whulj), ‘saltwater,’ and **ucid** (oot-seed) ‘mouth,’ the composite identifies the major native language spoken on Puget Sound.

In parenthetic translations following highlighted native words:

- vowels are:
 - ‘a’ as in hot
 - ‘e’ as in the ‘a’ in fate
 - ‘o’ as in hole
 - ‘u’ as in hoot
 - ‘ə’ (schwa) as in hug
 - ‘ai’ as in height.
- consonants of ‘c’ and ‘s’ are:
 - s = s
 - š = ‘sh (s-wedge)
 - c = ts
 - č = ch (c-wedge)
- the λ (barred lambda) = the ‘tl’ in Atlantic
- the ɬ and ɮ (barred L) are sounded by placing the tip of the tongue on the palate and blowing around it
- In the rounded consonants: g^w , q^w , k^w and t^w , the w is barely sounded but rounds the lips to make the appropriate sound.
- The ‘ʔ’ sign indicates that consonants are glottalized: that is, pronounced with something of an explosive sound, a full glottal stop, ʔ, raised and following a letter, is the gap in sound one hears in the phrase, “uh oh.”

Shoreline

Bounded on the north by the Snohomish-King County line, on the south by the City of Seattle, on the west by Puget Sound and on the east by City of Lake Forest Park, the City of Shoreline rests on fluvial and lacustrine sediments deposited during the Vashon glaciation. Locally this represented the last pulse of the ice age defining the Pleistocene, ‘Most recent,’ the first geologic epoch of the Quaternary Period, lasting from about 2.3 million to 11,500 years ago. The Vashon glaciation, beginning about 20,000 years ago and ending about 12,500 years ago saw the advance and retreat of the Puget lobe, a tongue of the Cordilleran ice sheet that filled the lowland between the Olympic and Cascade mountains. Its motion created processional and recessional lakes that left a layered sequence of sediments: early transitional beds of sand and clay overlain by the thick Esperance Sand (an aquifer) and capped by till: a mix of clay, sand, gravel, cobbles and boulders compacted by the passage of ice and known locally as ‘hard pan’. Sandwiched between the transitional clay beds and the till, the Esperance sand holds water like an immense sponge.

The Topographic Setting

Shoreline’s elevation does not exceed 600 feet, presenting a relatively level plain, but the passage of ice left a parallel series of low, north-south ridges called drumlins that span the city like the corrugations of a washboard. Erosion in the intervening troughs that exposed the boundary between the Esperance Sand and the till give rise to springs and wetlands. Near Puget Sound exposure of the boundary between the lower three transitional clays and the Esperance sand and have led to landslides leaving sheer bluffs. Stream erosion has cut canyons into the bluffs, most notably those of Storm Creek and Boeing Creek. To the east, Thornton, McAleer and Lyon Creeks have excavated larger and broader diagonal basins. The City’s boundaries delimit but a small part of a geography that has been home to human groups for more than 13,000 years – 650 generations.

Most of the city lies within the Duwamish River watershed as it existed prior to dramatic engineering changes made at the beginning of the 20th century. Reaching from central Snohomish County to Mount Rainier, from Puget Sound to the Cascade Crest, this basin provided a rich life for thousands of people for thousands of years. Our focus is on its northwestern part.

Water Links

A shallow estuary of the Sound, Salmon Bay is affected by the rise and fall of tides. Its resources were predominantly marine, but it was also connected by Ross Creek to nearby Lake Union. Native people view Lake Union, Lake Washington and Lake Sammamish as a single, concatenated watershed, apparent in the names of Lake Washington, **Xa’ču** (KHAHT-

chu), ‘THE lake’, Lake Sammamish: **Xa’t-xaču** (KHAHT-kha-chu), ‘Smaller lake,’ and Lake Union, **Xa’ a’-ču** (khah-AH-chu), the diminutive of **Xa’ču**, meaning ‘Little lake’. All three underscore the unifying idea of connection.¹

Lake Sammamish empties into Lake Washington via the Sammamish River, but prior to the excavation of the Montlake Cut in 1916, the narrow Montlake divide separated Lake Washington from Lake Union. Springs on the divide’s western slope gave rise to a small stream in the Portage Bay marsh, but short trails connecting Portage Bay to Lake Washington provided the effective link.

The Montlake divide represented a feature native people called a **Jila’lič** (jee-LAH-leech) ‘Crossing-over place,’ distinguished from its diminutive form, **jijila’lič** (jee-jee-LAH-leech), ‘Little crossing-over-place,’ that identified the village in Seattle’s Pioneer Place Historical District. The singular term appears to have also identified the entire route between Salmon Bay and Lake Washington.²

The People

Geographic Identities

Groups in the watershed derived names from its segments. The **Dxwdəw’a’bš** (dxw [whispered]-duw-AHBSH) – the ‘real’ Duwamish – lived on the Duwamish, Black and Cedar rivers, all considered one stream they named **txwda’o** (txw [whispered] DAH-O). The **Xaču’a’bš** (Kah-chu-AHBSH), lived on Lake Washington, and the **Xa’ a-ču’a’bš** (Khah-ah-chu-AHBSH) on Lake Union. The **Stsapa’bš** (s-tsah-PAHBSH) – Sammamish – lived on the Sammamish river and the **Xa’t xaču’a’bš** (Khaht-Khah-chu-AHBSH) on Lake Sammamish. The **Skopa’bš** (sko-PAHBSH) lived on the Green River. The White River, **Sba’lqo** (SBAHL-qo) ‘split river,’ divided into northern and southern flowing tributaries near the present town of Auburn. The **Stuq’a’bš** (stooq-AHBSH), ‘log-jam people,’ lived on the northern tributary, called the lower White River, while the **Stu’xabš** (STOO-khahbsh) – Stuck River people, lived on the southern tributary called the **Stux** (Stookh), ‘plowed through,’ that flowed into Commencement Bay. Those living on the White River above the division point were the **sbalqo’abš** (sbahl-QO-ahbsh,) ‘Split-River People’.

Habitats

These bodies of water made up the Duwamish River watershed, the most complex drainage basin in western Washington and one possessing a rich and complex ecosystem. Ecologically it consisted of several habitats. The open water, beaches and tidal estuaries of Salmon Bay and Elliott Bay represent a marine or saltwater habitat. The watershed’s lakes, their marshes, and its rivers: the Sammamish, Duwamish, Black, Cedar, White, Green and

Stuck rivers, each with its own system of tributaries, represent an aquatic environment subdivided into lake and river habitats. The rivers heading in the Cascade Mountains--the White on distant Mount Rainier--drained a high country marked by broad parklands, kept open by repeated burning. This represented a terrestrial, inland habitat with its own unique plant and animal resources.³

Ethnic Identities

Groups adapting to these varied habitats developed distinct material cultures. Citing the single example of canoe types, groups on Puget Sound needed large canoes with high prows and freeboards to avoid being swamped by waves. These were primarily the **ao'txs** (ah-OT-khs), 'war canoe,' and the **sti'wat** (STEE-wahlh), 'freight canoe'. But their added weight and draft meant they could not navigate shallow streams, and river groups developed the lighter **tl'ai** (TLH-ai) or 'shovelnose canoe' that could be easily poled over riffles or dragged over jams. Lake Washington could generate waves as large as those on the Sound, and groups living along its shores needed both types. Further inland, hunters travelled overland on trails as much as they canoed on rivers, and the appearance of horses in the 1740s transformed their lives, but saltwater, lake and river people seldom made use of horses.⁴

The differences in tool sets and gathering strategies led to differing lifeways. Saltwater villages bordered the Sound in a radial pattern of settlement, and marital ties between them fostered trade and wealth, making them **x^walja'bš** (hwahl-JAHBSH), 'saltwater people,' because their life focused on the Sound. The Salmon Bay people were **xwalja'bš**.

Like their saltwater kin, Lake people also lived in villages around the lake, where each village group fished the lake and maintained its own creek fishery or fisheries independently from the rest. The **Xačua'bš** of Lake Washington, the **Xa[?]a'-čua'bš** of Lake Union, plus the **sluwilabš** (s-lhu-weel-ahbsh) of Union Bay on Lake Washington and Ravenna Creek, and the **Tuobeda'bš** (tu-oh-beh-DAHBSH), of Thornton Creek, McAleer Creek and Lyon Creek were all **Xačuabš** 'lake People'.

Intermarriage between groups up and down a river provided for the effective management of its fishery, the primary food source. Each village had a name, and those located on a particular segment were identified by that name as well, but all were **stoləg^wabš** (sto-luh-gwahbsh), 'River people'.

Those living up on Issaquah Creek flowing into Lake Sammamish and in villages on the upper waters of the Cedar, Green and White rivers in the mountain foothills lived in named villages, and had, like river groups, a river name, but their hunters commonly crossed into other watersheds in search of game. To facilitate agreements about the management of hunting ranges, an exercise aided and expanded by the introduction of the horse, they intermarried with hunting groups on neighboring watersheds both east and west of the Cascades. Because

of the distinctive lifeway they developed, they were called **Laləbiux** (Lah-leh-biukh), ‘Inland People’.⁵

Ethos

The geographical setting and habitat adaptations that identified these groups also encouraged an ethos among each, a group consciousness sometimes expressed at the expense of others, not unlike, in our time, the determined support of rival athletic teams. For example, saltwater parents were wont to upbraid misbehaving children by accusing them of “...behaving like one of the Issaquah Creek people!” an inland group living at the back of the beyond. Conversely, the inland uncle of a man planning marriage told him repeatedly that if he ever married “...one of those damn saltwater Indians,” he would kill him. The marriage did not go forward. But despite such attitudes, kin connections among all groups in the watershed enabled the widespread sharing of resources. Each group had much to offer.⁶

This report focuses on the saltwater people of Salmon Bay and the Lake People of Lake Union and the northwestern shore of Lake Washington. But their Duwamish kin, and those from outside the watershed: the **dx^w səq^wəb** (dxw [whispered] suq-wub), Suquamish, the **sdohobš** (sdoh-hobsh), Snohomish, the **S.duk^walbixw** (sdu-kwahl-bixw [whispered]), Snoqualmie, and even groups from across the mountains also visited the camps to share resources. The roving lives of all bred familiarity.⁷

Four Named Groups

In early historic time (1792-1850), the natural resources of the Shoreline area were used primarily by four named groups: The **šilšola’bš** (sheel-shol-AHBSH), of Salmon Bay, the **xa’ ačua’bš** (kha-ah-chu-AHBSH) of Lake Union, the **šluwilabš** (s-lhu-weel-ahbsh) of Union Bay on Lake Washington including Ravenna Creek and Green Lake, and the **Tuobeda’bš** (tu-oh-beh-DAHBSH), also known as ^{tu^{xu}}**bida’bš** (tu-hu- [whispered] bee-DAHBSH), of Thornton Creek, McAleer Creek and Lyon Creek.⁸

Village and House Groups

Among records presented in 1927 as evidence in *Duwamish et. a. vs. United States of America*, in the U. S. Court of Claims, were two village lists, W-2 and Y-2. Village list W-2, “Number of Duwamish Villages on White River Valley,” named fourteen villages starting at Salmon Bay and moving south to Elliott Bay and south to the Duwamish, lower White (Green) River and villages on the Black River. Village list Y-2, “Villages of the Duwamish at Lac [sic] Washington, lists 14 villages named following a roughly circular pattern on the lake. Each list also counted the houses in each village and their dimensions: large houses measuring 10 by 20

fathoms, or about 60 by 120 feet, and medium houses of 8 by 16 fathoms or about 50 by 100 feet.

A generic term for a shelter, **alt^u** (ahalt-u); included permanent houses made of planks, **tə'sbəd** (TUS-bud), 'winter house'. These were sturdy, wood frame and vertically planked structures with shed, gable or gambrel roofs covered by carved, overlapping boards set in the manner of Spanish tiles. In each house, families had their own living areas whose hearth, in a gabled house, were set beneath the roof axis, and in a shed or gambrel house, along the higher side. Before historic times, there appear to have been no windows. One door at the end provided access, and another facing the forest provided escape during a raid. A large bench bordering the walls served for sleeping with storage underneath, and a side shelf hanging from rafters provided more storage. Living areas were surrounded by gear, wraps, boxes and baskets of preserved foods. Dried or smoked meat and fish hung from a large, rafter-hung rack extending the length of the house over the cooking fires.⁹

Like other native groups on Puget Sound, the Duwamish were semi-migratory. The onset of spring was marked by the "Red Tamanous" when the people decorated themselves with vermilion and donned new clothes. Myths about the lascivious figure of Mink were told as the world blossomed. Families cultivated gardens and began leaving the longhouse to camp at favored gathering areas with kin, leaving the older people at home to care for the younger children. They returned periodically to store food, and for celebrations like the arrival of the first salmon.

Families followed a regular itinerary as food sources became available, and it was said that if you knew the family, you knew where they would be at any time during the year. In high summer and early fall, when food gathering was in full swing, nobles hosted potlatches, **sg^we'g^wey** (SGWEY-gwey), 'Come! Come!', in Whuljootseed, accompanied often by betrothals, marriages, athletic contests, gambling matches and secret society initiations. These were held in specially constructed houses called **sgwi'gwi-altu** (SGWEE-gwee-ahlt-u), 'distribution house,' that might be hundreds of feet long. As groups caught the last migrating fish or netted autumnally migrating waterfowl, hunters and gatherers returned from high mountain camps. When weather became inclement, families reassembled in longhouses, and winter villages hosted impressive winter dances as the peoples' guardian spirits returned. For these deeply religious events groups visited one another, exchanged gifts and held feasts. During winter solstice, creation myths were recited to rapt audiences; the road to the land of the dead lay open and lonely ghosts came to visit kin. Those who believed their souls had been kidnapped by ghosts hired ceremonialists to re-enact a journey to the land of the dead to retrieve them. These dramatizations, most highly developed among the Duwamish, often require many consecutive nights to complete. All these rites were intended to remind the forces of nature of covenants they made with humanity to nourish the people.¹⁰

A winter village represented a named, autonomous group that prized self-sufficiency. Marriages arranged into or out of the winter village kept this in mind. Each winter village had one or more longhouses, each sheltering several closely related families that encouraged members to develop necessary specialized skills like fishing, weaving, hunting, carpentry, basketry, food preparation, oratory and storytelling. What individuals and families in the longhouse gathered or produced, they shared.

This vigorous and satisfying life and the human activity it generated over millennia enhanced the physical beauty of the region noted by early explorers.¹¹

The Salmon Bay People

The Šilšolabš lived in the village of **Dux šilšol** (dukh [whispered] sheel shol-- probably 'At the Sheelshol', at what is now the Carl M. English Botanical Garden at the Hiram M. Chittenden Locks in Ballard, Seattle. The native name for Salmon Bay, **šilšol**, meaning "threading a bead," described the action of canoes passing through the narrow inlet as a weaver would carefully thread a bead.¹²

Two medium-sized houses and a large house doubling as a distribution house, were located here. The latter structure, called a **he'q'al'al** (HEQW-al-al), 'big house,' when not being used for a **sg^we'g^wey**, was a house whose planks would be dismantled for use away as a noble family's summer home. A medium-sized house may have sheltered three or four families or between 15 and 20 people. A large house might shelter four to six families--about 20 to 30 people. If, as seems probable, the big house was normally occupied, we can estimate the population to have been between 50 to 70 people.

The presence of a big house indicates that this was a noble village, meaning that many if not most members belonged to the **sia'b** (see-AHB), 'Good', the nobility, also called Tyees in the Chinook Jargon. Nobles belonged to important families whose names were inherited, who were well married and had connection with powerful guardian spirits associated with wealth that enabled them to host **sg^wey'g^wey**. A **Sia'b**¹² might have more than one wife and possess slaves that served the family. About one third of native people on Puget Sound are thought to have been noble, the rest being commoners and a small number of slaves. In historic times, when western-introduced diseases decimated populations and destabilized societies, ambitious commoners and even children of slaves who displayed capacity could gain status and wealth enough to host a **sg^wey'g^wey**.¹³

The burial ground for **Dux Šilšol**, west of the northern pier of the railroad bridge crossing Salmon Bay, has been obliterated by historical construction. The land of the dead was generally believed to be west of a person's birth village, hence the road souls took to reach it headed generally in that direction. Saltwater burial grounds commonly featured elevated

canoes that held the dead, but they also buried remains in small, roofed enclosures and even in elaborate stone crypt graves.

In the 1850s, Pioneer doctor Henry Allen Smith settled among the Salmon Bay people and described their recent history:

When I settled here in 1853, about a dozen families of the Shilshole tribe were still living on Salmon Bay, and I learned from them that within the recollection of their older men they numbered between 500 and 600 including children, and according to tradition their numbers once ran up into the thousands and they occupied the entire country from Smith's Cove and Lake Union to the Snohomish River. They claimed that the cause of their rapid decline was owing to frequent raids made upon them by the northern or Stikeen Indians, who visited the Sound every year for the purposes of plunder.

Disease also devastated them, and Smith opined that in his time their numbers continued to decline due to sickness brought on by an inveterate love of gambling. When a larger people, they mingled with Snohomish and Snoqualmie at what is now Edmonds, and, with a greater population, likely made greater use of trails to gather resources.¹⁴

The Lake Union People

The **xa' a'čua'bš'** had at least one winter house. In *Pig-tail Days In Old Seattle*, author Sophie Frye Bass (1867-1947), granddaughter of Arthur Denny, writes:

A large Indian camp built at the shore line of Lake Union near Westlake held several families, and, being made of cedar slabs and bark, it withstood the weather. An opening in the roof allowed the smoke to escape; poles were put across the room, and on these fish and clams were hung to dry over the fire. Mother could always tell where we had been from the odor that clung to us of smoke and drying fish. We children liked to go to the camp for there were so many interesting things going on.

There is also mention of a house on the southeastern shore destroyed in 1875 when an equinoctial storm blew a tree on it, and hearth fires ignited and consumed the damaged structure. I believe these habitations were not coeval but sequential as encroaching white settlement gradually drove the Lake People away from their homeland.¹⁵

Connected by Ross Creek to Salmon Bay, they were closely related to their saltwater kin. Like them, they made use of a **t'ə'kəp**, (TUH-kup), a duck-catching net erected on meadows between Queen Anne Hill and Denny Hill (the latter since removed). At night or on

foggy days, waterfowl, ‘started up’ from the southern end of Lake Union and would habitually fly over the meadows where they became entangled in a large net hoisted between tall poles.¹⁶

Historical memory of a native burial ground located at the northeast corner of the Mount Pleasant Cemetery on Queen Anne Hill, is right where it should be if it served a winter village on the south end or east side of the lake. We do not know the 14 sizes of village longhouses, but Bass’s ‘several families’ suggests between 20 to 30 people lived on the lake. Trails from Portage Bay over the present University of Washington campus and the Montlake neighborhood connected the Salmon Bay and Lake Union peoples to Union Bay on Lake Washington, the home of the **Stuwilabš**.¹⁷

The People of Union Bay

The **Stuwilabš** took their name from a large marsh in Union Bay watered by Ravenna Creek heading in Green Lake. The word **Stuwil** describes holes canoe makers drilled in hulls during construction to measure thickness. A splint gave the measure, and the small hole, sealed with pitch, was watertight and nearly invisible. Stream current made barely subtle passages in the vegetation by which village women, by grasping reeds and pulling their slim lake canoes forward, could reach hidden gardens of cattails (*Typha latifolia*), and wapato (*Sagittaria latifolia*). The round fruiting stems of the cattail were used to make mats and springy mattresses; the roots were pulled up and steamed. The bulbs of wapato, a close relative of the Asian water chestnut, were separated from muddy bottoms by wiggling toes and eaten fresh or dried, powdered and stored as a kind of flour.¹⁸

This was a large group housed in five medium houses at a place called ‘**Thu-wahl**’ (a variant of **stuwil**), “a stone’s throw,” from the University campus, and probably three more at ‘**Tal-Eliso**’, a Y-2 variant of the place name **łels** (Tlels), ‘Minnows’ (probably peamouth, *Mylocheilus caurinus*), on Wolf Bay. It is difficult to imagine so large a village not having nobles enough to host a **sg^we’g^wey**, but a place at Madison Point named **biskwi’kwił** (bees-KWEE-kweehl), ‘where-(bis) Skate [lives],’ a mythic figure noted for his wealth, suggests it may have been the site of a big house like the one used on Salmon Bay. A Y-2 village name, **Qui-Qui-Alongh**, with one medium house, that includes Skate’s name **kwi’kwi**, and the suffix, **Alongh**, the anglicization of al²al, ‘shelter’ – ‘Skate’s house’, suggests that if this was a dual-use big house like its counterpart on Salmon Bay, the group may have numbered between 130 and 180 people, a large community.¹⁹

This group’s burial ground was located on Foster Island, on the south shore of Union Bay, now obliterated by the State Highway 520 approach to the Evergreen Point Floating Bridge. The location would seem to contradict the notion that burial grounds were located west of villages. Most of the large rivers entering Puget Sound flow from east to west, and the direction of flow, underscoring the sunset location of the land of the dead, and the westward

passage of the sun, moon and stars served as a metaphor for life. It is possible to talk about up-lake and down-lake people: the flow of Lake Washington's water coming largely from the Sammamish River in the north and exiting via its southern outlet, the Black River, may explain the location of the burial ground. Among modes of burial, the Union Bay people hoisted the dead in boxes lashed to the branches of trees. As bindings and boxes gave way, the clatter of falling bones could be heard across the water.²⁰

The Thornton, McAleer and Lyon Creek People

The **Tuobeda'bs̄** (tu-oh-beh-DAHBSH) wintered further north on the lake near the mouth of Thornton Creek in Matthews Beach Park. A single medium sized house stood at a place called '**Dua-hoabun**' (probably **dx^w Xubɔd** (dxw [whispered], hoo-bud), 'quiet place'). A map sketched by the legendary anthropologist and linguist John Peabody Harrington shows the **tlawetlab̄** (tlhah-wet-tlhahbsh – his version of **Sluwilab̄s̄**) and the **Tuobeda'bs̄** as the two named groups on Lake Washington's northeastern shore, but medium-sized houses, one each, also stood near the mouths of McAleer Creek and at Lyon Creek. The native name for McAleer Creek's mouth, **Sa'cucid** (SAH-tsu-tseed), 'Sa'tsu mouth' took its name from Lake Ballinger, **Sa'cu** (SAH-tsu), 'face'.²¹

I believe the anglicized Y-2 village name, **Sazo-chagin** is Sacucid. The same may also be true for Lyon Creek, **četčal** (chet-chal), and the Y-2 village name **Tho-chu-achel** (possibly **dx^w čət-čal** (dxw [whispered] chut-chal). A single medium house stood near the mouth of Lyon Creek, which, added to the houses at McAleer and Thornton Creek, may have sheltered a total of between 45 to 60 people. Because each village on the lake maintained its own fishery, there was not the emphasis on connecting marital ties as among riverine groups, hence the lake identity seems not to have been as ardently maintained as it was elsewhere. Perhaps as a result, the up-lake people were considered 'poor,' at least by saltwater people. They were among the very first named groups to lose their habitat identity in the 1860s. A group living on May Creek on the eastern shore of the lake developed an ingenious trap to catch grouse on logs, and an unusual weir surfaced during the lowering of Lake Washington in 1916, but it was not studied or described. The people had disappeared before anyone interested enough recorded their culture.²²

Taken all together, the 16 houses of these three groups: 1 large and 15 medium-sized, probably sheltered between 140 to 270 people. The total would have reflected the carrying capacity of the land plus what people produced in their gardens and shared with other groups. The number would have varied with the fluctuations of animal populations: fish, shellfish, waterfowl, elk, deer, bear, smaller animals plus wild and cultivated crops. But given the wide range of available foods, successful food gathering and preserving methods and traditions of

hospitality and generosity, the population probably would have remained relatively constant save for epidemics or violent raids.

Native Resource Use in the Shoreline Area

The 1996 report postulated a native trail system based on ethnographic and historical evidence. This report describes two more trails and provides more detail about how native people fished, hunted and gathered in the Shoreline area and preserved foods for the winter months. Although Saltwater and Lake peoples made use of river and inland habitats, we focus on their activity in the Shoreline area.

Many saltwater people identified themselves as nobles intermarried with other noble saltwater families. They often built houses for visiting in-laws and had summer homes that sheltered extended gathering forays. To maintain their social status and host ceremonies for large numbers of people required a significant amount of resources, and large houses for storage and sea-worthy canoes, often decked as catamarans to haul bulky goods, were required to serve distant camps.

Fishing

The primary food sources for saltwater and lake people were five species of salmon. These were the Chinook or King Salmon (*Oncorhynchus tshawytscha*), Coho or silver salmon (*O. kisutch*), Sockeye or red salmon (*Oncorhynchus nerka*), Pink or humpbacked salmon (*O. gorbuscha*) and Chum or dog salmon (*O. keta*). Native names for these are:

- chinook = **yubəč** (yu-buch)
- coho = **sq^wa'hx^wis** (SQWAH-hweets)
- sockeye = **scəci** (SCHUT-tsee)
- chum = **ł'xwa'i** (tlh-HWAI)

Other important salmonids or salmon-like fish were:

- steelhead (*O. mysis*) = **Qixw** (qeechw)
- sea-run cutthroat trout (*O. Clarki*) = **Stəšəb** (stuh-shub)
- smelt = **tča'au**
- herring (*Clupea pallasii*) = **stu'²al** (STOO-ahl)²³

Salmon were netted or speared as they passed through Salmon Bay and ascended swift flowing Ross Creek into Lake Union. Near the lake's west end, **g^wa'x^wop** (GWAH-hhwop) 'outlet', the people operated a weir on Ross Creek, likely a barrier maze that slowed fish down so they could be more easily caught.

On Puget Sound, hunters caught porpoise: **k^wəsyu** (kwus-yu), harbor seal: **sup²qs** (sup-qs) and large Chinook salmon using long-shafted double-headed harpoons with detachable barbed toggles. Lines made of Indian hemp (*Apocynum cannabinum*), imported from

eastern Washington connected the toggles to duck-shaped floats with shallow, concave bottoms. When the animal dove, the float went down with an audible ‘plump’ that hunters could follow over long distances even in fog. Because seal meat was greasy, porpoise was preferred and because these were wary and intelligent animals, they were generally hunted at night where phosphorescence helped track the animals. The carcasses of both, minus entrails, fins and flippers, were baked in deep cobble pits heated by wood fires. Wrapped in fern fronds and placed on the cobbles, the meat was covered with more fronds and mats. Earth might also be piled on and water added to steam the seal meat. Baking took several days, and because neither meat preserved well, their capture occasioned a feast.²⁴

Ling cod, *Ophiodon elongatus*, **t'tai'əb** (t-TAI-ub); rock cod, *Lotells rhacina*-- **t'aliq^ws** (tah-hleekws); shark, **qwatštalitšu** (qwat-shtal-EET-shu); perch--**sabk^u** (sahbk-u), and smaller salmon were trolled with simple barbs, sometimes the spine of a ratfish (*Hydrolagus colliei*), tied at an angle to a short splint that, when swallowed, caught in the fish's throat. Halibut – **stšut'x** (s-tsh-OOTKH) were caught with larger ‘U’ shaped barbed hooks baited and hung in a horizontal position since the fish would not bite on vertical lures. In shallow water, rockfish, bullhead **sxwa'di** (SKHWAH-dee), flounder **p'wa'I** (p-WAH-ee), sole **sxatš** (skhahhtsh) and skate were speared, often by torchlight. On the rare occasions when salmon runs failed, brown bullhead (*Ameiurus nebulosus*) could be gathered at a place called **tət'a'iyəb** (tut-AI-yub), ‘bullhead,’ near the mouth of Meadowdale Creek north of Edmonds.²⁵

The bight between Meadow Point and Point Wells supported extensive kelp and eelgrass beds where crab – **bəsq^w** (busqw), shrimp and squid were seasonally abundant. At spawning time, herring schooled in their silver millions to lay eggs on the leaves. In canoes paddled by their wives, husbands knelt in the bow holding an oar-like herring rake. With a broad sweep through the school, sharp hardwood pegs fitted into one edge of the blade impaled the fish and, bringing the rake behind him, the man shook the fish off into the hull. Herring were cleaned, roasted whole and cured in heavy smoke for winter use. Herring eggs were stripped from the eelgrass and eaten fresh (wonderful when they popped on back teeth), but also stuffed in deer intestines, smoked and aged like cheese. People also submerged fir branches near shore that the herring plastered with eggs. Anadromous smelt could be caught with rakes or dipnets and were roasted or smoked but did not cure well for later use.²⁶

Surf smelt (*Hypometyus pretiosus*) and Sand lance (*Ammodytes hexapterus*), caught and prepared like other forage fish (eaten by larger fish), still spawn on Shoreline beaches and their habits were well known to native groups. Both spawn on higher intermediate beaches where smelt often leave shallow ‘paths’ winding across sandy-gravel beaches. Sand lance leave circular spawning pits. A variety of smelt, the eulachon or candle fish (*Thaleichthys pacificus*), so fatty that, dried at spawning time, it can be burned as a candle, still frequents Puget Sound but not in the numbers recorded further north.

The Salmon Bay people had beach camps from West Point north to Mukilteo, and their place names often identified the resource collected there. From these camps trails ascended stream canyons to gathering areas atop the bluffs. Several of these camps were in Shoreline.²¹

The place name **x^wix^wədzi'ls** (hwee-hwud-ZEELS), ‘sharp at the edges,’ described the often-angular boulders at Spring Beach, south of Shoreline. Ballard pioneer Margaret Isabel Wandrey describes an unusual manner of catching tasty little grunt sculpin, **sxwəd** (skhwud), (*Ramphocottus ruchardsoni*) at such rocks:

Old Juliana, an Indian, taught me another way to fish using nothing more than her cane. ...Julian had watched the tides all morning. Now the water was far out from shore and huge rocks were seen all along the beach. ...As we approached a bed of smaller rocks, she stopped. Then her gaze found numerous rocks covered with green growth and barnacles. ...she walked to a boulder which she tapped vigorously with her cane. ...a noise came from under the rock; several little fish grunted a peculiar growl of protest, but Juliana with strength still in her old body toppled the rock and lifted four little fish into a basket which she intended filling from rocks along the beach.

It wasn't so long afterward that Juliana and I wandered back up the trail with a much larger catch of fish than many fishermen have had the good fortune to catch. And ours needed neither hook, line or sinker.²⁷

Clamming

Beach boulders provided anchorage for mussels, rock oysters, limpets, gooseneck barnacles and, in crevices, the octopus. **Sqibqw** (skeebqw) whose salty tentacles (loose salt came with white settlement) were popular. Beaches of cobble, gravel and sand harbored extensive molluscan life. Mussels, **tulqw** (tool-qw), commonly formed huge mats from which they could be picked and roasted on coals.

Clam gardens also appear to have been developed in the area. People selected a rich clam bed in boulder or cobble fields and cleared rocks from a space as large as 40 by 30 feet that were piled on the sides. These were often boulders of considerable size and covered with barnacles that required a great deal of care and effort to move. During the times raiding parties harried the people, gathering groups always included men of the village. With the help of wooden pry bars, skid longs, stout lines made of interwoven limbs and woven mats to protect skin, they could muscle out the larger boulders. When found, clam predators like moon snails (*Euspira lewisii*) – **ka'mani** (KAH-mah-nee) and starfish (*Asteroidia*)--**q'wəla'či** (qwul-AH-chee), ‘fingers’ (how wonderful is that?), were removed. Several gardens have recently been

found in the Shoreline area, despite the fact that the building of the Great Northern sea wall has altered the beach by sharply reducing the normal influx of sand and rock from eroding bluffs.²⁸

To harvest burrowing clams, the people used the simple digging stick--a section of ironwood (*Holodiscus discolor*) **quatsa'gwats** (quat-TSAH-gwats). Called a dibber or dibble stick, it is a tool used by ancient hominids that has lost none of its efficacy for its profound antiquity. The early 20th century anthropologist Thomas Talbot Waterman provided a vivid description of a clam digging party using it:

The digging stick is a short piece of ironwood flattened at each end and pointed. It is carefully seasoned and its ends sharpened and hardened in the fire. For digging clams it is used just as it is.

Clam diggers loaf around camp and take things very easily until the tide is at its lowest ebb. When the best beds are exposed, they set to work and move with remarkable quickness, gathering a supply of the best clams before the tide returns.

The clam digger jams one end in the mud and gives the other a circular motion. It goes into the mud very rapidly. In this exercise the old women, who are very adept, flex their bodies at the hips, the head far down, as though they were trying to touch their faces with their feet. In this position they reach around very quickly and easily, and work with astonishing speed.²⁹

Shellfish were sometimes eaten raw, more often boiled, or dried for winter use. The big clams: cockles (*Clinocardium nuttalli*)- **sxəpab'** (skhuh-pahb), butter clams (*Saxidomus giganteus*)- **stxwub** (st-khwub), thin shelled littlenecks (*Callithaca tenerrima*)-**st'absa** (stahb-sah) horse clams (*Tresus nuttalli*)- **ha'ac** (hah-ats), the similar *Trepax capax* and geoducks (*Panope generosa*), were dried and traded. The horse clam **ha'ac**, 'always good eating,' and the geoduck, **gwi'dəq**, 'he has hairs on his penis,' preserve their native names. Cockles, butter clams and littlenecks were put on hardwood sticks and baked before fires. Horse clams, *Trepax* and geoducks were dry-roasted on cedar splints, but needed to be turned several times to be completely cooked. Dried clams were indestructible, and large quantities strung on cedar bark strands were widely traded. Homeward bound interior people looped them around their necks and pulled them off to nibble on as travel snacks.³⁰

After drying, strings of smaller dried clams placed in a heap about 2.5 × 5 × 2 feet and interlayered with sword fern fronds to keep them from sticking together were trodden until

they were flat. Removing the ferns, nearly twice the volume of clams could be stored in open weave baskets for winter use.³¹

Stream Runs

It took skill to clean and cut salmon before roasting and smoking it over a fire. Spring and summer salmon were better tasting than the fall ‘dog salmon’ (chum). It was plentiful, dryer (having less oil) and often fed to dogs, but was easily dried and traded. Through the miracle of modern marketing, American consumers have been similarly conditioned to appreciate the dog salmon of Alaska’s Copper River.

Eel grass sheltered juvenile salmonids and provided food for returning migrants as they adapted to estuarine and river conditions. Chinook, Coho and Chum salmon migrated up Boeing Creek along with sea run cutthroat trout. Large fish were speared and smaller ones caught at small fence weirs with dip nets.

In local mythology, the hero **Sta’kub** (STAH-kub) could throw his great drag net made of cedar and hazel branches over Four Mile Rock, known as **Łə’pləpŁ** (HLUP-luplh) ‘hanging over’, near West Point. As the great transformation swept over the world, it turned into the rock whose upper half appears to overhang the lower rock.³²

Lake Fishing

Home to anadromous fish, lakes also have their own resident stocks. One of the most valued in Lake Washington was the kokanee (*O. nerka*) **e’latid** (EE-lah-hleed), a freshwater version of sockeye salmon that migrates from the lake up its tributaries. These were highly valued and groups from throughout the region joined lake kin to catch them. White sturgeon (*Acipenser transmontanus*)-**k’watš** (kwahtsh), Pacific lamprey (*Entosphenus tridentatus*), Char (*Salvelinus alpinus*), whitefish (*Coregonus clupeaformis*), shiners (*Cymatogaster aggregata*), peamouth (*Mylocheilus caurinus*), minnows (*Ptychocheilus oregonensis*), and stickleback (*Gasterosens aculeatus*) were also taken. The large sturgeon was speared or taken by line, and smaller fish in weirs. On the Sammamish River large weirs were erected at fishing time.

The weir on Thornton Creek described by the Government Land Office deputy Surveyor, William H. Carlton in May, 1859, is noted in the earlier report. Probably a fence-maze weir, its existence was noted only because it was located on the line Carlton surveyed between sections 37 and 34 of T26N, R4E. No other weirs are described even though they surely existed on other streams. Located on the main branch of the creek, people reached this weir by a trail from the lake and probably via the creek, being less than a crooked, brush-crowded mile from the creek’s mouth.

Even though there is no ethnographic data for native fishing in McAleer and Lyon creeks, we can assume nevertheless that since McAleer Creek drained Lake Ballinger, it had

anadromous fish runs of salmon, kokanee, cut throat trout and possibly Dolly Varden (*Salvelinus malma*) and smelt, beyond the normal fresh-water stocks mentioned above. That there was a village at its mouth indicates that its people had at least one weir on the stream, probably near its mouth. They probably also gathered shellfish in its bed for food, particularly the freshwater mussel (*Anodonta oregonensis*, *Margaritifera falcata*), whose pearly interiors may also have been valued.

The discovery of stone sinkers at the Montlake divide indicates people used seine nets. They also used tube weirs woven from willow withes or cedar branches to place in streams, secured to guide logs that funneled fish into the tube. On Wolf Bay on Lake Washington people directed schools of fish toward the weirs by whipping the water with branches. Once jammed with fish, the weirs were up-ended onto mats and processing began. Light and easily carried or made on the spot, tube weirs were used on Lake Union, Green Lake, Lake Ballinger and on smaller lakes and creeks.

River Fishing

River people were less extravagantly wealthy than saltwater kin, but if they lived in smaller villages and houses, they also developed and erected the great river-crossing tripod weir-**scəlo'sid** (stsul-OH-seed) 'salmon trap,' every year. A single weir could effectively block all fish from migrating upstream, and myths dealt with such transgressions, but accepted protocols governed its use. Agreements assured that weir screens not in use were lifted to allow fish passage upstream, and screen members were calibrated to allow certain sized fish passage even during use. The fishery had been managed effectively for centuries and the runs could be spectacular.³³

These weirs were steadied by large log tripods. These supported screens that blocked upstream passage and walkways providing access. Men caught the fish milling at the screens with large dip nets and tossed to women in canoes who ferried them ashore to be cleaned and prepared. Men, women and older children worked largely at night by the light of flaming torches, and the glittering spectacles on susurrant rivers with splashing fish and exuberant participants must have been enchanting. River fisheries were successfully managed for millennia, but American greed overfished them in a few decades.

Plant Gathering

All winter village groups cultivated local and outlying gardens. In historic times, village gardens several acres in size were devoted primarily to potatoes introduced by the Spanish and the Hudson's Bay Company, but previously, 'wild' crops like nettles, whose tough fibers were used to make line and nets, bracken, whose rhizomes were eaten, and fireweed, whose cottony down was used in weaving would have been cultivated.³⁴

Boeing Creek, **Qaa'dəb** (qah-AH-dub), still has large horsetails (*Equisetum telmateia*) collected on its lower banks, one of the first green plants to appear in late winter. Early settlers heard the name for the rhizome bulb as 'hub hub'. People eagerly ate these and its juicy stem **sxalk'** (skhahlk) fresh or cooked. Its high silica content gives the plant's upper part its universal name and function: scouring rush.³⁵

South of Richmond Beach, the place name **q'eq'e'waidət** (qey-QEY-wai-dut), 'kinnikinic' (*Arctostaphos Uva ursi*), identified a narcotic ground cover. Its dried leaves were often mixed with tobacco to produce a daze, but there were cases where users stupefied by its smoke were severely burned and scarred falling into hearth fires.

In burned-over breaks on bluffs above the Sound (see Buerge, 1996, chapter 1 above), using digging sticks women dug the starchy rhizome of the brake fern (*Pteridium aquilinum*). As was customary in his day Waterman used the male pronoun 'his,' in his description of their work, but we should read 'her':

For digging roots, the digging stick is equipped with a cross piece of elk antler. This object has a perforation in the middle into which one end of the digging stick is driven. The operator puts his two hands on this cross piece and pushes against them with his chest. The Puget Sound people are short in stature and the stick is of the right length to make the operation easy for them. For digging in the soft, damp earth, the apparatus is not as ineffective as it would appear to our eyes to be. When the point becomes broken, the stick is easily reversed, the dulled end being inserted in the handle.

The cross piece became so identified with its owner that at her death many were placed in her grave.³⁶

Fern rhizomes were roasted and ground into flour to make a black bread. Women also scooped up cranberries from bogs and, as at clam digging, were remarkably quick at picking greens and berries. They also did remarkable things with their toes to uproot wapato bulbs (*Sagittaria cuneate*), from muddy swamps. Greens and berries were eaten fresh, dried or baked. Many roots and bulbs like camas (*Camassia quamas*) **q'ətu'əɪ** (qwulh-OO-ul), and wapato-**spako'ts** (spah-KOTS), known also as 'Indian potatoes,' were boiled and dried for later use.

In the Puget Sound region, native people are not thought of as farmers, but with dibble sticks and fire they successfully practiced what is known as dibble agriculture. On Whidbey Island many square miles of forest were regularly burned to reduce deadwood and thin trees to allow enough light to nourish herbage sought by browsing animals. People expanded gardens through cultivation and transplantation and burned them off after harvest to prevent growth of unwanted plants like grass. The marks of repeated burns in open areas above bluffs in Shoreline suggest that these were also cultivated gardens where bracken was cultivated. The

camps were far enough away from home that for safety, men normally accompanied bands of women and children who did most of the gathering.³⁷

The first green shoots provided a welcome and healthy late-winter change to a diet of dried and smoked foods. Later, women and children picked a series of ripening berries, the major sources being salmonberries (*Rubus spectabilis*) **st'a'gwad** (STAH-gwahd), red elderberries (*Sambucus callicarpa*), **sc'abta'c** (sts-ah-TAHTS), blackberries (*Rubus ursinus*), **gwa'dbiaq** (GWAHD-bee-ahq), thimbleberry (*Rubus parviflorus*) **hi'tak** (HLEE-hlahk), strawberry (*Fragaria chiloensis*) **t'e'laq'** (TEL-aqu) and rose hips (*Rosa nutkana*) **yesta'd** (yes-STAHd), eaten fresh or dried. Looped around their necks, coiled gathering baskets enabled pickers to use both hands. A girl approaching menses or menstruating had a stick of soft wood placed between her teeth and checked periodically. If stained, she had eaten the fruit and broken a tabu that might dissuade berries from producing so generously in the future.³⁸

At forest margins or in thinned areas, people gathered Oregon grape (*Berberis aquifolium*) **qwə'bwəč** (QWUB-qwubch), salal (*Gaultheria shallon*) **t'a'k'a** (TAH-kah) gooseberries (*Ribes diversifolium*), **sa'xab** (SAH-khab), and blackcaps (*Rubus leucodermis*). **tšoko'ba** (tsho-KO-bah), Service berries (*Amalancheria*) **kola'stəb** (ko-LAHS-tub), and crabapple (*Prunus diversifolia*) **ka'ax** (KAH-ahkh) fruiting on bushes or trees up to 30 feet high, which could be pulled down or children sent up to collect them. Branches holding red and blue elderberries (*Sambucus glauca*)--also called box elder), were broken down and the berry clusters placed on mats where they were separated, mashed into a paste and preserved in cold streams from which they were later extracted, mixed with fish oil and used as a dressing for greens and fish.³⁹

Gathering baskets were emptied into larger woven baskets lined with maple or thimbleberry leaves for haulage to camp. Spread over cedar bark mats elevated on racks, berries dried in the sun or dehydrated over slow-burning fires, protected in bad weather with woven mats. Loads of dried berries weighing as much as 150 pounds were carried in large baskets supported by tumplines pressed against bearers' heads. Pioneer daughter Sophie Frye Bass captured the scene:

On their way home from digging clams, picking berries or cutting pitchwood, they would squat on the ground, remove the headbands that were attached to the baskets from their heads and rest. There was always a lummei (old woman) who was a leader among the women, and when she was rested and decided it was time to go, she would say "Ho-bil-ickt-te-dow-wah. Ho-bil-ickt" (move on). With many grunts and grumbling, first one and then another would slowly pick up her basket and ho-bil-ickt (move)⁴⁰.

The upper basins of Thornton, McAleer and Lyon creeks provided rich aquatic and terrestrial habitats. McAleer Creek saw runs of anadromous salmon, kokanee, cutthroat trout and possibly smelt into Lake Ballinger, and all three supported resident stream and lake stocks mentioned above. Large weirs would have been erected on McAleer and Lyon creeks as at Thornton Creek, and smaller weirs would have been used farther up on creek and lake tributaries.

The burned-over areas adjacent to and south of Lake Ballinger and Echo Lake would have enhanced the population of browsers such as deer and bear and predating cougars (*Puma concolor*), lynx (*Lynx canadensis*), bobcat (*lynx rufus*), wolves (*Canis lupus*), coyotes (*Canis latrans*) and foxes (*Vulpes vulpes*), not to mention wolverines (*Gulo gulo*) and other Mustelids: river otter (*Lontra canadensis*), weasel (*Mustela frenata* and *Mustela erminea*), mink (*Mustela vison*), fishers (*Pecania pennant*), and martin (*Martes americana*).. There were also beaver (*Castor canadensis*), muskrat (*Ondatra zibethicus*), racoons (*Procyon lotor*), rabbits (*Lepus americanus*), squirrels (*Spermophilus saturates*, *Glaucomes sabrinus*), and the ‘three old women who dig’: gophers (*Thomomys mazama*), moles (*Scapanus townsendi*) and the unique mountain beaver (*Aplodontia ripla*) whose soft pelt was valued. There were also avian predators and scavengers such as turkey buzzards (*Cathartes aura*), bald eagles (*Haliaeetus leucocephalus*), osprey (*Pandion haliaetus*), condors (*Gymnogyps californianus*) that may have nested at Matthew Beach Park, and even teratorns (*Teratornis woodburnensis*).

The creeks watered a rich floral ecosystem that undoubtedly bore the imprint of a long human habitation. Salal was particularly dense at Lyon Creek and the northern boundary of shoreline with large Western red cedars (*Thuja plicata*), with diameters in excess of 60 inches. This was the mother tree, every part of which was useful, and large trees were the source of vast amounts of thin roots and bark that were cut at the base and pulled upwards, producing lengths of more than a dozen feet without harming the tree. Hardwoods like broad leaf maple, vine maple, red alder, black cottonwood, spirea, hardhack and wild cherry all provided useful materials and evidenced the practice of burning that resulted in the area being a mixed forest.

Permission to gather in certain areas depended on family or kin connections, but sharing, especially in times of need exemplified hospitality. Vast amounts of dried berries, roots, bulbs, fish, shellfish, and meats and smoked delicacies saw the people through the winter until the next gathering season began. The goal of food gathering was not just to provide food for the day, but for future wellbeing and annual celebrations, feasts celebrating births, coming of age ceremonies, marriages, the assumption of noble names, or commemorating deaths called for gatherings in which attendees needed to be well fed. Feeding guests promoted good feeling, collaborative effort and realized supernatural favor. Supernatural taboos forbade waste in gathering and eating, and feasts celebrated the richness of the world and the ethic of stewardship.

Hunting

Deer-**Sqe'gwəc** (SQEG-wuch), bear-**sčə'tx'əd** (SCHUT-khwud), and beaver- **t'əq** (tuq), were hunted in the Shoreline area, whereas elk-**k'a'g'ičud** (KWAH-gwee-chud), who in winter crashed through swamps to forage brilliant yellow spathes of skunk cabbage, appear not to have been as frequent. Alone or in groups, hunters brought game back to camp to be gutted, skinned with fingers and butchered. If a carcass was too large to carry from the kill site, it might be butchered in place and parts wrapped in the animal's skin and cached high in a tree until the hunter could return for it. At camp meat would be filleted or chopped; boiled, steamed or roasted for eating or dried for transport and preservation which might take days. Like seal, bear meat was often greasy, and was wrapped in fronds, placed in a pit and covered with earth for roasting. Sometimes a stick embedded in the earth to the bottom of the pit, would be removed during roasting and water poured in to steam it. No dry salt was used to preserve meat until the arrival of American settlers.⁴¹

Every few years hunters would set fires to forests in summer, and early settlers said the smoke was so thick that it was impossible to navigate the Sound without a compass. In some areas of the lowlands around Seattle there were so few trees that surveyors were forced to raise piles of stone to mark section corners. The practice led to a preponderance of Douglas fir (*Pseudotsuga menziesii*), an open forest of healthy trees with a greater variety of understory vegetation and game, and lessened the likelihood of destructive forest fires.⁴²

It also created a landscape marked by open lands as Vancouver noted in May, 1792 as HMS Discovery approached Discovery Bay: "As we advanced the country seemed gradually to improve in beauty. The cleared spots were more numerous and of larger extent." The result was a richness and beauty that impressed the Captain who wrote with unintended irony:

The parts of the vegetable kingdom applicable to useful purposes appeared to grow very luxuriantly...the forests, which may be considered rather as encumbered, than adorned with underwood; although there were several places where, in its present state, the traveler might pass without being the least inconvenienced..."

The serenity of the climate, the innumerable pleasing landscapes, and the abundant fertility that unassisted nature puts forth, require only to be enriched by the industry of man with villages, mansions, cottages and other buildings to render it the most lovely country that can be imagined."⁴³

Inland

Higher up on the rivers, hunters were acutely aware of the boundaries of their ranges and of the behavior of the game they hunted. The concept of hunting territories resembled settlers' ideas of land boundaries, but the idea of private land ownership was foreign, and food acquired from a hunting range was shared in the house. Although Shoreline is not inland, those familiar with it also hunted with inland kin, and women who gathered food, material and medicinal plants in the high country imparted their knowledge to the young, making sure they knew how to use and protect the plants which were traded widely. Additionally, their weaving of durable, useful and beautiful baskets from local materials made possible the mastery of food storage.

Other Trails

From Lake Union to Lake Ballinger

New information suggests that two previously undocumented trails accessed the Shoreline area. Green Lake, **du-tluš** (du- TLHUSH / dxw- TLHUSH), Licton Springs, **liq'təd** (liq-tud), 'red paint', the Denny Marsh cranberry bog, **slo'qq'ed** (SLHOQ-qed), 'bald head,' Haller Lake, **sisatəb** (see-S AHLH-tub), 'quiet', Ronald Bog, Echo Lake and Lake Ballinger, **S'acu** followed a north-south valley between drumlins that almost surely featured a trail beginning at the north shore of Lake Union. A LIDAR map showing a consistently narrow and shallow defile about 50 feet wide extending much of the intervening distance would have served as an effective guide to knowledgeable groups. While there is no mention of a trailhead, a path from the lake to a small prairie north of the lake's shore, said to have been the haunt of a white deer, certainly existed, and, with paths from Ross Creek and Union Bay, converged on Green Lake and its fishery. From there it was a short distance to the Denny Swamp. Short distances between the camps argue for a continuous trail connection.⁴⁴

People waded into cranberry bogs and collected the surface berries with combs made of split cedar, elk antler or toothed scoops of mountain goat horn. With this in one hand the picker flicked, raked or scooped berries into a gathering basket held in the other. When this filled, she adroitly tossed its contents over her shoulder into a larger basket on her back. Collection culled many surface vines that increased the amount of sunlight penetrating to plants beneath the surface, ultimately increasing the yield. Cranberry patches of many acres suggest that continued use kept them productive. A stone projectile point found nearby indicates hunting supplied the camp. A short distance northwest of the bog, mineral springs wearing a petroleum sheen produced residues of ferric (FeO₃) oxide that gave the site its name, **Liq'təd** (LEEQ-tud), 'colored', that was collected, mixed with oil and used as a red paint base for objects used in the spirit canoe ceremony. White paint made from crushed shells

covered large dolphin-shaped cedar boards, and on these images of the supernatural beings aiding the journey were outlined in red paint.⁴⁵

From here the trail reached Oak Lake, since filled in, located near the intersection of North 107th Avenue and Midvale Avenue North. This was the site of a relict forest of Garry Oak (*Quercus garryana*) **ča'adz** (CHAH-ahdz) whose existence is recalled in the names of the old Oak Lake school, Oak Tree Village and the Oaklake Apartments. Native people collected acorns in the area, preserving them in baskets made of maple bark and buried in mud for months to leach out the tannin. Another method involved digging a hole beside the longhouse entrance, filling it with acorns and covering it with loose grass and some earth. Longhouse residents regularly urinated on this, and after several months the 'Chinook olives' were ready to eat. According to Abilene ('Abbie') Denny-Lindsley (1858-1915), the daughter of David and Louisa Denny, a shell midden bordered Oak Lake.⁴⁶

From there the trail reached Haller Lake, **sisatəb** (see-SAHLH-tub), 'quieted'. Dr. Nile Thompson's translation suggests the quietness of the setting, presumably in contrast to wave action on Puget Sound and Lake Washington. Projectile points and a stone adze found near the lake and mineral springs, and the nearby Wedgwood Boulder, a locus of hunting trails, suggests hunting and the splitting of slow-to-burn skewers of dogwood (*Cornus nuttali*), **k'əda'bidac** (kwuh-DAH-bewe-dahtch)- for roasting and drying deer meat. A fascinating connection between the wood's native use and the ancient ancestors of Euroamerican settlers is the first syllable in the dogwood tree's name, dog, coming from the ancient Sanskrit **dag**, describing its cut splints used to roast meat. We may speculate that **dac'** and **dag** are distant cognates. A clam shell midden at the lake identified the camp's location as well as the marine addition to the bill of fare.

The name of Bitter Lake, **čal'kwadi** (CHAH- kwah-dee), 'black caps' (*Rubus spectabilis*)-**tcoko'ba** (tcho-KOH-bah), identifies these tart, delicious berries that are closely related to salmon berries and thimble berries, and also the invasive, blander-tasting Himalaya blackberry. Black caps were eaten fresh but also dried in the sun or baked over low fires into loaves, sometimes mixed with blackberries. This lake also had a shell midden.

Denny-Lindsley wrote that Oak Lake and Haller Lake were refuges where people fled to escape raiders from Vancouver Island. This may have represented an effort on the part of groups decimated by western epidemics, which appeared first on Vancouver Island in the 1780s, to reconstitute their populations. As Henry Smith described, they spread terror on Puget Sound, coming down in large, black canoes to capture slaves. Although she did not mention Bitter Lake, the known presence of a shell midden there, connects its history with the two. In 1906 she wrote:

The northern Indians would torment the Sound Indians till they would hide in the dense woods back of Haller Lake and Oak Lake where the land buyer of today will be surprised to find clams shells left by them. Indians in hiding would creep out in the dusk of evening or faint light of early morning to dig clams and gather mussels.

Old Indian John of Lake Union [**Čiši'axƏd** (Chee-SEE-ah-hud)], who is still living, has told of dodging arrows when he was a young boy while he went to gather muck-a-muck food from the beach.⁴⁷

That the trails leading from the beach to the camps are longer than those segments of the Lake Union / Lake Ballinger trail posited between the camps argues for the latter's existence. In fact, Henry Smith may have alluded to the north-south trail when he described an experience he had shortly after settling on Salmon Bay in 1853:

Deciding to test a revolver that had become somewhat rusty, I stepped out into the yard and fired five or six shots in rapid succession about 8 o'clock in the evening.

Three days after one of the Shilshohs came to my house in a very agitated frame of mind to inquire if I had seen anything of the Stickeens [northern raiders]. He said his folks had heard firing in the direction of my house three nights before and thought I had been attacked by the Northern Indians, perhaps killed, and to save themselves his people had all taken to the woods, where they were still in hiding. He had skulked around Lake Union and along near Salmon Bay and up to my house to learn if possible if the Stickeens had left Salmon Bay.

People certainly fled the raids, but it is plausible to think that the shells may also have been normal camp refuse generated during the days or weeks groups spent there year after year. Having no shells, dried clams were a lighter carry, but shells kept clams fresh in the hour or so it took to bring them to camp.⁴⁸

No native name survives for the cranberry bog at Ronald Bog, located at NE 175th Street and Meridian Avenue, N. From the 1930s to the 1960s, peat was excavated from the site, a portion of which later became a dump. Fortunately, Sound Transit is presently restoring it as a wetland. Neither has a native name been recorded for Echo Lake, which is not to say both did not have them. When he interviewed native people in his search for place names in the early 1920s, T. T. Waterman estimated that he collected about half of the 10,000 used in the Puget Sound Region. Informants lamented that the old people who could have provided

him with so many more were dead. Yet the name Echo Lake, like Haller Lake's native name, may with serendipity express the quiet felt in its tranquil corner of the great forest. It was surely visited.

Where the trail opened above Lake Ballinger, **Sacu**, 'face', the lake with its central islet and eastern, nose-like exit still somewhat resembles a face. The trail dropped down to shore camps where migratory salmon, kokanee and trout spawned, and where resident peamouth, whitefish, perch and bass, deer and waterfowl made it a memorable named location. Besides this trail from Lake Union, others provided access from Puget Sound, Lake Washington and the interior.

From Edmonds to Kenmore

A second trail left a popular native gathering place on the beach near the Edmonds marsh and followed the present route of Edmonds Way to Lake Ballinger. It continued east, paralleling Lyon Creek, to the winter village of **ʔahwa'dis** (tlah-WAH-dees), 'something growing or sprouting,' near what is now the city of Bothell. This village was associated with the **stsapabš** (s-tsa hp-AHBSH), 'Willow people,' who gave their name to the Sammamish River and Lake Sammamish. The willow (*Salix lasiandra*), **sc'a'p** (STSAHP), grew profusely along the natural levees of this stream and formed graceful borders for its meandering channel.⁴⁹

Edmonds pioneer Etta Jones Brackett (1859-), wife of pioneering logger George Brackett (1821-1927), described a path between pioneer communities of Edmonds and Bothell:

The mail service to Edmonds in 1884 was a far cry...from that of today. Once or twice a week a lone horseman made his meandering way through the woods, along Indian paths, to Lake Ballinger, then Lake McAleer, and skirting the northern tip of lake Washington to the village of Bothell.

Like the trail between Lake Union and Lake Ballinger, this connected an encampment at Edmonds, possibly at Echo Lake, to Lake Ballinger and thence to camps on Lyons and McAleer creeks before reaching Lake Washington at the village of **ʔ'ahwa'dis** (Tlah-WAH-dees), 'Something growing or sprouting,' near the mouth of the Sammamish River. Brackett's landing in Edmonds and Brackett's landing in Bothell were both named after George Brackett who knew it well and traveled it often, having settled in Edmonds in 1876 while logging at the mouth of the Sammamish.⁵⁰

It is possible that this trail was used by Sammamish warriors to portage their shovel-nosed river canoes to Puget Sound prior to their attack on the people of the Skagit River delta. The Sammamish warriors had no firearms, only bows and arrows so it probably happened

during the 1830s or '40s, during the prime of Snaetlum, an influential Whidbey Island Skagit war-leader, trader and religious leader born probably in the 1770s who died on December 16, 1852. A 40 mile water route the length of Lake Washington and down the Black and Duwamish rivers to Elliott Bay, and another 15 miles on the open waters of the Sound could be avoided by taking the eight mile portage with a stop at Lake Ballinger, a heavy labor but a trip of less than six hours as opposed to several days. From Edmonds, only eight miles of open water need be crossed to get to Whidbey Island's lee, after which it was protected water all the way to the Skagit. Despite the effort, the river canoes swamped approaching Oak Harbor and the attackers had to cross to Mukilteo and walk trails home.⁵¹

Did the Lake Union/Lake Ballinger trail continue north? In December 1855, the Washington Territorial Legislature sent a memorandum to the Federal Government asking that a military road be built connecting Fort Steilacoom on the south Sound to the planned Fort Bellingham on Bellingham Bay. Congress approved, and in 1857, U. S. military personnel surveyed the route, and sections were built, the work often contracted out to civilians. It was completed from Fort Steilacoom to Seattle, and from Fort Whatcom to Fort Bellingham, but the long stretch between Seattle and Fort Whatcom remained largely a trail. The 1859 Government Land Office Survey Map of T27N R4E, shows one of the very few completed stretches of road reaching from Section 33 east of Lake Ballinger to Section 1 east of Martha Lake. Following higher, drier elevations to facilitate wheeled traffic, the road skirted several swamps and wetlands as it rounded the two lakes, a route following the logic of the posited Lake Union / Lake Ballinger trail, which very likely served as a valuable supply and labor conduit for the road project.

From the Lake Ballinger's northern wetlands, a shallow vale extends slightly east to Halls Lake and Scriber Lake, where branching routes would have led to cranberry bogs on the way to Martha Lake, Sliver Lake, Lake Serene and Lake Stickney. A knowledge of topography as well as burn patterns along the trail would have helped guide groups to those locales. At various points along its length, the trail would have been joined by others from the Sound and the Snohomish River valley.

I have proposed elsewhere that as the Puget Lobe disappeared from the Puget lowland, the topographic pattern of dryer drumlin crests paralleling marshy valleys affected the feeding and ranging patterns of prehistoric elephants. Prior to the emergence of forests, the grasses of the dryer ridges provided food for mammoths (*Mammuthus columbi*), whose 'washboard' molars had evolved to that purpose, while the roots and leaves of marsh plants favored mastodons (*Mammut americanum*), whose molars better masticated softer vegetation. Thus, the drumlins were likely traversed by mammoths and the intervening wetlands by mastodons. Humans followed them, and we know they butchered at least one mastodon near present day Sequim.⁵²

After the Pleistocene megafauna disappeared, humans continued to hunt as evidenced by Olcot period tools (9000 to 4000 BP) found in Richmond Beach and an atlatl point in Lynnwood that tipped a spear-thrower produced shortly after Olcott time.⁵³

A trail system connecting camps and resource areas would have persisted even as forests emerged around 5,000 years ago. We can surmise that before epidemics devastated the population, trails would have been frequently used by hunting and gathering parties. But with fewer people to maintain long routes, only the connecting trails may have been used. Despite a paucity of data, a trail system must be regarded as an important feature of native life in the area and one deserving of further study.

On these two interesting trails and those described in the 1996 report, travel went in both directions, allowing us to see how resources in and around Shoreline were accessed and transported by saltwater and lake people and their neighbors. While the Shoreline area never supported permanent winter villages, the area's resources attracted people the year around, and the camps where food was collected and dried were occupied for days if not weeks at a time.

It is also worthwhile to imagine what life in them would have been like. We have grown beyond the opinion of individuals like the English Philosopher Thomas Hobbes (1588-1651), who in his extended essay *Leviathan*, described life before the blessings of central government as "...continual feare, and danger of violent death: and the life of man solitary, poor, nasty, brutish and short." Many skills had to be mastered and employed. The extended family with all its demands and joys provided the individual a place of challenge, belonging and meaning. Plants and animals mattered; their lives and welfare needed to be respected and understood in the light of human need and responsibility. Stories and action were how life's lessons were taught, and how the patterns of the world mirrored those of human endeavor.

We should not romanticize this migratory life, either, but dangerous and difficult as it undoubtedly was, we can imagine that a combination of hard work and holiday mood presided during high summer and golden September in those lovely camp settings, fresh and resplendent, full of birdsong and wonder, a tremendous world that humans had helped create and in which they held an honored place.

¹ Thomas Talbot Waterman. "The Geographical Names Used By The Indians Of The Pacific Coast," *The Geographical Review*, Vol. 12, Part 2 (1922), p. 169.

² Waterman. *Puget Sound Geography*, MS No. 1864 (Washington D. C., Smithsonian Institution, National Anthropological Archives, 1920).

³ Allan H. Smith. *Takboma: Ethnography of Mount Rainier National Park* (Pullman, Washington: Washington State University Press, 2006), pp. 115-6.

- ⁴ T. T. Waterman and Geraldine Coffin. "Types Of Canoes On Puget Sound," in *Indian Notes and Monographs, Miscellaneous Series 9* (New York: Museum of the American Indian, Heye Foundation, 1921), pps. 14-18, 19-20. Leslie Lincoln. *Coast Salish Canoes* (Seattle: The Center for Wooden Boats, 1991).
- ⁵ Waterman 1920, *ibid.*, p. 134-5. Maria Wesley Smith. *The Puyallup-Nisqually* (New York: Columbia University Press), pp. 29-30.
- ⁶ T. T. Waterman and Ruth Greiner. "Indian Houses of Puget Sound," in *Indian Notes and Monographs, Miscellaneous Series 9* (New York: Museum of the American Indian, Heye Foundation, 1921), p. 46-7. Marian Wesley Smith, 1940, *Ibid.*, p. 44.
- ⁷ The spellings come from the modern websites posted by the tribes.
- ⁸ Waterman. "Indian Names for Places About Seattle, Map 'A', 1920, *Ibid.*, #64-87. John Peabody Harrington Papers, Alaska/Northwest Coast, Microfilm reel 15 (Washington D. C., National Anthropological Archives, Smithsonian Institution, 1940-42), frame 420. "Villages of the Duwamish at Lac [sic] Washington", In *The Court Of Claims Of The United States, The Duwamish et al., Tribes of Indians, Claimants vs. F-275, The United States Of America*, Defendant, Claims Exhibit Y-2, Earl E. Richards, Commissioner. Filed Oct. 3 1927.
- ⁹ "Number of Duwamish Villages on White River Valley," *Duwamish et al., vs. The United States of America*, *ibid.* The Duwamish, Lummi, Whidbey Island, Skagit, Upper Skagit, Swinomish et al., Tribes of Indians, vs. U.S.A. Court of Claims of The United States. LXXIX, 530. Wash., DC.: Govt. Printing Office, 1935. Documents are contained in two volumes by the Argus Press, Seattle, Wash., in Special Collections at the Suzzalo-Allan Library of the University of Washington in Seattle. Waterman and Greiner., 1921, pp. 7-33.
- ¹⁰ Caroline C. Leighton. *West Coast Journeys 1865-1879*, Ed., David M. Buerge (Seattle: Sasquatch Books, 1995), p. 28. Smith. 1940, *Ibid.*, pp. 100-112. Waterman and Greiner, *Ibid.*, 1921, p. 24. George A. Dorsey. Smith, *Ibid.*, 1940, "The Duwamish Indian Spirit Boat And Its Use," *Bulletin of the Free Museum of Science and Art of the University of Pennsylvania* (3)4: 227-238. Philadelphia. T. T. Waterman. "The Paraphernalia of the Duwamish "Spirit Canoe" Ceremony. *Museum of the American Indian, Heye Foundations, Notes* 7 (1): 129-148, (3), 295-312, (4): 535-561 (New York: 1930).
- ¹¹ Marian W. Smith, 1940, *Ibid.*, pp. 1-7.
- ¹² Waterman. 1922, *Ibid.*, p. 187, #4.
- ¹³ Waterman in Harrington, *Ibid.*, Reel 30, frame 184. David M. Buerge. *Chief Seattle And The Town That Took His Name*. Seattle and London, Sasquatch Books, 2017), pp. 10-13,
- ¹⁴ Smith, 1895, *Ibid.*, p. 86. Colin E. Tweddel. "A Historical and Ethnological Study of the Snohomish Indian People: A Report Specifically Covering Their Aboriginal and Continued Existence, and Their Effective Occupation of a Definable Territory." Pp. 475-694 in *Coast Salish and Western Washington Indians, II (American Indian Ethnobiography: Indians of the Northwest)*, New York, Garland, p. 96.

- ¹⁵ Sophie Frye Bass. *Pig-tail Days In Old Seattle* (Portland, Oregon: Binfords & Mort, Publishers, 1937), pp. 165-9. Clarence C. Bagley. *History of Seattle: From the Earliest Settlement to the Present Time* (Chicago: The S. J. Clarke Publishing Company, 1916), p. 679.
- ¹⁶ Waterman, 1920, Ibid., #3, 12.
- ¹⁷ “Historic gravesites bring area’s past alive,” *Queen Anne News*, Vol. 62, No. 21, May 27, 1981, p. 1, c. 1-5.
- ¹⁸ Waterman, Ibid., 1920, #64.
- ¹⁹ Waterman., 1922, Ibid, p, 190, #64; p. 92, #109.
- ²⁰ Ibid., #137.
- ²¹ Harrington, 1940-42, Op. Cit., frame 420.
- ²² Herman Haeblerlin. “Mythology of Puget Sound,” in pp. 413-414.
- ²³ Where possible I include native names for specific fish taken from Bates, Hess & Hilbert. *Lushootseed Dictionary* (Seattle and London: University of Washington Press, 1994), pp. 315, 19. Smith. (1940), pp. 237-245 and <https://tulaliplushootseed.com/animals/>. When fish are named by genera or family, I do not include species names, but include the native names.
- ²⁴ Smith, Ibid., pp. 246-7.
- ²⁵ Tulaliplushootseed.com / animals, ibid. Smith, Ibid, 1940, pp. 234-5. Waterman, 1973, Ibid., pp. 65-7. Waterman, “Indian Names for Places about Seattle,” 1920, Ibid., p. 145, #1.
- ²⁶ Waterman. Ibid., 1973, p. 61-2. Smith, p. 235.
- ²⁷ Margaret Isabel Wandrey. *Four Bridges to Seattle old Ballard 1853-1907* (Seattle: 1948), kpp. 35-8
- ²⁸ During the months of June and July, 2020, and accompanied by Dr. Nile Thompson and his wife, Carolyn Maar, and others, I have searched the Shoreline area beaches and found a number of these clam gardens, some in excellent condition despite their obvious age.
- ²⁹ T. T. Waterman. “Notes On The Ethnology Of The Indians Of Puget Sound,” *Indian Notes And Monographs, Miscellaneous Series No. 59*. New York: Museum Of The American Indian, Heye Foundation, 1973.
- ³⁰ Op. cit. Professor Nile Thompson provides the translation of gwiduk, personal conversation and email in author’s possession. Smith, 1940, Ibid., p.245, <https://tulaliplushootseed.com/animals/>
- ³¹ Smith, Ibid, pp. 244-5.
- ³² Thomas Talbot Waterman. “The Geographical Names Used By The Indians Of The Pacific Coast,” *The Geographical Review*, Vol. 12, pt. 2 (), p. 188, #9.
- ³³ Arthur Ballard. “The Salmon Weir On Green River In Washington. *Davidson Journal of Anthropology*, 3:37-53 (Seattle, 1957), p. 48.

- ³⁴ Richard White. *Land Use, Environment and Social Change The Shaping of Island County, Washington* (Seattle and London: University of Washington Press, 1980), pp. 14-25.
- ³⁵ T. T. Waterman. "Indian Names for Places About Seattle, Map A." *Puget Sound Geography*. Ms. 1864, Smithsonian Archaeological Archives, 1920, p. 146. Abbie Denny-Lindsly. "When Seattle was an Indian Camp Forty-Five Years Ago." *Seattle Post Intelligencer*, April 16, 1906.
- ³⁶ Waterman, 1973., p. 52.
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- ³⁸ Smith., 1940, p 249.
- ³⁹ Smith, Ibid.. p. 248.
- ⁴⁰ Ibid., p 252. Sophie Frye Bass. *Pig-tail Days In Old Seattle* (Portland, Oregon: Binfords & Mort, Publishers, 1937), pp. 167-8.
- ⁴¹ Smith, 1940, Ibid., p.p. 231-2.
- ⁴² White, 1980, p. 24.
- ⁴³ George Vancouver. *Vancouver's Discovery Of Puget Sound*. Ed. Edmund S. Meany (Portland, Oregon, U.S.A: Binfords & Mort, Publishers, 1957), pp. 94,118, 128.
- ⁴⁴ Waterman, 1929, Op. Cit., p. 178. Buerge. Conversation with Lottie Fenton, June, 1977.
- ⁴⁵ Denny-Lindsley, 1906, Op. Cit. Sputudaq Personal communication
- ⁴⁶ Smith, 1940, Ibid., p. 211. Conversation with Dr. Ben Christiancy, Spring, 1999. Paul Kane. *Wanderings Of An Artist Among The Indians Of North America* (Toronto: The Radisson Society of Canada, Limited, 1925, p. 128.
- ⁴⁷ Denny-Lindsley. 1906., c. 2.
- ⁴⁸ Henry Smith. "The Extinct Shilshoh Tribe," in James Costello. *The Simash Their Life and Legends*, Chapter XXVI (Seattle: Lowman and Hanford, 1996), pp. 86-7. Denny-Lindsley. Ibid.
- ⁴⁹ Bates, Hess & Hilbert. 1994, p.367.
- ⁵⁰ Waterman, 1922, Ibid., p. 190. Ray V. Cloud. *Edmonds The Gem of Puget Sound: a history of the City of Edmonds* (Edmonds, Wash., Edmonds Tribune-Review Press, 1953), p. 9.
- ⁵¹ June M. Collins. "John Fornsbys: The Personal Document Of A Coast Salish Indian." in *Indians of the Urban Northwest*, Ed. Marian W. Smith (New York: Columbia University Press, 1949), pp. 287-341, p. 299.
- ⁵² David M. Buerge. "When Giants Walked Seattle's Streets, *Seattle Weekly*, September 21, 1994, pp. 17-23.
- ⁵³ I, David Beurge, have been the fortunate recipient of many artifacts mailed to me by their finders. Also, students have contacted me to identify and record what are often found during construction projects at their homes.

Chapter 3: Early Land Acquisitions, Land Speculation, and Logging

As detailed by David Buerge in “Maps of the Early Shoreline Area,” between 1855 and 1859 the United States sent a team from the Government Land Office for the purpose of surveying northwest King County. The team was headed by William H. Carlton, and the completed work was submitted for recording in the official Survey Register Books (the surveys and notes from which are still available for study today). These surveys provided the base for what soon followed – the dividing and sale by the government of all northwest King County lands to logging interests, speculators, and people looking for land on which to settle and start fresh.

A cadastral map was developed showing the ranges, townships, and sections, and by 1862 the United States was ready to begin apportioning homestead and non-homestead acreage to a few fearless souls.¹ For those who wanted land, but not the restrictive requirements of homesteading, the property was sold for \$1.25 an acre. It should be noted that the Land Act of 1820 dropped the price of public domain lands from \$2.00 per acre to \$1.25 per acre, and eliminated the requirement to buy 160 acres, allowing smaller claims of just 80 acres at first. Later on, acreage rules were even looser. Records show that many took advantage of this Act throughout northwest King County, and many were allowed to acquire less than 80 acres.^{2,3}

The 1862 Homestead Act, established by Abraham Lincoln, gave 160 acres to citizens, and those wanting to become citizens, in exchange for annual improvements to the land that were then reported to the government.⁴ A working map of the sales and allotments that were made between 1862 and 1901 was maintained. The names of buyers and the certificate/patent numbers assigned to them by the government were recorded on the map. Today, the Kroll Map Company of Seattle owns this map, with copies available from Kroll or for study at various archives, including at the Shoreline Historical Museum.⁵

An analysis of the 1862 Homestead Act and its challenges is presented by the National Archives:

Any U.S. citizen, or intended citizen, who had never borne arms against the U.S. Government could file an application and lay claim to 160 acres of surveyed Government land. For the next 5 years, the General Land Office looked for a good faith effort by the homesteaders. This meant that the

homestead was their primary residence and that they made improvements upon the land. After 5 years, the homesteader could file for his patent (or deed of title) by submitting proof of residency and the required improvements to a local land office.

Local land offices forwarded the paperwork to the General Land Office in Washington, D.C., along with a final certificate of eligibility. The case file was examined, and valid claims were granted patent to the land free and clear, except for a small registration fee. Title could also be acquired after a 6-month residency and trivial improvements, provided the claimant paid the government \$1.25 per acre. After the Civil War, Union soldiers could deduct the time they served from the residency requirements.

Some land speculators took advantage of legislative loopholes. Others hired phony claimants or bought abandoned land. The General Land Office was underfunded and unable to hire a sufficient number of investigators for its widely scattered local offices. As a result, overworked and underpaid investigators were often susceptible to bribery.⁶

This sums up nicely what transpired in northwest King County when the newly surveyed land was opened up for sale by the government. The majority of those filing claims were not people hoping to settle, but land speculators and those representing timber interests. While the Act was meant to encourage individuals to settle and further expand the reach of the United States into its unsettled territories, loopholes in the document were exploited by those entrepreneurs who wished to expand their businesses for a minimal price.

The Homestead Act of 1862 should not be confused with the Donation Land Claim Act of 1850, which gave Oregon and Washington territory settlers arriving before December 1850 an opportunity, between 1850 and 1853 (extended one time to 1855), to obtain free land from the Federal government. There is no record of anyone having claimed land here in northwest King County using the Donation Land Claim Act, though a number of early Seattleites were granted land through it.⁷

Despite the intention of the Federal government to try and eliminate big land grabs by speculators and companies, the first and most prolific buyers in northwest King County were indeed individuals and companies that either logged, speculated, or both. Puget Mill, established in 1853 at Port Gamble by its parent company Pope & Talbot, swept up nearly all of the property along the shores of both Lake Washington and Puget Sound in northwest King County. The company had interest in both logging and land speculation, with their land sales conducted under the name Pope & Talbot Real Estate.⁸ In examining the

certificate/patent holders for the historic Shoreline area, large swaths of land are labeled with the names of timber entrepreneurs, such as Joseph Williamson, Marshall Blinn, and William Cushman; the Puget Mill partners themselves, Andrew J. Pope and William C. Talbot; and their employees Cyrus Walker, Fred Drew, and Michael Drew.⁹

It is likely that these professional timber magnates and their employees had already assessed the area as to its profitability, estimating board feet per acre, and thus when the government released the land for sale, they acquired the acreage they felt was most valuable. These claims were applied for as early as 1862.¹⁰

Some veterans utilized the Scrip Warrant Act of March 3, 1855 (10 Stat. L. 701) which extended military bounty land laws, entitling veterans and their heirs from the Revolutionary War, the Indian Wars of 1818 and 1836, the Mexican War, and other military actions, to warrants that could be exchanged for public lands. Richmond Beach's George C. Fisher (1809–1878) along with a partner, James C. Robinson, acquired property along the Snohomish–King County border this way, since Robinson had been a sergeant in the Captain Owen's Company Oregon Militia (1847–1855).¹¹ Interestingly, two of the claimants to use the Scrip Warrant Act, Fred and Michael Drew, were Puget Mill employees. They entered several 1862–1864 claims in the area, sharing the claims with a variety of people who either were veterans or were related to veterans.¹² Was this strictly legal? According to the Act, it was legal to transfer the property. These claimants were bought out, and the property turned over to the Drew brothers' employer.

A lesser-known land grant act was the Morrill Act of July 2, 1862, also called the State Grant–Agri College (12 Stat. 503), which appropriated lands that could be sold by states. The funds from these sales were to help establish public colleges focused on agriculture and mechanical arts. Through this act, several hundred acres were acquired in the area by various people and entities, including the Illinois Industrial University.¹³

True migrant settlers were slower to arrive, and much of the area was not immediately claimed. For example, George Fisher did not receive his claim to what would become Richmond Beach until 1872. However, this was not a homestead claim. There were very few actual homesteaders, namely: Mikel and Anna Lund, who arrived in 1887, homestead claim filed in 1889; Ezekiel Still 1889, Willis Howard in 1891, and James Winston Baker 1892. Some filed for a homestead, and then, having raised enough cash, would pay to own the property outright such as the Conway Thomsons in 1890. Most individuals like Maggie McCall in 1892, simply purchased their property for the \$1.25 per acre allowance and then either settled or held it to be sold at some profit to other individuals later. There are several others who filed for homesteads in north Seattle within the historic boundaries of the Shoreline School District, but outside of today's city of Shoreline limits, including: Charles Becker, Charles Ebbinghaus,

Edward Lindsley, and John Welch (for whom Welch Lake, later called Haller Lake, was named).¹⁴

The initial logging of the old growth forest was done relatively quickly. A United States Geological Survey (USGS) map produced in 1893, 30 years after the first land claims were issued, shows the whole area as having been completely logged, and “restocking.” The initial logging took only the largest and best old growth trees - older than 200 years - while those judged to be less than 150 years old were left standing to be cut later. Logging would go on for many years, with subsequent logging interests taking the next best trees, and settlers clearing their land. Nearly every felled tree was turned into timber, shingles, or firewood.¹⁵ Some old growth remained here and there, possibly due to the difficulty in reaching it or transporting the felled timber to an appropriate mill site. One small pocket of old growth remains in Shoreline at Boeing Creek Park. These grand trees, hundreds of years old, were documented in photos taken by the Matt Hansen family in 1916.

Despite the big land grab in the area by logging interests, the timber quality and board feet per acre were below par in comparison to other northwest forest lands. As Barbara Bender reports in *Growing Up with Lake Forest Park (Volume I)*, a good forest produced 30,000 board feet per acre, such as that just north of the King/Snohomish county line, while the Shoreline/Lake Forest Park/North Seattle area averaged only 14,500 board feet per acre.¹⁶ Bender attributes “droughty” soil for at least some of the reason for the low volume.

The truth regarding the poor showing of merchantable timber is somewhat more complex. The area from the county line south to the north shore of Lake Union presents itself as somewhat of an “isthmus” between Lake Washington and the Puget Sound. The watersheds are packed in tightly, unable to spread out and provide much in the way of forest-producing land. Large peat bogs occurred at the headwaters of several creeks. In Chapter 2 of this book, David Buerge explains that the area is rife with drumlins and small streams - formations from the last ice age. This is not hospitable territory for a hearty forest. The Carleton survey team measured trees that stood on the section lines. Those measurements indicate a lot of trees smaller than one would expect in an old-growth forest.

The initial logging was done laboriously by hand and reached back only a mile or two from the two shores. Certainly all of that activity was not done in secret, but few, if any, photos or records specific to what would later be called Shoreline exist. Prolific photographers Darius and Clark Kinsey who documented many logging operations, came to the northwest in 1890, too late to document the earliest of those local enterprises.¹⁷ Those logging records, which are available for study, only occur in the years after the first USGS report on area timber in 1893.



Photo 4 ~ 1916. Old growth timber at Boeing Creek Park. Happy Valley resident Olive Firth poses with one of several giant Douglas Fir trees that escaped the logger's saw. The trees can still be seen today. Matt Hansen Family Collection, donated by Teresa Vollan, Shoreline Historical Museum Archives.

From historical accounts by those living in the area, along with King County timber reports from 1907–10, and Eric Erickson's *Index of Sawmills and Shingle Mills, Timber, Lumber and Logging Companies, Retail and Wholesale Lumber Sales Companies, Loggers and Log Haulers, Lumber Manufacturers Within King County and Adjacent Areas*, it's clear that a number of timber businesses existed in northwest King County during the heyday of King County logging (1862–1915).¹⁸ According to the Seattle Municipal Archives, "In 1905, there were 189 lumber companies in King County alone, employing nearly 8,000 people. By 1910, Washington was the nation's largest lumber-producing state, and the industry employed almost two-thirds of the state's wage earners."¹⁹

A glimpse of the importance of timber to Richmond Beach residents is told by Charles "Chuck" Taylor in *Shoreline Memories Volume 1* as he recounts memories of his childhood from 1904:

"There was a lot of cord wood cutting, shingle bolts, railroad ties and logging. The cord wood was hauled down to

the beach at Point Wells where the Standard Oil Company is now. It was piled on the docks in measured cords and then tugs, passenger boats and freight boats would stop and buy it for fuel. Some boats took on ten cords, as much as 25 cords on a large stern wheel passenger boat of the State of Washington class. Sometimes, the passengers would help load the boats so as to save time. A Mr. Cummings lived at the Point and helped tie up the boats and measure the cord wood and collect the money. In other words, he was the agent for the wood cutters and kept 25 cents as a fee for each cord that was sold. (The owners of the wood could not be at the dock at all times so it was a good deal for all concerned.) If I remember rightly, the going price for cord wood then was \$3.00 per cord measuring four feet high, four feet wide and eight feet long.

The cutters would cut cedar ties and haul them down to the railroad tracks where they would be inspected by a railroad inspector. A cedar tie was eight feet long by approximately eight by twelve inches. The shingle bolts were cut on the hillsides and hauled to the water's edge and made into a boom and pulled by horses to the mills at Edmonds. The horses waded in water and the men rode the boom and poled it away from the shores while the horses pulled.”²⁰

Shingle mills and lumber mills could be found in several places, such as at Dayton and 185th, in what is today a cul-de-sac. Chuck Taylor also tells of seeing Watson's lumber mill when he arrived in the area as a youngster with his family in 1902:

When we reached what is now Dayton Avenue and Richmond Beach Road, we passed a small sawmill that was cutting lumber out of logs that was brought in from the country-side nearby.

It was owned by John Watson, who got water for his steam boiler out of the swamp that is still there today. In the summer season the swamp would dry up and Mr. Watson would have to haul water from Carlson Spring to keep the mill in operation. He had a sled drawn by a horse and hauled two barrels at a time. He had two filling while he delivered two. The job was handled by a young boy from Richmond Beach by the name of Johnnie Matson. For this job of ten hours a day, he was paid ten cents an hour or \$1.00 per day.²¹

It is unknown for how long Watson operated his sawmill at this location. Mill equipment was often moved to a new place once the nearby marketable timber had been used up.

Chuck Taylor also reveals that there was a shingle mill a short distance east of the Interurban's Foy Station, located at what is now 145th Street and the Interurban Trail, but he does not tell us what years it operated. If the station was already present, it was probably some time before 1910. The mill was most likely east of today's Aurora Avenue, where a significant stream was once located.²²

At the same time, Mowat's shingle mill on Echo Lake was also in operation. Arthur W. and Diana Mowat, who had immigrated from Australia, opened the shingle mill around 1900. According to the Federal Census of 1910, they employed a number of men who may have lived mostly on-site in the mill bunkhouse. Unfortunately, the mill burned to the ground in 1912 and was not rebuilt.²³



Photo 5 ~ ca. 1910. Mowat's sawmill at the north end of Echo Lake. Mowat's sawmill was one of the last sawmills operating in Shoreline. Logs float in the lake in front of the mill, and bunkhouses and a cook house are among the outbuildings near the lake's edge. The mill burned to the ground not long after this photo was taken. (SHM-055)

Another shingle mill operated on Puget Sound in Richmond Beach for a short time. John A. Kennedy, who had previously owned both a logging camp and a mill business in Snohomish County, purchased a shingle mill in Port Orchard and moved it to Richmond Beach around 1907. According to son Angus Kennedy, the mill workers were boarded at the Richmond Beach hotel.²⁴ By 1910, Kennedy, tired of the complications brought on by weather on the beach, sold the mill. The Federal Census of that year reveals that he had already moved into the grocery business (another enterprise that he was familiar with through previous experience).²⁵

The Little family was well known for its logging efforts throughout the Northgate, Olympic Hills, and south Shoreline areas during the early 1900s. In the Paramount Park neighborhood (now considered part of Ridgecrest) a shingle mill with a “bolt skid road” stood between what would eventually become 3rd Avenue NE and 5th Avenue NE, at 147th Street. Today, that location is under the freeway. Property in this area was owned by the Littles until very recently, and the creek on which the mill sat is named Little's Creek, so it seems most likely the mill was owned by the Little family as well.²⁶

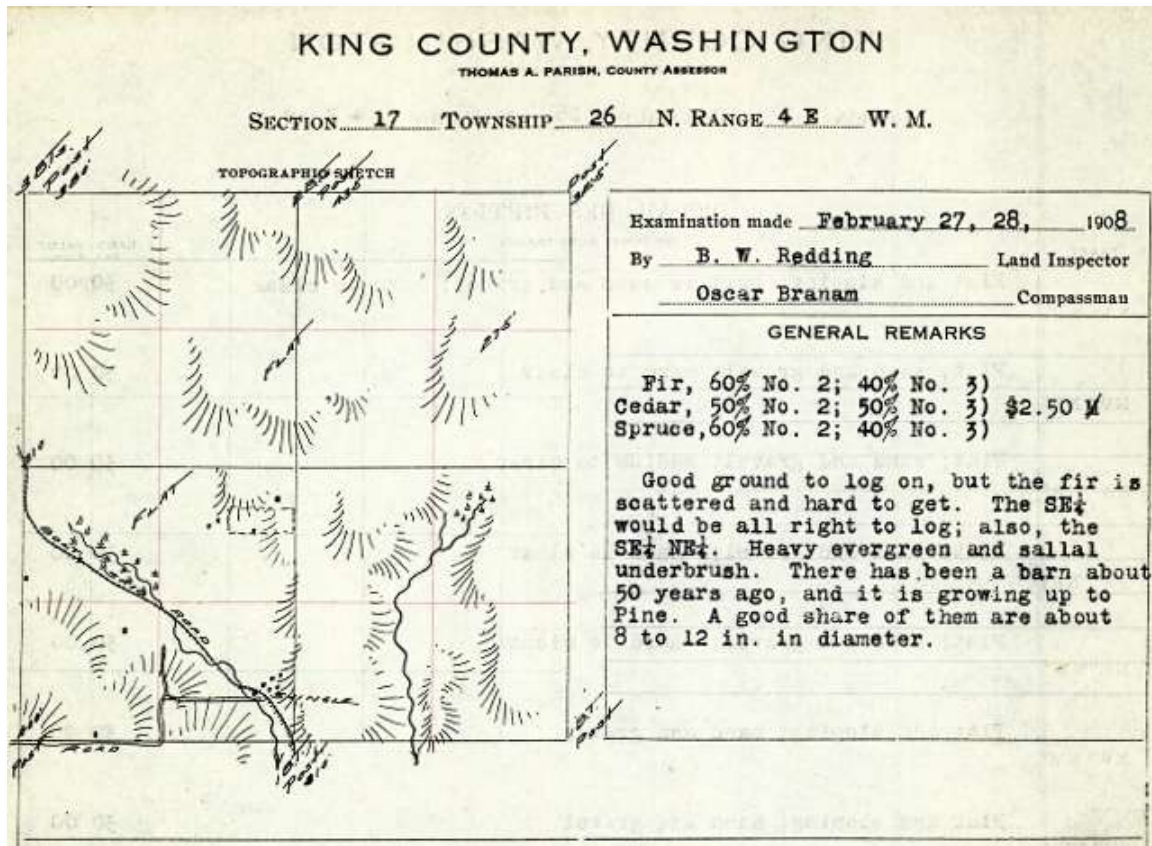


Photo 6 ~ King County timber cruiser reports from 1908 identified areas where logging could feasibly be continued in northwest King County. This particular report shows the shingle mill owned by members of the Little family located in Section 17 on what is locally known as Little's Creek, a branch of the Thornton Creek watershed. The mill was located between 3rd Avenue NE and 5th Avenue NE, at 147th Street. Today, that location is under the freeway. (see chapter 14 Ridgecrest neighborhood) Courtesy of King County Archives.

In 1908, King County sent timber cruisers out to assess what was left of marketable trees in certain sections of northwest King County. Maps and notes were recorded by the team, which have been scanned and put online by King County Archives. By comparing the 1936 aerial photo on King County's iMap website to the timber cruiser's map for the Paramount Park area, a sharp-eyed researcher, Andrew Craig Magnuson, pinpointed the exact location of the mill.²⁷

Though undocumented as to date or operator, another mill is said to have been located in Shoreline, just east of Meridian at 167th. This was revealed by Ken Mayberry, who was a long-time resident of that neighborhood. This is the Thornton Creek Watershed headwaters, the largest watershed in northwest King County. A stream runs south from Ronald Bog, along the east edge of Mayberry's property, making it a logical choice for a mill so long as there was marketable timber nearby. It is hoped that further research by readers will turn up more evidence and dates for this and other mills and logging operations in the area.²⁸



Photo 7 ~ Raw land offered to potential Shoreline homeowners by developers in had been logged in the mid-to late 1800s, and some of it was then further cleared by woodcutters. Areas where the trees had been deemed too small during the first round of logging, were cut later. It was not unusual to see dense forests of small trees such as photographed here at NE 175th and 15th Ave NE. (SHM-346-A)

As previously mentioned, a great portion of the logged forest went to cord wood. While large, old growth and second growth trees went to the mills to be made into lumber or shingles, smaller trees were fair game for wood cutting. Until the widespread use of electricity and natural gas, the average homeowner cooked and heated by burning wood. Though kerosene, coal, and oil were also available, wood was plentiful and cheap. Many stores, both general and hardware, carried a supply of wood. In Richmond Beach, the Kennedy Store, Walloch's Hardware, and Grove Voreis and Paul Novak's fuel business near the phone company building on Richmond Beach Road had abundant supplies. In Richmond Highlands, Tom Bookey Feed and Fuel on Aurora operated from the 1920s through the 1940s.²⁹ There were businesses that specialized in cutting wood to sell, and there were many self-employed wood cutters who chopped, collected, and delivered countless tons of wood year-round. Wood stoves were used by everyone for heating, cooking and boiling wash water. It probably seemed that the land would never run out of places to cut wood.



Photo 8 ~ Edward Ellis stands atop his commercial woodcutting pile while son Everett Ellis stands on the running board of the Republic truck. Providing home fuel in 1919 was big business before the widespread use of electricity and natural gas, and there were numerous enterprises throughout the area that supplied firewood. (SHM-259-B)

¹ William H. Carlton, Cadastral Map and Field Notes, Shoreline Historical Museum Archives, Map Collection, 1859.

² Bureau of Land Management, General Land Office Records, Conway Thomson, BLM Serial Number WASAA 076086, Document Number 11786, Seattle, WA, Issued June 18, 1890,
<https://glorerecords.blm.gov/details/patent/default.aspx?accession=WASAA%20%20076086&docClass=SER>

³ Bureau of Land Management, General Land Office Records, Search Results for Land Patents after 1820 for less than 80 acres,
https://glorerecords.blm.gov/results/default.aspx?searchCriteria=type=patent|st=WA|cty=033|twp_nr=026|rng_nr=003|sec=2

⁴ Act of May 20, 1862 (Homestead Act), Public Law 37-64 (12 STAT 392); 5/20/1862; Enrolled Acts and Resolutions of Congress, 1789 - 2011; General Records of the United States Government, Record Group 11; National Archives Building, Washington, DC. Accessed on National Archives website, Milestone Documents, last modified June 7, 2022, <https://www.archives.gov/milestone-documents/homestead-act>

⁵ Kroll Map Company, land patent holders working map, Shoreline Historical Museum Archives, Map Collection, 1862-1901.

⁶ Lee Ann Potter and Wynell Schamel, “The Homestead Act of 1862,” *Social Education* Vol. 61, n. 6 (October 1997): 359-364, adapted text accessed on National Archives Website, last updated June 2, 2021, <https://www.archives.gov/education/lessons/homestead-act#background>

⁷ Sharon Boswell, *King County Historic Settlement Context (1850-1920)* (Seattle: King County Cultural Resources Protection Project, Phase 3, Volume 1, 2017), 38-42, accessed through King County Archives, <https://kingcounty.gov/ru-ru/-/media/king-county/depts/dnpr/building-property/historic-preservation-program/papers-and-research/kingcountyhistoricsettlementcontext.pdf>

⁸ Edwin T. Coman Jr. and Helen M. Gibbs, *Time, Tide and Timber: A Century of Pope & Talbot* (Redwood City: Stanford University Press, 1949), 50-51.

⁹ Kroll Map Company, land patent holders working map, Shoreline Historical Museum Archives, Map Collection, 1862-1901.

¹⁰ Bureau of Land Management, General Land Office Records, Andrew J. Pope and William C. Talbot, BLM Serial Number WA0AA 976006, Document Number 489, Olympia, WA, Issued November 1, 1865, <https://glorerecords.blm.gov/details/patent/default.aspx?accession=WAOAA%20%20076006&docClass=SER>

¹¹ Bureau of Land Management, General Land Office Records, George C. Fisher and James C. Robinson, Document Number 44954, Olympia, WA, Issued January 2, 1874, <https://glorerecords.blm.gov/details/patent/default.aspx?accession=0559-024&docClass=MW&sid=khuyeb3c.aha#patentDetailsTabIndex=1>

¹² Bureau of Land Management, General Land Office Records, search results for land patents under Michael and Fred Drew, https://glorerecords.blm.gov/results/default.aspx?searchCriteria=type=patent|st=WA|cty=|ln=Drew|twp_nr=026|rng_nr=003

¹³ Act of July 2, 1862 (Morrill Act), Public Law 37-108, which established land grant colleges, 07/02/1862; Enrolled Acts and Resolutions of Congress, 1789-1996; Record Group 11; General Records of the United States Government; National Archives. Accessed on National Archives website, Milestone Documents, last modified May 10, 2022, <https://www.archives.gov/milestone-documents/morrill-act>

¹⁴ Bureau of Land Management, General Land Office Records, search results for land patents using the Homestead Act of 1862 in north King County, https://glorerecords.blm.gov/results/default.aspx?searchCriteria=type=patent|st=WA|cty=033|twp_nr=026|rng_nr=004|aut=251101

¹⁵ United States Geological Survey, Land Classification Sheet, Washington, Seattle Quadrangle, 1893 updated to 1897, University of Washington Libraries Map Collection, <https://content.libraries.wsu.edu/digital/collection/maps/id/533/rec/1>

¹⁶ Barbara L. Drake Bender, *Growing Up with Lake Forest Park, Volume I* (Edmonds: Creative Communications, 1983), 18-19.

¹⁷ University of Washington Libraries Special Collections Division and Cataloging staff, “Kinsey Brothers Photographs of the Lumber Industry and the Pacific Northwest, ca. 1890-1945,” Kinsey collection, Darius Kinsey profile, University of Washington, 1999, <https://content.lib.washington.edu/clarkkinseyweb/index.html>

¹⁸ Eric Erickson, Index of Sawmills and Shingle Mills, Timber, Lumber and Logging Companies, Retail and Wholesale Lumber Sales Companies, Loggers and Log Haulers, Lumber Manufacturers Within King County and Adjacent Areas (Issaquah: Issaquah Historical Society, 2003).

¹⁹ Daniel DeMay, “Photos: A tale of the Northwest’s logging past,” Seattle History, Seattlepi.com, last modified Jan. 26, 2019, <https://www.seattlepi.com/local/seattle-history/article/Photos-A-tale-of-the-Northwest-s-logging-past-6775332.php>

²⁰ Charles Taylor, contributor, *Shoreline Memories, Volume 1*, ed. Ruth Worthley (Shoreline: Shoreline Historical Society, 1976), 76.

²¹ Worthley, *Shoreline Memories*, 120

²² Worthley, *Shoreline Memories*, 91

²³ Federal Census, Arthur Mowat, 1910, King County, Greenwood Precinct, District 0034, sheet 6a.

²⁴ Angus Kennedy, contributor, “The Kennedys of Richmond Beach,” in *Shoreline Memories Volume 2* (Shoreline: Shoreline Historical Society, 1982), ed. Ruth Worthley, 59-60.

²⁵ Federal Census, John Kennedy, 1910, King County, Richmond Beach Precinct, District 0034, sheet 9b.

²⁶ Federal Census, Clinton and George Little, 1910, King County, Maple Leaf Precinct, District 0041, sheet 21a.

²⁷ Timber Cruise Records, King County Archives, 1067-6 Timber Cruise Reports, 1908.

²⁸ Kenneth Mayberry, interview by Victoria Stiles, Shoreline Historical Museum Archives, Logging Clippings File, 2005.

²⁹ Ruth Caskey Sater, contributor, “The Albert Caskey Family,” in *Shoreline Memories, Volume 2* (Shoreline: Shoreline Historical Society, 1976 and 1982), ed. Ruth Worthley, 15-28.

Chapter 4: Early Roads

When William H. Carleton and his survey team began the task of laying out the section lines of northwest King County in 1854, there were no roads in the area. They, along with various trappers and timber cruisers, utilized Native American trails, but also had to rely on their own trailblazing skills to get through the territory. The first named road across the historic Shoreline area was the Military Road, which was being cut through around the time that the Carleton survey was being completed. The route of the Military Road has been researched by many, including Lucile McDonald, Karen Meador, and co-authors Kay Reinartz and Isabel Egglin.^{1,2,3} As the first major government-sponsored route, it deserves some recognition here, despite its enigmatic history.

The Military Road was divided into sections: from Fort Vancouver to Fort Steilacoom, and from Fort Steilacoom to two other points: Fort Walla Walla and Seattle. The road was finished to the Yesler Mill in Seattle in 1860. Meanwhile, according to McDonald and Meador, the contractor Phillip Keach, who was responsible for the section from Seattle to Bellingham, collected his payment but did not fulfill the work according to specifications, with only a rudimentary path through the northwestern King County region being completed. The original trajectory of the road in northwest King County has been notoriously difficult to trace. There are three different theories as to where the Military Road crossed what is now the ship canal. One has the road crossing at Salmon Bay, and two others have the road crossing the much narrower Ross Creek that ran from Lake Union into Salmon Bay.⁴ From the north side of the ship canal, the road continued “north through present-day Ballard, ...traversed east along the north shore of Lake Washington, skirting the swamps along Sammamish Slough and eventually moving north along the route of the future Highway 9.”⁵ Although with this route, the Military Road appears to have crossed south of Haller Lake toward Lake Washington, skirting the east edge of Shoreline, other research suggests that it took a diagonal route much more to the middle of northwest King county, cutting just east of Ronald Bog, Lake Ballinger and Hall’s Lake on its way toward Bellingham. Either way, it certainly gave early settlers a jumping off point from which to create their own roads. The 1895 United States Geological Survey topographical map for Snohomish county, which covers north King County as well, demonstrates the random wagon roads that crossed over the land, and shows the Military Road is still somewhat in evidence.⁶ In any case, the Military Road did not come close to the first non-indigenous settlement in Shoreline, which was Richmond Beach.

Settlers came to Richmond Beach in earnest starting in 1887, but to say there were no roads before that date would be a misnomer. We know that Native American trails continued to be used, and logging interests were very active throughout the territory before settlers arrived. There were ways of getting loggers to the timber, and then ways of getting the logs out of the woods and into the water, where they were floated to milling destinations. Crude roads no doubt existed. As settlers began to populate the area, they brought horses and wagons and blazed their own roads to their properties. Mike Lund, famous as the first immigrant to homestead in Richmond Beach, is said to have carried a wood stove on his back from the steamer boat landing, up a path to where 15th Avenue NW is today. Three years later in 1890, Richmond Beach was officially platted by Charles Wesley and Clarissa Angeline Smith, with streets and street names appearing on the plat map. These streets were laid out in an orderly fashion with classic names that can still be seen on historical signs placed by the Richmond Beach Community Association. Work on the railroad had already begun, with some of the workers being housed in a building constructed in 1888 near the waterfront.

But how to get from Richmond Beach to Seattle if there was yet no railroad, and one could not, or did not want to, take a boat? The Mosquito Fleet, a group of privately owned ferries, plied the waters of Puget Sound and had stops at Richmond Beach, but one could not always operate on their limited schedule. What was needed were more roads. The first major road connecting the two areas was what we call Greenwood Avenue today. This road existed very early. Initially known as “Woodland Ave,” it’s shown as early as 1889 on an O.P. Anderson & Company Civil Engineers and Draughtsmen map filed with the Library of Congress.^{7,8} It had several names, depending on which plat it crossed through, but it was eventually settled on as “Country Club Road” around 1908 when the Seattle Golf and Country Club moved north to 145th. This was how the road was generally known for some time, but eventually the name Greenwood Avenue prevailed. Traveling north on modern-day Greenwood beyond N 170th Street, the tenor of the street changes to something that harkens to a time passed. In a winding way, Greenwood takes a break at Carlyle Hall Road, and then continues as Greenwood Place North. This street remains a vestige of those early, narrow dirt road days, and as one travels (slowly please!) around the curves and past the historical marker pointing to Carlson Spring and the maple tree planted there in 1904, it’s possible to imagine what it was like back then.

In between the two stretches of Greenwood comes the rural-feeling Carlyle Hall Road, named for – you might have guessed – Carlyle Hall. Carlyle E. Hall was born on February 11, 1875, either in Missouri or Illinois, depending on which record you believe. He and Estella (often misspelled in the census records) married and bounced around the country for a bit, winding up in a boarding house in Ogden, Utah in 1910 with their two young children, ages three and two, in tow. Carlyle was trained in food and grocery management, and was a sales manager for a wholesale grocery company in Ogden. The family came to Seattle in 1918, where

he became a manager for the Mutual Creamery Company, located at 803 Western Avenue in Seattle. They lived at 4818 1st Avenue NW and then in 1919 moved to the Happy Valley area. They lived in Happy Valley for a rather short time – perhaps just long enough to create a road - and can be found there only in the 1920 census. The children, Dorothy and Harold, are listed in the Ronald School records of 1919–20, in the 8th and 5th grades, respectively, but did not attend school at Ronald or Richmond Beach before or after that school year. The Polk Directory for 1921 shows that they are still living in Happy Valley (their address listed as Ronald Station RFD 2), but if that’s the case, one wonders where the children were going to school. In 1924, the family moved into a brand new house at 518 N 62nd Street in Seattle. Despite this, Carlyle Hall is shown as the president of the Ronald Improvement Club as late as 1926, which is when the road received its official moniker.⁹

Even though the family stayed only a short while in Happy Valley, the name of the road has stuck to this very day, while many other streets named for trees, views, and long-time residents did not stand the test of time. In 1936, there were still only two houses on Carlyle Hall Road. The Hall house was replaced in the mid-1950s. Perhaps there’s someone out there who can reveal more about the Hall family and the reason for their move to, and then from, this area.

The route of Aurora Avenue began as a rough wagon road around 1901, known as the P. F. Morrow Road. It is sometimes cited as the “R. F.” Morrow Road, but this is likely a typographical error, though an often-repeated one. Peter Frank Morrow, (or P. F. as he was usually shown) was a well-known north Ballard resident whose first home sat in the Morrow Addition plat, on the southwest corner of where today’s Greenwood Fred Meyer sits. A former employee of the King County assessor and real estate entrepreneur, Morrow also became a state senator at the age of 70 in 1934, and his name is associated with several roads to be found in the county’s road services map vault records. According to documents filed in 1904 in preparation for a more far-reaching county road, the terminus of the P. F. Morrow Road was at the center line of section 30, township 26, range 4 east, which is today at the crossroads of Aurora and 115th Avenue N.¹⁰ The early road in question, as created by P. F. Morrow and his neighbors, seems likely to have begun as an east-west road at 85th in 1897 (county road #484), turning north at some point after that (becoming county road #568), but it is not well-depicted on maps of that time.¹¹ The two roads that were to come, first the North Trunk Road in 1913, and then its reconfiguration beginning in 1924 as Aurora Avenue North, a part of Highway 99, would change the face of the Shoreline community.



Photo 9 ~ ca. 1905. The new Hill Road, later called Richmond Beach Road, gave travelers access between Richmond Beach and what would become Richmond Highlands. No more than a narrow wagon road at first, few cars plied the irregular drive in the beginning, but that quickly changed by 1910. John T. Holloway was the county road agent in Richmond Beach and probably did some of the work on this road himself. It was officially named Holloway Street for some years. Shoreline Historical Society Records, Shoreline Historical Museum Archives.



Photo 10 ~ ca. 1905. Greenwood Place near Carlson Spring. Greenwood Place was the only road to go south toward Seattle from Shoreline, as the North Trunk Road did not exist until 1913. Donated by Morton Clark Jr., Morton Clark Family Photos, Shoreline Historical Museum Archives.



Photo 11 ~ 1911. A friend of Marion Rogers in front of the Rogers' new general store plays with a dog. In 1913 the rough dirt road in front of the store became the juncture between the new North Trunk Road and what is now 185th Street. In 1925, this building was moved onto Firland's Way to make room for the new Highway 99, Aurora Ave N. (SHM-076)



Photo 12 ~ The Yost bus service in 1914 from Edmonds to Richmond Beach to Seattle had to deal with unpredictable road conditions. The inaugural run was accompanied by George Yost himself, in a silk suit, trying to extract his bus from the muddy mire on Richmond Beach Road. (SHM-1407)

¹ Lucile McDonald, "Old Military Road Takes on a New Life," *Seattle Times*, November 24, 1963.

² Karen Meador, *Military Road: A Lasting Legacy* (Federal Way: Federal Way Historical Society, 2013).

³ Kay Reinartz and Isabel Egglin, *Queen Anne: Community on the Hill* (Queen Anne: Queen Anne Historical Society, 1993), 32.

⁴ Michael J. Herschensohn, "Where is our Military Road?," *Queen Anne News*, April 8, 2015, <https://sococulture.org/where-is-our-military-road/>

⁵ Karen Meador, *Military Road: A Lasting Legacy* (Federal Way: Federal Way Historical Society, 2013).

⁶ USGS Topographical Map, Snohomish County, 1895, University of Washington Libraries Map Collection, <https://content.libraries.wsu.edu/digital/collection/maps/id/458/rec/11>

⁷ Whitney's Map of Seattle and Environs, 1889, O.P. Anderson & Company Civil Engineers and Draughtsmen, W.H. Whitney Librarian of Congress at Washington. Harvard University Map Collection, 1890, <https://iif.lib.harvard.edu/manifests/view/ids:7766481>

⁸ Anderson's New Guide Map of the City of Seattle and Environs, O.P. Anderson & Company Civil Engineers and Draughtsmen, July 1890, Library of Congress Geography and Map Division WASHINGTON, D.C. 20540-4650 dcu, Call Number G4284.S4 1890 .O6 TIL, <https://www.loc.gov/resource/g4284s.ct000273/?r=0.136,0.082,0.329,0.119,0>

⁹ Carlyle Hall County Road #2244, Map and Order for Examination and Survey Documents, Survey No. 2244, 1926, <https://info.kingcounty.gov/transportation/kcdot/roads/mapandrecordscenter/mapvault/Default.aspx?DocId=HlqH03dSnn81>

¹⁰ PF Morrow Road #484 Road Petition Documents and Map, Survey No. 503, 1897, <https://info.kingcounty.gov/transportation/kcdot/roads/mapandrecordscenter/mapvault/Default.aspx?DocId=fEj3FLRPQxs1>

¹¹ Hamlin Road #815 Road Petition Documents and Map, Survey No. 383, 1904, https://info.kingcounty.gov/transportation/kcdot/roads/mapandrecordscenter/mapvault/Default.aspx?DocId=vUTI41Yb_Fo1

Chapter 5: The North Trunk Road and the Gehr Erickson Road

The North Trunk Road (later Aurora Avenue, Highway 99) and the Gehr Erickson Road (aka Bothell Boulevard, Bothell Way) were being planned at least as early as 1906. These two essential north end roads were agitated for by the King County Good Roads Association which was formed in 1905, an offshoot of the Washington State Good Roads organization begun by Samuel Hill in 1901. In the early stages of planning, the roads were to be humbly paved with gravel and macadam (a type of asphalt). Initially, the main point of these roads was to help farmers in north King County get their produce to market: “when this public market deal goes through, the county roads will be a necessity” said the county engineer, referring to the impending opening of the Pike Place Market in 1907.^{1,2}

Although today’s city of Shoreline’s east boundary touches Bothell Way only between 145th and 149th, the Gehr Erickson Road (named for a Bothell resident and state legislator) was important to early Shoreline residents at its inception, and remains important to citizens accessing various parts of Shoreline on its eastern side.



Photo 13 ~ 1910. The Gehr Erickson Road, now Bothell Way. Ole Hanson, B. E. Corlett and unknown occupants pose in a car near the Briercrest Bridge at NE 155th Street, just a few blocks north of where the city of Shoreline meets the highway. Photo by Asahel Curtis, courtesy of the Washington State Historical Museum. (SHM-1232-A)

There were many obstacles to overcome, and not all of the county commissioners were convinced that such roads were needed. The expense and the seemingly endless litigation were tiring.

Obstinance of owners of real estate across whose property the right of way of the new county roads must pass is the greatest obstacle in the way of the completion of the high-class turnpike, according to County Engineer A. L. Valentine.

The outline of the trunk lines which will connect Seattle with neighboring towns is complete now in the engineer's office, and all that remains before starting actual work on the grading is to get condemnation proceedings through the courts in some cases where the adjusters have not succeeded in making satisfactory arrangements with holders of land in the line of the roads.

Two of the lines which will be constructed first are the northeast trunk line and the north trunk line, which run to Everett and to the Snohomish County boundary.

The first will connect with the city street which it is now planned to pave out Tenth Avenue Northeast and Sixty-fifth Street. The county road will meet the city street at Ravenna Avenue and will run to Everett by way of Bothell. The north trunk road will connect with the new Woodland Park Boulevard at Eighty-fifth Street and will run almost direct to the Snohomish County line.

All the roads will be made of macadam paving or gravel and will have a maximum grade of 5 per cent for trunk lines and 8 per cent for lateral lines.

"The biggest advantage of the system, when completed, will be to the farmers of the county in bringing their produce to town," said the county engineer this morning. "When this public market deal goes through the county roads will be a necessity, for some of the grades which we will substitute will be as far in advance of the present roads as the grade on Second Avenue at Pike Street is ahead of Madison Street between First and Second Avenues."

Photo 14 ~ 1907. Seattle Times article about condemning property for roads (Seattle Times, August 5, 1907 page 11)

As time went on, two other good reasons to complete the roads came up. First, the Firland Tuberculosis Sanatorium opened in 1911 to combat the serious TB epidemic plaguing Seattle. Doctors and administrators serving the new hospital were beginning to get cars which could expedite their travel to the far reaches of the county, if only they had reliable roads on which to travel. Second, real estate entrepreneurs were busily buying and platting every piece of vacant property available in north King County, but it was difficult to get potential buyers out to where the land was being sold. Good roads were essential for propelling sales. There was much to be considered when building such major thoroughfares though, and the

newspapers were full of reports of claims, opinions, court cases, condemnations, and damage awards.

After nearly five years of arguments for or against using Warrenite (a patented asphalt formula on which royalties would have had to be paid) for paving the North Trunk Road, it was at last decided to use brick for both the North Trunk Road and the last few miles of Bothell Boulevard from Lake Forest Park to Bothell. In June of 1913, the Barber Asphalt Company withdrew both its bid to pave the road in Warrenite and its lawsuit. *The Seattle Times* headline for the June 23, 1913 paper said “The Fight for Warrenite Abandoned; Way Cleared for Brick on North Trunk Road.”³ This change from an asphalt surface to a five-inch concrete bed with bricks was a significant one. The Gehr Erickson Road had been paved in Warrenite from Cowen Park (Ravenna) to Lake Forest Park in 1911, and was already needing extensive repairs.⁴ On July 29, 1913, the contract for the North Trunk Road was awarded to Andrew Petersen, who bid \$149,750 for paving in brick the 6.1 miles stretch of road from 85th to the county line, to be finished by December 31, 1913.⁵ Peterson was a well-known contractor in the city of Seattle who had several other road jobs as well, and had demonstrated that his was a reliable company. The paving began in September of 1913, and in October, it was reported as “being underway.”

Real Estate moguls fairly gushed about the paving of the brick road. It was a dream come true for them, sending property values soaring. In their advertisements, they often called it the “North Trunk Boulevard,” or even “North Trunk Pacific Boulevard,” which perhaps seemed more attractive than plain old “North Trunk Road.” The newspaper often called it the “North Trunk Highway,” which also felt more important than “just” a road.

An advertisement from December 7, 1913 in *The Seattle Times* stated that a developer is selling property near the “North Trunk Boulevard that they are now paving.” This wording would suggest that the paving was on track to finish within the time stipulation of the contract by December 31, 1913.⁶ By December 21, 1913, the same advertisement indicated that the paving was finished. There are no published reports of a ceremony or big fanfare for the completion of the North Trunk Road, unlike the Gehr Erickson Road on the east side of Shoreline, where there was a large celebration in Bothell upon the road’s completion at about the same time.^{7,8}

It is generally acknowledged that in Shoreline, the first business on the North Trunk Road was the E. E. Rogers General Store, which was built by Earl and Marion Rogers in 1911 at the three-way junction of what would become the North Trunk Road, Firland’s Way, and 185th. Firland’s Way and 185th were just being blazed as rough wagon roads. (Photo 11). Soon after the brick road’s paving, several other businesses cropped up, including:

- A post office addition to the Rogers’ store (Photo 17)
- A gas station also run by the Rogers (Photo 18)

- Thorson's gas station on the southwest corner of the brick road and 185th (Photo 19)
- The Roy Haines service garage at the southeast corner. (Photo 20)

All of these businesses faced the brick road. The Haines' service garage also served as the waiting station for the Richmond Highlands Interurban stop. Around the side and back of the building was a room reserved for Bessie Haines' waffle shop, where she served coffee and breakfast items to people waiting for the Interurban.



Photo 15 ~ Marion Rogers on the porch of the E. E. Rogers' general store with a young friend in 1913. The Rogers are ready for the new brick road to be paved next to their front door. The string plumb lines suggest where brick pavers will be installed. See photo 16 for the final configuration. In the left background are the Biles house under construction and the Steinberger house. (SHM-283-A)



Photo 16 ~ ca. 1914. Looking north on the North Trunk Road where it becomes Firland's Way at N. 185th Street, which crosses left to right at center. The new Biles house on Firland's Way is barely visible in the background over the top of the bus stop shelter at the far left. Courtesy King County Archives.



Photo 17 ~ 1916. Earl and Marion Rogers opened a post office in their store in 1912. They were able to build a full-scale addition in 1916 which included counter service and post office boxes. (SHM-1532)



Photo 18 ~ Earl and Marion Rogers' Red Crown gas station in 1916. The Rogers' Red Crown gas station was at 185th and Firland's Way, across from their general store and was the first gas station in Richmond Highlands. The Rogers' home can be seen at left, and in the far background at right is the Biles house. (SHM-054)



Photo 19 ~ Thor Thorsen's Service Station opened on the southwest corner of North 185th Street and the North Trunk Road around 1917. The sign by the door shows a timetable for the bus operated by the Yost Auto Company. Filtered gasoline at 22 cents/gallon. Note the air hose at far right. Photo donated by Anina (Coder) Sill, Richmond Beach Library. (SHM-1538-A)



Photo 20 ~ ca. 1921. Roy Haines Richmond Highlands Garage. The garage stood on the southeast corner of 185th Street and the North Trunk Road. The back of the building also served as the Richmond Highlands Interurban Station. Chairs were conveniently placed on the north side of the building near the entrance to the Bessie B Waffle Shoppe, where Roy's wife, Bessie B. Haines, ran her coffee shop, catering to the Interurban passengers. Today, this corner is considered to be the far northwestern edge of the Meridian Park neighborhood, but back then it was in the Richmond Highlands neighborhood. (SHM-280-A)

A few blocks south of the Richmond Highlands stop was the Ronald Interurban Station, where the Ronald Grocery sat near the Interurban tracks on the north side of 175th. The tracks were just a bit east of the brick road, which closely paralleled the tracks in this area. Here, both the Interurban route and the brick road skirted around the edge of Judge Ronald's property. Judge Ronald dug out the roadbed himself to make sure the new road did not separate his well from his house. This is the reason for the curved track bed and brick road, now called Ronald Place.⁹ South of 175th on the brick road, the Hammontree family operated a dance hall on what is now the southeast edge of "Ronald Place" where for many years, after the Hammontree's dance hall, the Skyline Windows business operated.



Photo 21 ~ 1925. Near 175th and the Interurban tracks, east of the brick road. This photo was taken from the Reynolds' family yard on the east side of the Interurban tracks, looking west. The dirt driveway leads to the tracks, and the white fence in the background marks the location of the North Trunk Road. At center, left to right, Floyd Reynolds, Delwin "Del" M. Reynolds, and Harold W. Sill seem to be conferring with the Reynolds' cow. The Ronald grocery store is at far left on 175th, near the tracks. The Ronald Interurban station is to the right, just out of the frame. (SHM-1756-2)

¹ "Good Roads Club to be Formed," *Seattle Times*, December 1, 1905.

² "Obstinacy of Owners," *Seattle Times*, August 5, 1907.

³ "Club Again Demands Brick Paved Highway," *Seattle Times*, June 2, 1913.

⁴ "Taxpayers to Renew War Against Use of Warrenite," *Seattle Times*, June 1, 1913.

⁵ "Contract Let for New Brick Roadway," *Seattle Times*, July 29, 1913.

⁶ "10 Acres North of Country Club," *Seattle Times*, December 7, 1913.

⁷ "10 Acres North of Country Club," *Seattle Times*, December 21, 1913.

⁸ "Bothell Finds Place on Map and Boulevard," *Seattle Times*, January 4, 1914.

⁹ James T. Ronald, *Reflections Along the Wayside of Life*, Mildred Tanner Andrews, ed., (Shoreline: Shoreline Historical Museum, 2003), 182-4.

Chapter 6: The Coming of Highway 99 and Aurora Avenue North

No doubt there was much relief when the new North Trunk and Gehr Erickson roads were finally completed in 1913. Not only did they provide easier access to and from communities to the north and south of the present-day Shoreline region, these new roads also made north end real estate more accessible, and spurred the sale of automobiles and growth in auto-related businesses. Three years later, car service garages could be found along both roads, many of them with gas pumps, along with simple gas stations offering gasoline only. On the North Trunk Road at the intersection of 185th, there was Roy Haines Garage on the southeast corner; Thorsen's service station on the southwest corner; and the Rogers' Red Crown gas station on Firland's Way and 185th, just west of the Rogers' general store.

Photo 22 ~ 1916. Richmond Highlands' first gas station was located at North 185th and Firland's Way. Operated by Earl and Marion (Hyde) Rogers, the Red Crown Gasoline building sat next to their house. L-R: Carl Jahn (b.1854, d.1925), Norman Campbell (b.1899, d.1918) who was Norma (Bartol) Gaston's uncle. The tree's sign reads "Richmond Highlands Realty Co." Gas pump cans are labelled "Red Sentry Filtered Gasoline." (SHM-1614)



When the Firland Sanatorium was built in 1911, contractors had to wheelbarrow their supplies from the Interurban siding on the northwest side of the tracks at 185th. Now, with the new brick road, any and all supplies could be delivered by truck or auto, and doctors in their new cars could get to the hospital more quickly.¹

However, even as the North Trunk Road was fulfilling its promise of efficient travel, plans were already underway for a much more expansive highway. Members of the Good Roads Association and other auto clubs had long dreamt of a road that would stretch from Canada to Mexico. A national highway system had been proposed as early as 1900, and in 1905, a highway between Mexico and Canada was being touted publicly.^{2,3} By the time plans for the North Trunk Road were getting underway, there was already a groundswell of support for a contiguous highway stretching along the coast.^{4,5} On July 22, 1912, Judge James T. Ronald, president of the Pacific Highway Association, led a convoy of vehicles from Seattle to Sacramento, and then on to Los Angeles, proving that it was already possible to drive a long way down the coast – that is, if you were daring enough.^{6,7}

Even though a new interstate highway seemed like a good investment for the future of Washington, it took over ten years (1912–23) and much lobbying by road proponents, to convince foot-dragging legislators that such a highway was both desirable and needed. With many of the actual road pieces already in place, the order of business in Washington was to improve and expand those existing roads and rename them as part of the new Pacific Highway. At last, in 1923, Washington state politicians appeared ready to commit.⁸

The news that the North Trunk Road would become part of the new highway was met enthusiastically by real estate developers, who immediately began to advertise properties as being on or near the new Pacific Highway. Now began the process of designing the new road. The route of the North Trunk Road would need to be straightened and widened, necessitating once again the acquisition of private property along the route through purchase, either by agreement or by eminent domain. The plan was to leave the brick road where possible, and construct strips of new pavement on either side of it, making the road much wider. The curve at Judge Ronald's property was to be left on its own, connecting to the new highway on both of its ends, but was not used as part of the new, straighter road. Firland's Way did not become a part of the new highway either, but remained as a residential street, with the new road now running directly north through the swampy bog southwest of Echo Lake and continuing straight to the county line at 205th.



Photo 23 ~ 1925. The Sno-King Garage and service station at the county line. Opened in 1925 by father-and-son team George and Russell Cornish, The Sno-King was the first neighborhood business that far north on the North Trunk Road. In the foreground, the brick paving can be seen clearly. The photo was taken in 1926, and the new Highway 99 construction is underway. There is a new dirt roadbed and dirt piles in the distance. (SHM-021)

This newly configured route, with its straightening and widening of the original road, necessitated the moving, or closing, of a number of businesses and possibly some houses as well. Most of this preparation was accomplished in 1925, just as the new paving was beginning on the south end. At 185th, Marion Rogers Rood's store building was moved around the corner onto Firland's Way, and became Bessie Haines' new Bessie B Waffle Shoppe and Lunch Room.⁹ The post office section of the old building was abandoned, and a new post office, with Marion Rood still acting as the postmaster, was built on Firland's Way across the street from Bessie's new restaurant. Roy Haines was able to continue the Richmond Highlands Garage on the southeast corner of the new highway and 185th. Unfortunately, his building and the new Richmond Inn owned by Katherine Stewart, also on the new highway but on the northeast corner at 185th, burned down a week apart from each other in 1930, before the highway work was finalized. Newspaper reports said the fires were "mysterious," though the fire at the Richmond Inn was ultimately attributed to an overheated stove.



Photo 24 ~ The interior of the new Bessie B Waffle Shoppe and Lunch Room located on Firland's Way. Roy and Bessie Haines are behind the counter, barely visible at the far left in the background. (SHM-277)

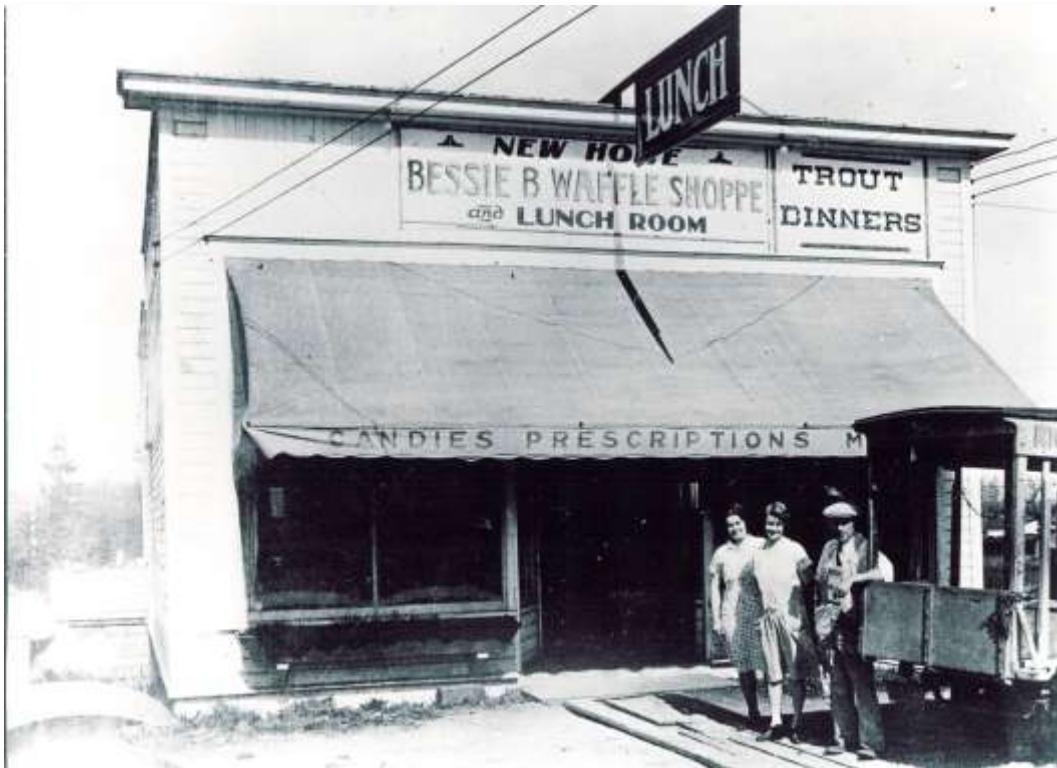


Photo 25 ~ The new home of the Bessie B Waffle Shoppe and Lunch Room opened in 1925 on Firland's Way (part of the original North Trunk brick road) at 185th Street, shortly after Marion Rogers Rood's store building was moved to this new location. The new highway was about to be constructed through the store's former property. Standing in front, left to right, are owner Bessie B Haines, waitress Laura Watts and dairyman Sam Christenson. (SHM-279-A)



Photo 26 ~ 1936. Save-Rite Groceries, Feed, Dry Goods, and Notions on Firland's Way near 185th and Aurora was the former location of the Bessie B Waffle Shoppe. As noted, the building was originally the Rogers General Store and was moved here from around the corner in 1925. Photo courtesy of Washington State Archives, Puget Sound Regional Branch. (SHM-666)



Photo 27 ~ 1954. On Firland's Way, Dr. Richard Rust opened the Highlands Clinic in the Rogers General Store building that had been moved to this location in 1925. Photo courtesy of Dr. Richard Rust.



Photo 28 ~ ca. 1930. The Roods built a new grocery and post office on Firland's Way in 1925. Good friends, Lea L. Stevenson and partner George Neff, also opened an Insurance and Real Estate office in the new building. The grocery store in the same building, not visible here, became Womer's in 1928. Courtesy of King County Archives. (2025-100-015)

The earlier North Trunk Road had already beckoned people to the area, but the new, wider road with its better connections and route brought with it a booming residential population. People with cars, eager to stretch out, snapped up long-standing vacant lots that had been platted as early as 1910. Advertisements enticed them with claims of healthy rural living, good roads and amenities. The school population exploded as well, and in 1926, the Ronald Elementary School was expanded with a two-story addition boasting four classrooms, basement, and furnace room to accommodate all the new children.



Photo 29 ~ 1922. The North Trunk Road, three years before widening and straightening the route. The photographer is standing just north of 183rd, looking north toward 185th. In the center foreground, on the west side of the North Trunk Road, is Charles P. Polachek's grocery, and barely visible on the north side of his building is the F. E. Smith Feed Store. Thorsen's gas station is north of Smith's store on the corner at 185th. In the very distant background on the far left is Emma Griffin's rental house, and next to it with a partially visible dormer is William and Hannah Dye's bakery and restaurant. Both buildings face 185th. On the right of the photo is Roy Haines' garage, built by himself and Mr. Calderhead in 1920. Haines Garage also served as the Interurban stop and housed Bessie Haines' first "Waffle Shoppe" at the back. In the distant center is the M.J. Rood Grocery, Feed Store and Post Office (formerly E.E. Rogers General Store), where the North Trunk Road veers left and continues north as Firland's Way. (SHM-136)

Development along the new highway grew with new stores, restaurants, service stations, and garages. Auto camps – today, we would call these “motor hotels,” or motels—where people could drive up and stay overnight also became popular as car owners pushed the limits of how far away from home they could travel. Previously, hotels had to be located near train stations or in city centers, but now, any well-traveled road could boast lodging for the weary driver. The Shoreline area was somewhat of an exception in the motel arena, as there were very few of them in the early 1930s on the new highway between 145th and 205th Streets, though more existed further south in what is now Seattle. One, known as the Skyline auto camp, was located at about 150th next to the Interurban tracks on a bluff above the highway, the entrance to which was marked by the Hilltop Inn, a small restaurant. A second

Shoreline, Washington

one was just south of 175th known as Carter's Cabins, and a third one was toward the northwest end of Echo Lake known variously as Scotty's Paradise Resort, Strain's Auto Camp and Echo Lake Auto Camp.



Photo 30 ~ 1937. Carter's Cabins opened for business around 1930, and later became Gartley's Cabins in 1960s. Courtesy of Washington State Archives, Puget Sound Regional Branch.

It bears noting here that there were two other auto camps in Shoreline at that time as well, though not on the new highway. Around 1924, John Walloch built his auto camp, Walloch's Auto Park, with a dance hall/community center known as Walloch's Hall on Richmond Beach Road near 15th Avenue NW. John Kennedy also had cabins near the Richmond Beach waterfront on the street called Richmond Beach Drive, formerly known as Olympic Place. He also owned the Kennedy coffee shop that became the Cabin Tavern after Prohibition was repealed.



Photo 31 ~ 1937. Orrie and Adah Carter operated Carter's Cabins in 1930 at 17203 Aurora Ave. The house was built in 1914 on the original North Trunk Road. Standing on the porch is Patricia Dow on the right, who was boarding with the Carters, and an unidentified friend. Courtesy of Washington State Archives, Puget Sound Regional Branch.



Photo 32 ~ 1932. Aurora Avenue near 150th in a snowstorm, looking north toward the Pershing Bridge for the Interurban trolley in the distance. (SHM-258-B)



Photo 33 ~ 1937. Melby's Echo Lake Tavern was constructed on the new Highway by Theodore Millan around 1927. Millan built the structure on speculation, hoping someone would want to rent it as a restaurant and occupy the living quarters upstairs. However, when Prohibition ended, former rum-runner Carl Melby saw it as an opportunity to turn legitimate and opened his tavern in Millan's building. The signage announcing Scotty's Paradise advertises an auto camp featuring lake access on the northwest edge of Echo Lake. Courtesy of the Washington State Archives, Puget Sound Regional Branch. (SHM-1937)



Photo 34 ~ 1930. Inez Carson stands on the edge of the new Highway 99 which passes by the entrance to the Echo Lake Bathing Beach. (SHM-158-B)

The year 1932 was a banner year for the Aurora Avenue stretch of Highway 99, because the George Washington Memorial Bridge opened over the ship canal, providing a direct route from downtown Seattle to Everett. Bessie B. Haines moved from the Firland's Way Waffle Shoppe and opened the Bessie B. Lunch in a new log cabin-like building right on the new highway. Other businesses also quickly opened along the highway, and despite being in the depths of the Depression, many of them managed to stay afloat.

This stretch of Highway 99 was not always called "Aurora Avenue," however. Besides its early life as the North Trunk Road, it also became known as Woodland Park Boulevard when it was widened and straightened in 1925. Maps of the time reflect this name. The Aurora designation came later but has its roots in a much earlier street by that same name.

In "The History of Licton Springs," Carol Tobin and Mimi Sheridan reveal some of the confusion surrounding the renaming of the thoroughfare:

Completion of the George Washington Memorial Bridge in 1932 and the Aurora "speedway" through Woodland Park provided a fast link to downtown and made this the region's major north-south highway. The segment north of downtown was officially named Aurora Avenue after the street that it follows in Fremont. Some say the name "Aurora" honored Aurora, Illinois, the hometown of Dr. Edward Kilbourne, a Fremont founder. However, George Cotterill, a former city engineer, claimed that the name recognizes it as the highway to the north, toward the aurora borealis.¹⁰

Despite Cotterill's claim (he was assistant city engineer of Seattle from 1892–1900), the story of the street being named by Fremont developer Dr. Edward Kilbourne (1856–1959) for a town in Illinois seems quite plausible. One version of the Kilbourne story comes from *Pig Tail Days in Old Seattle*, written in 1937 by Sophie Frye Bass. Bass (1867–1947) was a child of Seattle pioneers George Frye and Louisa Denny.¹¹ Additional proof of the Kilbourne story is that a nascent "Aurora Avenue" along with a street named "Woodland Park Avenue" (later "Boulevard") exist side by side on the 1905 Baist Real Estate Surveys map for the Fremont/Woodland Park area where Kilbourne had early street-naming clout.¹² Clearly, the original street called Aurora Avenue was named long before there were thoughts of making it the name of a section of Highway 99. It appears that when the streets were sorted out after all the highway and bridge construction was finished, Aurora was the street that ran straight with the highway route, and that's what the engineers at the time resolved to name it.

As noted, with the completion of Highway 99 in 1932, businesses along the roadway leapt to life in spite of the Depression. Some of the new businesses were owned by newcomers to the area, and some were owned by people whose businesses had been displaced earlier. No records have yet been discovered regarding how business owners felt about being wiped out

along the North Trunk Road in 1925 for the new highway. This was a major disruption in their lives after having established businesses along the brick road, a route they most likely never expected to see change in their lifetime. History repeats itself, of course.

In 1998, the city of Shoreline began planning the updating of the Aurora infrastructure, holding numerous community meetings and presenting a variety of design options. Then, between 2005 and 2017, the city undertook the four-stage Aurora Corridor Project, which widened the street, created discreet turn pockets instead of one continuous turn lane, and used state-of-the-art surface water management techniques to stop flooding and minimize road runoff reaching lakes and streams.¹³ The construction phases were inevitably difficult for many of the businesses trying to survive through the commotion. The ultimate drawback of the project was the removal of a number of long-time buildings, along with their resident businesses, at Aurora's east edge. Historic buildings along that side of the highway, nearly all built in the 1930s, were sacrificed for the project. Many of the community members whose livelihoods depended on their businesses being housed in those buildings were grief-stricken. Members of the families who had originally constructed those buildings also mourned the passing of their tangible connection to the history of the community they helped create. Perhaps the people experiencing such losses in 1925 felt the same way too.

More Aurora Businesses, North to South



Photo 35 ~ Halfdan Lem specialized in Rhododendron propagation. Lem's Nursery at 192nd and Aurora was famous for his hybrid creations. Photo courtesy of Washington State Archives, Puget Sound Regional Branch.



Photo 36 ~ Bill Rowe's service station replaced the old Thorsen's gas station on the southwest corner at 185th and the new highway. L-R: New owner Ray Mau and former owner Bill Rowe stand ready for customers. The station was later owned by Carl Hill, and finally Bill Langeberg in 1996. (SHM-460)



Photo 37 ~ Next door to Ray Mau's gas station was Selgelid's "Stop and Save" grocery store which opened in 1932 to serve both locals and travelers on the new highway. The building was expanded in the 1940s. Selgelid's eventually became Evans Foods. Lloyd Nelson's drug store and Del Ingall's barber shop were located in the new addition. Today, the addition is gone, and the original building, without its second story, still stands as the home of Spiro's Pizza and Pasta restaurant. (SHM-523)



Photo 38 ~ Late 1940s. Nelson Drug Store, Dell Ingall's Barber Shop, Evans Foods, with Carl Hill's Chevron gas station at the southwest corner of 185th Street and Aurora Avenue, Richmond Highlands. In 1991, a portion of the building became Spiro's Pizza and Pasta. Photo taken by Herb Haines, probably standing on the roof of his mother's restaurant, the Bessie B Cafe. (SHM-1569-B)



Photo 39 ~ A Richfield station replaced Roy Haines' auto repair in 1932 on the southeast corner of Aurora and 185th. Roy's Richmond Highlands Garage, built in 1920, burned in 1930. The Richfield continued to serve as the Interurban stop for Richmond Highlands. This 1937 view by the King County assessor's office captures Colgrove's Restaurant in the distance on the left, and a peek of the Richmond Highlands Lumber Company on the right. Courtesy of the Washington State Archives, Puget Sound Regional Branch. (SHM-660)



Photo 40 ~ The new Bessie B Lunch was built in 1932 and opened in October that year, just 8 months after the Aurora Bridge opened. The restaurant was on the east side of the new Highway 99, a short block south of 185th. It became the go-to place for truckers and out-of-towners and served as the Greyhound bus stop. After Bessie Haines retired, A. Arnold “Arnie” Alseth opened Monarch Appliance there in 1971, where it operated until 2005 when the city of Shoreline’s Aurora Corridor Project required businesses along that stretch of the highway to move. ([SHM-065-A](#) and [SHM-321](#))



Photo 41 ~ 1971. Arnie Alseth’s Monarch Appliance on Aurora Avenue ([SHM-321](#))

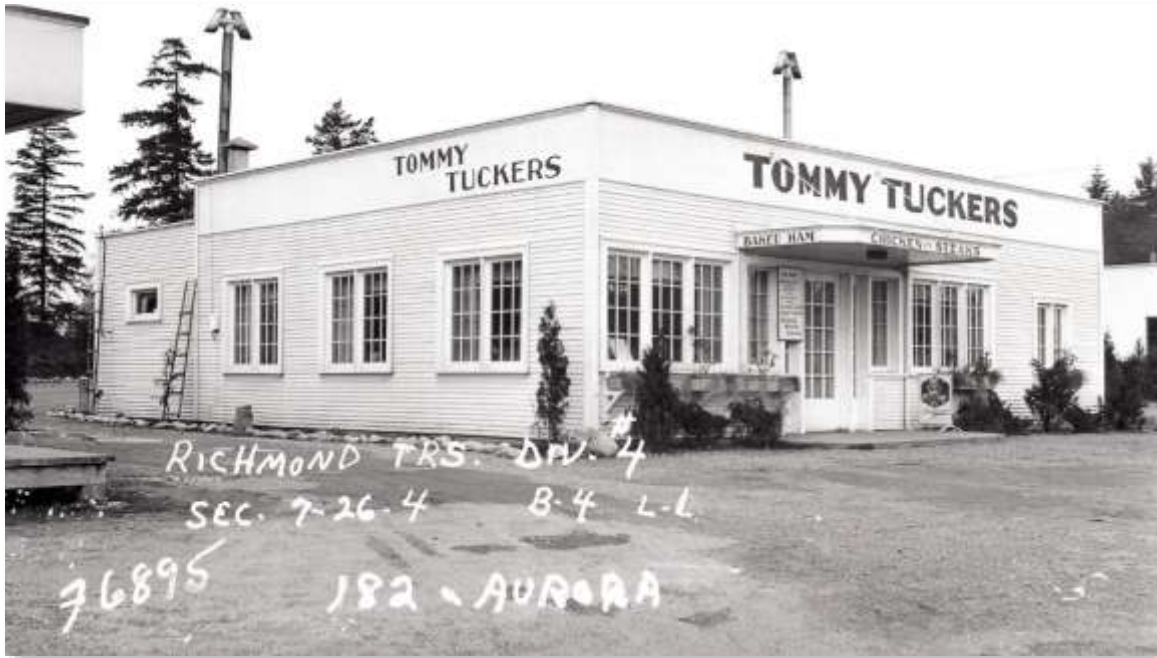


Photo 42 ~ 1937. Tommy Tucker's new location opened in 1936 at 182nd on the west side of Aurora. The old location was on the east side at 170th, which then became the 4-Mile House after Tucker moved. Courtesy of Washington State Archives, Puget Sound Regional Branch.



Photo 43 ~ Three business icons of the 1930s on the east side of Aurora just north of 175th, looking south: Left to right, Aurora Cold Storage, built in 1936 by the Braytons, Ed Graney's Shoe Repair, built about 1929, and the Cox Garage, built by Harvey Cox in 1932. These family businesses barely survived the Depression but managed to hang on. Eventually the buildings became home to other businesses, and in 2005, all had to make way for the new Aurora Corridor Project. (SHM-131)



Photo 44 ~ 1954. The Seattle Trust and Savings Bank on Aurora Avenue at 175th St. was the first bank in Shoreline. At left is the Cox Garage building. In distant right is the water tower for the Northwestern Floral Company on the corner of 175th and Ashworth. James "J.W." Wheeler convinced Seattle Trust to open this first bank in the Shoreline area. (SHM-129)

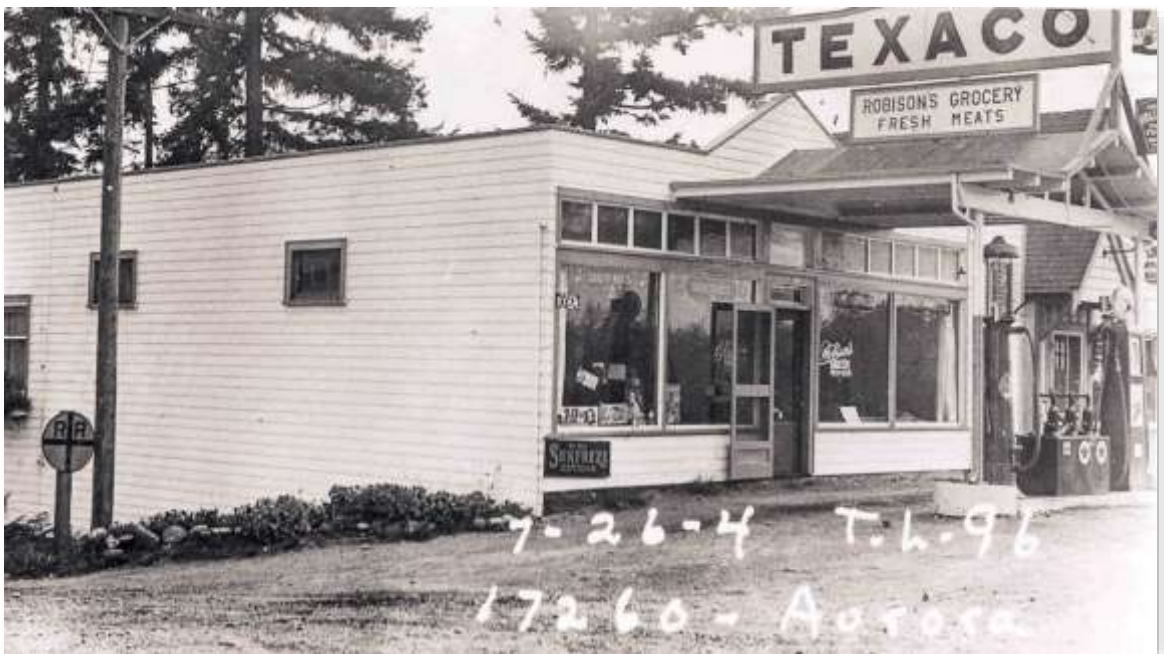


Photo 45 ~ Robison's Grocery sat on the southeast corner of Aurora at 175th St. This location opened in 1930 after the Robisons initially occupied what had been the Ronald store next to the Interurban tracks on the north side of 175th. Penny candy was a staple food at Robison's for Ronald elementary students walking home from school. 1937 photo, courtesy Washington State Archives, Puget Sound Regional Branch.



Photo 46 ~ Aurora Rents at the corner of 175th and Aurora where Robison's Grocery once stood, attests to the success of new businesses opened in the 1960s. (SHM-3722)



Photo 47 ~ Art Corbus and his Cascade gas station next to the Dinner Bell restaurant on the east side of Highway 99 just south of 175th Street. Ronald Place, a piece of the brick road that was left off when the road was straightened for the new highway, is behind them out of the frame, to the right. (SHM-354)



Photo 48 ~ ca. 1955. Mills' Marina on Aurora with the old brick road behind the business out of the frame. Opened in 1951 at the old Cascade gas location at 17220 Aurora, Sherman Mills' boat and boat equipment sales business was a prime example of modern businesses that began to flourish along Aurora after WWII. James "J.W." Wheeler, of West and Wheeler Realtors fame, encouraged Mills to locate his business here. Photo donated by Janis (Mills) Hansen. (SHM-3814)



Photo 49 ~ ca 1966. Budschat Motors on Aurora, owned by Bob and Valeria "Val" Budschat, was the first Ducati dealership in the area, opening in April 1959 in North City. Shown here after moving to 17002 Aurora Ave N in 1965, south of Mills' Marina, and across from Parker's Pavilion. Photo courtesy of Dean Nissen.



Photo 50 ~ The Four Mile House tavern and restaurant near 170th and Aurora was built several years before this 1943 photo, and was originally Tommy Tucker's until Tucker moved to 184th and Aurora. Courtesy of the Washington State Archives, Puget Sound Regional Branch. (SHM-1484)



Photo 51 ~ Dick Parker's Pavilion opened in 1932 on the west side of Aurora at 170th. It was first advertised as a skating rink, possibly because the required county license to open a dance hall had not yet been obtained. Previously, Parker had owned a dance hall in Kenmore, but sold it and built what he considered a better venue, with a dance floor that had "spring." The dance floor was constructed by Dave Markley, who had been involved in building other iconic Shoreline structures, such as the 1926 addition to the 1912 brick Ronald School. Courtesy of Washington State Archives, Puget Sound Regional Branch. (SHM-1483)



Photo 52 ~ Chef Costa's in 1951, after the "Charmland" building's remodel. Courtesy of Washington State Archives, Puget Sound Regional Branch. (SHM-3753-B)



Photo 53 ~ 1938. The McCall's pumphouse tower presided over Aurora's landscape until the 1960s. The road on the south side of the property, now called 165th Street, was known as McCall Street. Photo courtesy of Washington State Archives, Puget Sound Regional Branch.



Photo 54 ~ The surge in nearby population made new stores along Aurora viable. Looking east from Maddy's Garage at 152nd and Aurora, the new Price Mart did a brisk business. Donated by Howard Maddy. (SHM-3766)



Photo 55 ~ 1956. Charlie Berg's grocery store south of the Hilltop Inn opened in the late 1920's and specialized in bringing a large selection of products to the homeowner. This was called the "Store at Your Door" and later the Penny Profit Market. Courtesy of Washington State Archives, Puget Sound Regional Branch.



Photo 56 ~ The Hideaway occupies one of the oldest buildings on Aurora, built in 1917 on the original brick road. First as a café, and then a tavern beginning in 1933, it is one of the few buildings that has been continuously operated as an eating and drinking establishment. Courtesy of Washington State Archives, Puget Sound Regional Branch.



Photo 57 ~ ca. 1953. Flooding on Aurora was an almost annual event after land was cleared around 1945 at what would become the Sears and Roebuck site near 155th and Aurora on Westminster Way. The scene is from near the intersection of Aurora and 160th. Donated by Bud Wilkinson. (SHM-3183)

¹ Firland Occupational Therapy Department. *Firland: A Story of Firland Sanatorium* (Seattle: Firland Occupational Therapy Department, 1937), 12.

² “National Highway system,” *Seattle Times*, April, 27, 1900.

³ “A ‘Pike’ Road from Canada to Mexico,” *Seattle Times*, Dec 20, 1905.

⁴ “Seattleites Address Tacoma Banqueters,” *Seattle Times*, Oct 31, 1907.

⁵ “Automobile Club of Seattle Entertains,” *Seattle Times*, Sept 18, 1910.

⁶ “Good Roads Men Get Ready for Meeting,” *Seattle Post Intelligencer*, July 7, 1912.

⁷ “Diary of a Judge on Tour in an Auto,” *Seattle Post Intelligencer*, Good Roads Section, October 20, 1912.

⁸ “New State Highway to Everett is Contemplated,” *Seattle Times*, January 24, 1923.

⁹ “Mrs. Haines Opens New Waffle Shoppe,” *Richmond Beach Herald*, Richmond Highlands news column, May 1, 1925.

¹⁰ Carol Tobin and Mimi Sheridan, “History of Licton Springs,” Neighborhood History Project, Department of Neighborhoods, City of Seattle, <https://lictonsprings.org/pages/history-of-licton-springs.html>

¹¹ Sophie Frye Bass, *Pigtail Days in Old Seattle* (Hillsboro, OR: Binford & Mort Pub, 1973).

¹² G. William Baist, Baist Real Estate Surveys, Seattle Public Library Map Collection, 1905.

¹³ “Shoreline’s Aurora Corridor Improvement From eyesore...to...so much more,” Washington State Department of Ecology, Water Quality Program Report, 2013, <https://apps.ecology.wa.gov/publications/documents/1310024.pdf>

¹⁴ “Aurora Avenue North: A Better Corridor through Infrastructure Investment,” Urban Land Institute Case Studies, 2017, <https://americas.uli.org/wp-content/uploads/ULI-Documents/Aurora-Avenue-North-Shoreline-WA.pdf>

Chapter 7: Other Roads

Which came first, the building or the road? In most cases, a road, or even a crude pathway, needed to exist to get to properties where houses and businesses were to be built. As noted in the “The Maps of Shoreline” and “Early Roads” sections, Native Americans traversing the area created their own pathways, eventually followed by timber cruisers, surveyors, logging companies, and early settlers who had to have ways of getting in and out of the rural countryside. Major roads made it possible to get from one populated area to the next, but small lanes connecting people to the main thoroughfares were important too. Roads were sometimes made and then abandoned, with hardly a trace left of them. We’ll explore some of the roads that we use today, some with names unheard of by most.

185th Street

If you’ve never heard of the Old Bothell Road, it’s because it eventually ceased to be known as that once the station name for the Interurban Trolley was changed from “Old Bothell Road” to the name “Richmond Highlands.” It was connected directly to Richmond Beach Road, taking travelers to that small village on Puget Sound.

Photo 58 ~ 1914. Roberta Newkirk feeds the chickens at her aunt Mae Newkirk’s place on 185th, one block east of Aurora. As the business district developed at the intersection of this street and the new highway, 185th still retained some of its rural nature into the 1940s. (SHM-1533)





Photo 59 ~ On the south side of 185th St. at Densmore Ave. the Senours built their house in 1918. Ralph Senour took a photo from the driveway looking east on 185th in the winter of 1918. Senour Collection, Courtesy of Lynn and Grant Senour. (SHM-3817)

Then, in 1914, William D. Perkins petitioned the county to expand the road all the way to the “new” Bothell Road (aka Gehr Erickson Road) established from Bothell to Ravenna along the edge of Lake Forest Park. Thus, a portion of 185th known as “Holloway Street” (not to be confused with Holloway Road or 175th) became part of the new W.D. Perkins Road, which did take travelers all the way to the Gehr Erickson Road on a very circuitous route. Exactly when it finally became known as 185th Street is not known, but many road names were changed to the King County numerical system in the 1930s. This change improved the ability of police and fire departments to get to addresses more quickly in the event of emergencies.^{1,2}



Photo 60 ~ Richmond Highlands Lumber on 185th near the new Highway 99 was a staple in the neighborhood beginning in 1927, and transitioned to become Dunn Lumber around 1948. (SHM-010)



Photo 61 ~ Colgrove's Restaurant on the northeast corner of 185th and Aurora was one of several different businesses to occupy the spot. In 1948, for a short time, it became the Richmond Highlands Library, as the sign shows. (SHM-213)

Several businesses flanked 185th, all of them at or near the Aurora intersection. On the northeast corner of Aurora and 185th stood Colgrove's Restaurant which became the Richmond Highlands Library for a short time in 1948, and next door east on 185th was the Richmond Highlands Lumber Company, opened in 1927, and now known as Dunn Lumber. On the southwest corner lived Thorsen's gas station, successively known as Bill Rowe's, Ray Mau's, then Carl Hill's and lastly Bill Langeberg. West of that was the William and Hannah Dye's Home Bakery and Restaurant, which only operated from about 1924 to 1926. On the northwest corner was Womer's Market, currently the home of Prosser Music. The southeast corner had the Richfield gas station, and east of that was the Hedges large greenhouse and nursery, that eventually gave way to a shopping center, currently known as the Gateway Shopping Center.

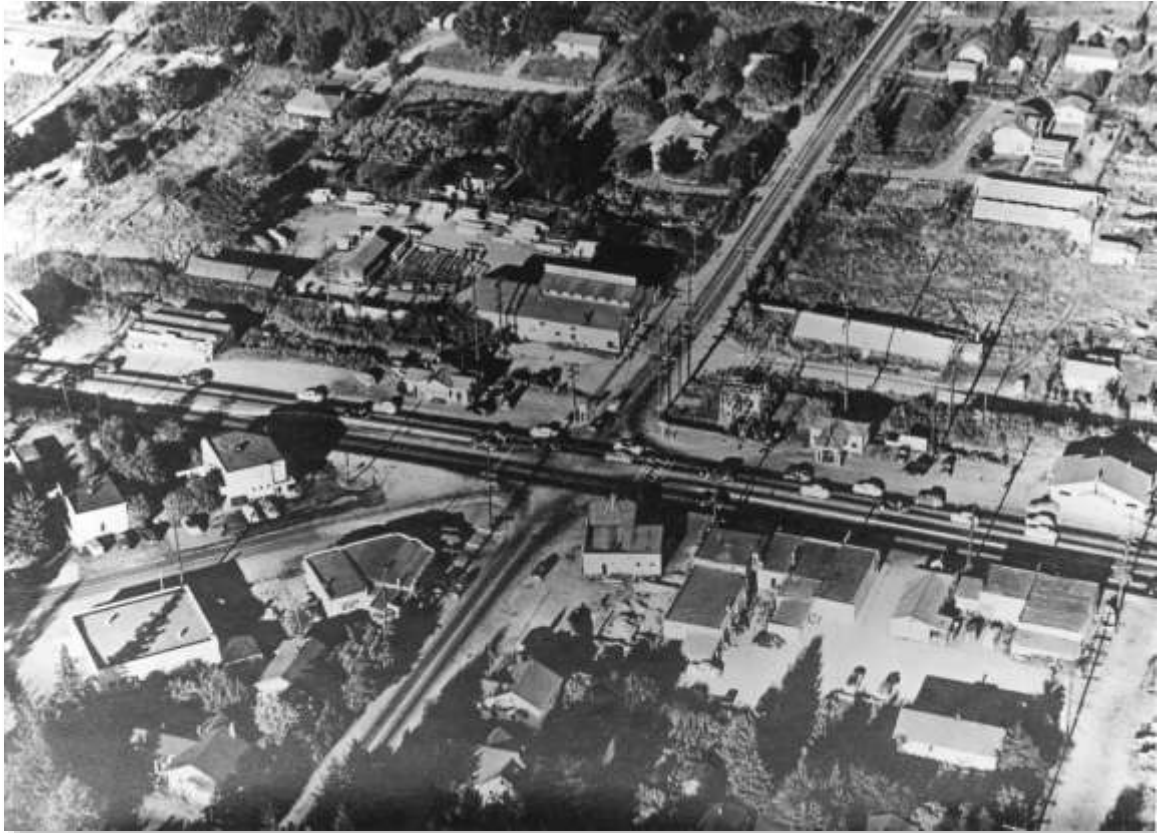


Photo 62 ~ An aerial view from 1948 shows the businesses along 185th and at the four corners of the Aurora intersection. In the upper right is Hedges Nursery near the southeast corner. (SHM-126)

175th Street

West of Dayton, the road we know today as 175th St. was called Holloway Road or Avenue because it was created by John T. Holloway, the county road agent and prominent Richmond Beach pioneer resident. The name was often misspelled as “Halloway” and appears in official county records with this incorrect spelling. The designations “road” and “avenue” were used interchangeably, which sometimes introduces confusion. County documents include a 1909 survey of the wooden trestle called “Halloway (sic) Avenue Bridge” which was immediately east of 6th Avenue NW and provided a crossing over Hidden Creek, now known as Boeing Creek. Interviews with long-time residents confirm that few, if any, ever called the road or the bridge by their official names.^{3,4}



Photo 63 ~ The 1909 bridge over Hidden Creek on NW 175th St. near 6th Ave. NW is seen here around 1915. It was named the Holloway Avenue Bridge by the King County Roads Department. Photo courtesy of King County Archives.

East of Fremont, 175th was called several names, including “County Road,” F.W. Vance Road #492, Clark Street, and Charles Wells Road. Franklin Weldon Vance established his portion of the road in 1906. “Clark” refers to property owner Ezra Clark, who’s land was just north of 175th next to the Interurban tracks.^{5,6,7} Along the north edge of Ronald Bog, 175th became “Charles Wells Road” in 1913. It included a meandering section now called “Serpentine Pl.” A 1000’ trestle was built over the bog edge in 1915 but removed in 1931.



Photo 64 ~ Ray and Hannah Smith moved to NW 175th and 10th Ave NW on seven acres in Happy Valley, just west of the Hidden Creek bridge, in 1903. There, they built a humble cabin, and in 1909, began to slowly build this house, completing it some years later. Boeing purchased the house and it became his gamekeeper's residence, where pens of game birds were held. The Schwehms operated the game farm for some years until it closed down. They owned the house until the 1950s, when the Hardins purchased it from them. Photo donated by Wilson Schwehm. (SHM-1722)



Photo 65 ~ The Oluf Krystad farm in Happy Valley is seen at center, with NW 175th St. at left. St. Luke Catholic Church and elementary school were built here in 1956. The photo was taken from Carlson Hill, above Dayton Ave. around 1950. (SHM-1731)



Photo 66 ~ The first Ronald school opened in 1906. Here, facing 175th Street, principal and teacher, Louis H. Metras, poses with the entire student body in 1909. (SHM-014)



Photo 67 ~ The 1909 Ronald Methodist Church and the pastor's residence were located on 175th St and Linden, across the street from the Ronald School. (SHM-508)

155th Street

The A.B. Lord Road was created in 1910 by Albert B. Lord for people to reach his plat called “Albert B. Lord’s Country Club ¼ Acre Garden Tracts.” The road stretched from his plat which was between Ashworth and Meridian on the north side of 155th, all the way to the Bothell highway (Gehr Erickson Road). Lord’s road meandered across every piece of property, including the state’s property at 15th Avenue NE. The 1908 county survey map also shows some old-growth timber still in existence along the proposed road. Today, renamed as 155th St., the only remains of the original meandering portion of the road lies at Bothell Way, where NE 149th St. bends to meet that highway on the south side of Acacia Cemetery.^{8,9}

150th Street

The road we now call 150th St. was originally called Crawford and Conover No. 2 Road, and was named by them in 1905. The real estate development team of Clayton Crawford and Charles Tallmadge "C. T." Conover was quite famous in the Pacific Northwest and in the Shoreline area in particular. They platted a number of properties, such as the plat of Richmond Beach Villa Tracts between 20th and 23rd where the two diagonal roads, "Crawford Street" and "Conover Street" create an "X marks the spot" on the map.¹⁰

145th Street

John Ball, the designer/builder of the Seattle Golf Club links, came from Scotland and owned property near the golf club on Country Club Road, aka Greenwood Avenue, at 145th Street. As a result, 145th was designated as "John Ball Road." Numerous relatives lived in the area as well, such as granddaughters Dorothy Ball Gough and Rose Wilde Dobson, both of whom wrote books about their experiences in the neighborhood.¹¹

Westminster Way

This street was originally called A. Holman Road No. 2 and was designated as part of the new Pacific Highway system just like its twin, called A. Holman Road No. 1, named for Loyal Heights real estate entrepreneur Axel Holman. Holman Road No. 1 connected 15th Avenue NW (which brought automobiles from Seattle over water via the Ballard Bridge) to Greenwood Ave N. Then another road, dubbed Holman Road No. 2, would connect Greenwood to the North Trunk Road, also known as Woodland Park Avenue, where drivers could continue traveling gloriously northward in an unbroken line to Canada. In 1924 three different routes were proposed for Holman Road No. 2, and the current route was decided in 1926.^{12, 13, 14} The new road cut diagonally through the Westminster Addition, which was a plat established by Rolla Little and Henrietta Foy in 1920. This plat had a small road through it

called Westminster Place.¹⁵ The designation of two Holman Roads did spark some confusion, and finally the name Holman Road No. 2 was officially changed after Boeing created the Westover Addition in 1937, the plat map of which shows Holman as renamed to Westminster Way. Changing the name of the road made practical sense and no doubt the puzzlement of having two Holman Roads was finally alleviated.¹⁶

15th Avenue NE

The W.W. Reed Road was also known as Hamlin Road, and was eventually renamed 15th Avenue NE. Reed, sometimes called “Colonel” Reed, had his own real estate company, and was well known for his dealings. He owned a good quantity of property adjacent to the developments of Jardin El Norte, Monte Vista, and the Third Addition to Lake Forest Park. Initially, the W.W. Reed Road could be reached from Seattle only by traveling north on 10th Avenue NE and then, at NE 100th Street, one had to veer northeast on a jog that connected with the graveled Reed Road. Those directions to the afore-mentioned development properties, along with the newly minted Lago Vista development, were often included in newspaper advertisements. 15th Avenue remained a gravel road until the early 1950s.¹⁷

The popularity of the rural developments along 15th induced numerous entrepreneurs to try their luck at opening businesses along that street. Grocery stores and gas stations, and a fancy dance hall called the Starlight Dome, mostly came and went over short periods of time. Eventually a hardware store would open, as well as a “five and ten.” While some people believe that the Starlight Dome building still exists in the form of Frank Lumber Company/The Door Store’s warehouse and delivery building at 17550 15th Avenue NE, that current building was built in 1956 as a grocery store. However, the building somewhat mimics the shape of the earlier Starlight Dome building. Three of the oldest buildings on 15th still stand. The North City Lounge at 17544 15th Avenue NE was originally a grocery store and gas station built in 1928, and Leland’s grocery and gas at 19042 15th Avenue NE was built in 1927 by the Lago Vista developer, P. Kenard White. The Scholtens’ grocery and gas was a few blocks north, at 195th on 15th, and was built in 1928.¹⁸



Photo 68 ~ 1937. Sisler's Grocery was the first store among at least seven others that drivers encountered on 15th Avenue if they were traveling north from 145th. All the stores were located on the east side of 15th Avenue. It's pure speculation, but the reason for this was probably because people would be more likely to stop for gas and groceries in the evening on their way home from work in Seattle, rather than on the way to work in the morning, making the east side of the street slightly more convenient. Courtesy of Washington State Archives, Puget Sound Regional Branch.



Photo 69 ~ 1928. Edward Yenn's Monte Vista Grocery and Gas was strategically located on 15th Ave NE at about 165th. The street sign says N. 164th, a street that does not exist today, or ever in this location. It was the closest store to the new Monte Vista development which was highly advertised. (SHM-345)



Photo 70 ~ Wunderlich's Grocery Store, 1937. The store, also known as the 175th St. Grocery, was on the southeast corner of 175th Street and 15th Avenue, where today's Safeway and gas pumps are. The family lived in a house just east of the store. Courtesy of Washington State Archives, Puget Sound Regional Branch.



Photo 71 ~ The Meacham grocery and gas at 17554 15th Ave NE, now the North City Lounge, was built by Ervin and Effa Meacham. King County records say that it was constructed in 1930, but Shoreline Historical Museum files say the photo seen here is from 1928. While the building looks somewhat different today, it still retains its historical character along with the corner-angled front door. ([SHM-347-A](#))



Photo 72 ~ April 17, 1940. Johnson's Super Market took over the Starlight Dome, a dance hall built in 1936 by Clarence Mayo. Next door is the Drag Inn (formerly Meacham's Grocery and Gas), later called the North City Tavern. The location at 17550 15th Ave NE was a grocery store site for many years, with Johnson building a new store that echoed the look of the old one in 1956. Photo courtesy of Washington State Archives, Puget Sound Regional Branch



Photo 73 ~ ca. 1940. Leland's Grocery was in the 1927 store built by developer P. Kennard White to accommodate the burgeoning population of the new Lago Vista development. White sold the store to Jim Mitchell, who turned operations over to his daughter and son-in-law, Beatrice and Charles Leland. Here, ten-year old Don Leland serenades customers on his violin in the parking lot. The building still stands at 19042 15th Avenue NE. (SHM-1970)

Photo 74 ~ ca. 1928. Sie and Alice Scholtens' grocery and gas. Here, Marie Scholtens stands ready to help customers at her parents' business on 15th Ave. at N. 195th St. Photo donated by Marie (Scholtens) Hinchliff. (SHM-1965)



Roadside Entertainments

Speaking of the Starlight Dome, located at one time near what is now the North City Lounge, there were a few other places for entertainment in Shoreline, mostly aimed at adults. As travel by car became more common, destination attractions grew alongside the typical car-related businesses, such as service stations, restaurants and auto courts/motels.

Starlight Dome



Photo 75 ~ The Starlight Dome dance hall was built in 1936 by Clarence Mayo next door to the "Drag Inn" tavern which became the North City Tavern. The dance hall building became Johnson's Supermarket in 1940. Photo courtesy of Washington State Archives, Puget Sound Regional Branch.

The Drag Inn, North City Tavern



Photo 76 ~ 1937. The Drag Inn replaced Meacham's grocery, becoming the first tavern in North City. (For the original building see Photo 71 ~ The Meacham grocery and gas at 17554 15th Ave NE.) It was later renamed North City Tavern, and then North City Lounge. Courtesy of Washington State Archives, Puget Sound Regional Branch.



Photo 77 ~ 1951. North City Tavern. Courtesy of Washington State Archives, Puget Sound Regional Branch.

The Stone Castle

The Stone Castle, built by Lewis Duffey in 1908 (King County has it listed as 1907 in today's tax records, and 1910 in the old tax records) on Country Club Road (or Greenwood Avenue) at 150th has maintained a mysteriousness about its origins that will probably never be completely erased. Rose Wilde Dobson, in her book "A Wilde Look Backwards," says that her brother helped haul stone from a nearby quarry for the structure. Some say it was constructed as a family dwelling, others say it was meant to be a roadhouse. Indeed, it could have easily served both purposes. After extensive research, we now know that the latter is a feasible explanation, as newspaper articles such as one from 1911 confirm the problems Duffey had with both the establishment and his manager, as well as the authorities.¹⁹ Being very close to the newly opened Seattle Golf Club, the location would have been an attractive one for a drinking enterprise. In 1921, the Stone Castle was purchased by Ludwig Moeller who shortly afterwards drowned on the property while trying to measure the well. His widow lived in the house until 1947 when it was purchased by Edward F. Smith.^{20,21}



Photo 78 ~ The Stone Castle, with its many mysteries and rumors, was built in 1908 by Louis Duffey on Country Club Road, now Greenwood Avenue. Newspaper articles bear out the rumor that it was a speakeasy. Even before the advent of Prohibition, there were strict rules governing the serving of alcohol out in the county, and Duffey and his manager ran afoul of the law. (SHM-643-C)

The Ride & Dine

In 1927, Earl Coffrin had a great idea. Wouldn't people enjoy coming out into the rural countryside, where they could rent a horse, ride for a while along country roads and trails, and then change into evening clothes and dine on a gourmet dinner? This is what he had in mind when he built his "ride and dine" stable and restaurant at 16708 Aurora Avenue. In the main building, the downstairs held lockers and showers for sweaty guests; the upstairs sported a fine dining room and dance floor. Behind the restaurant was the horse barn where a bevy of beautiful steeds awaited their potential riders. According to Bob Markley, who worked for him, Mr. Coffrin was a self-described rum-runner who had earned his wealth in the trade of illegal beverages. In truth, though, it was Mr. Coffrin's affluent wife, Vera Guinn, whose money built the restaurant and it was she who owned the horses. Her horse farm and riding academy were in the Crown Hill neighborhood at 88th and 27th Avenue NW, where her former 1900 mansion still stands, though much remodeled and reduced in size.²²



Photo 79 ~ 1937. The restaurant on Aurora at 167th St was built in 1930 by Earl Coffrin and billed as a "ride and dine" establishment. The building went through many owners and name changes over the years. Coffrin never opened his restaurant, which featured lockers and showers for his horse-riding customers who wanted to clean up before dinner. It became Dreamland briefly in 1936, then Charmland, and a succession of others including Costa's and the Drift On Inn. It still stands today at 167th and Aurora and is currently called Aurora Borealis. Courtesy of Washington State Archives, Puget Sound Regional Branch. (SHM-3753-A)

Unfortunately, like so many great ideas, the ride-and-dine didn't take off, and in fact Coffrin never opened the dining room, though the horses were ready to go and the horse rental business enjoyed some measure of success. As for the red tile-roofed restaurant, it languished in the face of the Great Depression. While we still don't know everything that happened to the building after Coffrin abandoned the project, we do know that it opened briefly as Dreamland, and then on August 18, 1936 the establishment opened as Charmland, a chicken and steak dinner restaurant, with Jack Wolcott's orchestra playing the first dance. The establishment had many name changes, most notably Costa's, the Drift On Inn, and at today's writing, the Aurora Borealis.²³

Parker's Pavilion



Photo 80 ~ 1978. Parker's Ballroom became the Aquarius Tavern from 1970 to 1980 in an effort to appeal to the grown-up baby-boomer generation. It was fairly successful, bringing in famous acts from around the country, such as seen on the sign here. Courtesy of Seattle Post-Intelligencer.

Perhaps the most famous of Shoreline's establishments was Dick Parker's Pavilion, (aka Parker's Ballroom and Dick Parker's Dancing Palace) on Highway 99, at Aurora and 170th. Parker had constructed an earlier version in Kenmore in the mid-1920s near where Kenmore Lanes is located today. However, according to Parker's nephews, Skip Horn and Vern Amundsen, who were later the owners of Parker's on Aurora, the original location had easement problems. Skip Horn said, "Parker's Pavilion on Aurora was the second roadhouse built by my uncle, who was a meat packer by trade. He constructed it in 1929 and it started as a skating rink, although I don't know how much skating went on there."²⁴ Dancing officially started there not too long after, and when Prohibition ended in 1933, things were in full swing. See Photo 71 on page 117.

The "rink," which became the dance floor, was constructed by Dave Markley, a talented local builder who had helped construct a variety of buildings in the area, including the 1926 addition to the Ronald School. According to Dave Markley's son, Bob, Dick Parker instructed him to design a floor that would "bounce." Another story told by Markley was that the construction of Parker's old place in Kenmore (which became Burt Lindgren's dance hall after Parker sold it) didn't quite satisfy Parker's desire for perfection, and he wanted a bigger and better dance hall. The location of the new ballroom on the brand new Highway 99 probably didn't hurt its popularity either.²⁵ In the 1970s, Parker's was known as the Aquarius Tavern, then went back to being Parker's around 1980, and in the 1990s became Charlie Mac's sports bar before returning once more to the name Parker's. The building was demolished in 2012.

A much later development happened in 1980, when a discotheque called the Spectrum II opened briefly at 17229 15th Ave. NE in the Mattson's Hardware/Thrifttime Drug store building. It was billed as a no-alcohol teen friendly place that occasionally held dances specifically for people with disabilities. It closed in 1981. Today, people may have to travel far afield to avail themselves of the kind of places of entertainment our roadside attractions offered "back in the day."

Arden Lanes



Photo 81 ~ Oct. 1960. Bowling became a favorite family activity after World War II. Arden Lanes opened on Richmond Beach Road in 1960. The property was once occupied by John Walloch's Richmond Beach Auto Park, built in 1928. Courtesy of Washington State Archives, Puget Sound Regional Branch.

Bowling alleys were the quintessential family entertainment and became very popular after WWII. However, adult bowling leagues were serious business, and the sport was featured on nascent television channels, starring professional bowlers winning cash prizes. The Shoreline area had two: 1) Ballinger Bowl, built in 1956, was an anchor business for what became Ballinger Village; and 2) Arden Lanes, located on Richmond Beach Road where Walloch's auto camp once stood, opened in 1960 and still operates today as Spin Alley.

Skating

When it came to family-friendly destinations, there was the Playland Amusement Park south of today's Shoreline at 130th and Aurora. It was open from May to September every year from 1930 to 1960, and the Playland roller skating rink was open year-round. Within Shoreline, however, there were only a couple of places everyone could go besides the bowling alleys. First, in 1950, a short-lived roller-skating rink was constructed at the southeast corner of Aurora and 155th by the famous roller rink owner, Don Isham, and his partners. Despite protests by the neighbors that it would bring too much traffic into the area, the county okayed the permits and the rink was constructed, only to be replaced by a Safeway grocery store a few years later.²⁶ The second place also featured skating, but of a colder kind!

Highland Ice Arena



Photo 82 ~ The Highland Ice Arena opened to much fanfare in 1962. There were few options for family friendly outings within Shoreline, so the Stephens' new business made a big hit with residents. (SHM-424)

The Highland Ice Arena was the brainchild of professional ice skaters Jim and Dorothy Stephens, who opened the family-oriented ice-skating business at Aurora and 180th in 1962. The arena featured ice hockey leagues, figure skating lessons and anything else ice-skating related. The Stephens also established a curling league, the rink for which still exists in north Seattle near 130th and Aurora. The Highland Ice Arena entertained thousands of ice skaters for sixty years before closing in October of 2022.²⁶

¹ WD Perkins Road Country Road, No. 1037, Survey 110/110A, Road History Packet, 1914, King County Road Services Map Vault, <https://info.kingcounty.gov/transportation/kcdot/roads/mapandrecordscenter/mapvault/Default.aspx?DocId=cZjCTGKjHII1>

² WD Perkins Road Country Road, No. 1037, Survey 110/110A, Road History Packet, 1914, King County Road Services Map Vault, <https://info.kingcounty.gov/transportation/kcdot/roads/mapandrecordscenter/mapvault/Default.aspx?DocId=XmDbZCknoK81>

³ Kroll Atlas, Unincorporated Northwest King County, Shoreline Historical Museum Archives, 1939.

⁴ Halloway (sic) Avenue Bridge No. 640A, Map No. 43-68, Survey no. 928A, Folder C-049, 1909, King County Road Services Map Vault,

<https://info.kingcounty.gov/transportation/kcdot/roads/mapandrecordscenter/mapvault/Default.aspx?DocId=L8IGeC6out41>

⁵ WD Perkins Road Country Road, No. 1037, Survey 110/110A, Road History Packet, 1914, King County Road Services Map Vault,
<https://info.kingcounty.gov/transportation/kcdot/roads/mapandrecordscenter/mapvault/Default.aspx?DocId=cZjCTGKjHII1>

⁶ J. Fox Et Al Country Road No. 1698, Survey 1698, Road History Packet, 1921, King County Road Services Map Vault,
<https://info.kingcounty.gov/transportation/kcdot/roads/mapandrecordscenter/mapvault/Default.aspx?DocId=2JXimMOEisQ1>

⁷ FW Vance Road, No. 911, Survey 492, Road History Packet, 1906, King County Road Services Map Vault,
<https://info.kingcounty.gov/transportation/kcdot/roads/mapandrecordscenter/mapvault/Default.aspx?DocId=IQPxVUdqQRA1>

⁸ AB Lord Road, No. 1069, Survey 979, Map 4-86.B, Folder C-232, Topographical Map, 1910, King County Road Services Map Vault,
<https://info.kingcounty.gov/transportation/kcdot/roads/mapandrecordscenter/mapvault/Default.aspx?DocId=O8CLVAkabmc1>

⁹ AB Lord Road, No. 1069, Survey 979, Map 4-86.B, Folder C-232, Topographical Map, 1910, King County Road Services Map Vault,
<https://info.kingcounty.gov/transportation/kcdot/roads/mapandrecordscenter/mapvault/Default.aspx?DocId=O8CLVAkabmc1>

¹⁰ Crawford and Conover Road No. 2, Country Road No. 766, Survey 703, Road History Packet, 1905, King County Road Services Map Vault
<https://info.kingcounty.gov/transportation/kcdot/roads/mapandrecordscenter/mapvault/Default.aspx?DocId=yQmaXICEIjc1>

¹¹ John Ball Country Road No. 1694, Survey 1694, Road History Packet, 1921, King County Road Services Map Vault
<https://info.kingcounty.gov/transportation/kcdot/roads/mapandrecordscenter/mapvault/Default.aspx?DocId=UiK91pW5zq81>

¹² Survey Field Book No. 594, Survey 2202, 1925, King County Road Services Map Vault,
<https://info.kingcounty.gov/transportation/kcdot/roads/mapandrecordscenter/mapvault/Default.aspx?DocId=DaUBayn8tLg1>

¹³ Prelim Surveys #2202 A Holman Road, Map Number 11-29B, Folder Number E-084, 1926, King County Road Services Map Vault
<https://info.kingcounty.gov/transportation/kcdot/roads/mapandrecordscenter/mapvault/Default.aspx?DocId=7e3LJPOLMfg1>

¹⁴ A Holman Road No.2 Survey 2022G Revision, Map Number 3-97G. Folder Number D-005, 1926, King County Road Services Map Vault,
<https://info.kingcounty.gov/transportation/kcdot/roads/mapandrecordscenter/mapvault/Default.aspx?DocId=AyjwTtjW-ow1>

- ¹⁵ Westminster Addition Plat, Washington State, King County, filed by Rolla E. Little and Henrietta Foy, approved by Wm. A. Gaines, July 15, 1924,
<https://recordsearch.kingcounty.gov/LandmarkWeb/Document/GetDocumentByBookPage/?booktype=PLAT&booknumber=027&pagenumber=025>
- ¹⁶ Westover Addition Plat, Washington State, King County, filed by W.E. and Bertha Boeing, approved by Louis Nash, Feb 15, 1937,
<https://recordsearch.kingcounty.gov/LandmarkWeb/Document/GetDocumentByBookPage/?booktype=PLAT&booknumber=034&pagenumber=021>
- ¹⁷ WW Reed Road Petition and Map, Map Number RDNO 1499, Folder Number: Drawer, 1919, King County Road Services Map Vault,
<https://info.kingcounty.gov/transportation/kcdot/roads/mapandrecordscenter/mapvault/Default.aspx?DocId=G74ZgjEwr0c1>
- ¹⁸ Barbara L. Drake Bender, *Growing Up With Lake Forest Park* (Creative Communication, Edmonds, WA, 1983), 280-2, 288-9.
- ¹⁹ "Stone Castle Raided," *Seattle Times*, July 1, 1911.
- ²⁰ "Plunges to His Death in Well on his Estate," *Seattle Times*, July 6, 1921.
- ²¹ King County Historical Inventory for Shoreline, Stone Castle, Shoreline Historical Museum Archives, King County Historical Inventory file, 1996.
- ²² Robert Markley, interview by Victoria Stiles, Shoreline Historical Museum, Shoreline Historical Museum Archives, Markley Family file, 2008.
- ²³ "The Charmland New Highway Spot Opens Tonight," *Seattle Times*, August 16, 1936.
- ²⁴ Skip Horn, personal conversation with Victoria Stiles, Shoreline Historical Museum, 2000.
- ²⁵ Robert Markley, interview by Victoria Stiles, Shoreline Historical Museum, Shoreline Historical Museum Archives, Markley Family file, 2008.
- ²⁶ "Highland Ice Arena to Close this Week," *Seattle Times Weekend Plus edition*, October 14, 2022.



Photo 83 ~ 1913. The Richmond Highlands Interurban station at 185th and Aurora with Earl and Marion Rogers accompanying a child and friend. Note sign advertising "Snider's Pork and Beans." The Rogers owned the general store across the road. (SHM-562)

Chapter 8: The Interurban Through Shoreline

The completion of the railroad from Everett to Seattle in late 1891 was key to the development of Richmond Beach, a flourishing town that was relatively isolated from the rest of the area at that time. The central portion of Shoreline would have to wait another decade for its population to begin forming, which came thanks to the promise of an electric trolley system known as the Seattle–Everett Interurban.



Photo 84 ~ 1910. An Interurban car stops at the Ronald Station for a pose. The construction of the North Trunk Road has not yet begun, but in three years from when this photo was taken, it will be just west (left) of this building. The station was built by Judge James T. Ronald and a neighbor, Ezra Clark. (SHM-1411)

In 1889, interurban electric trolley systems began to be constructed throughout the eastern United States, connecting local cities and rural areas where few good roads existed. The advent of car travel for the masses was a number of years off in the future. Therefore, interurbans were seen as a way to move products and people more efficiently than horses as well as to promote population growth where settlement had been difficult. Interurbans used small gauge tracks with overhead wire connected to power substations situated along the route.

This same type of transportation system was proposed in 1898¹ to connect Seattle and Tacoma and the rural areas in between. “The Seattle–Tacoma Electric Railway will be a great boon for the interurban district. The road will rapidly develop gardening, poultry raising and fruit farming, and freighting will become profitable,” asserted *The Seattle Times* in 1899.² The advantages of building such systems were many, and development in rural areas was given a big boost, particularly along the new transportation lines. This was very beneficial for real estate speculators, whose outlying properties suddenly became accessible to buyers.

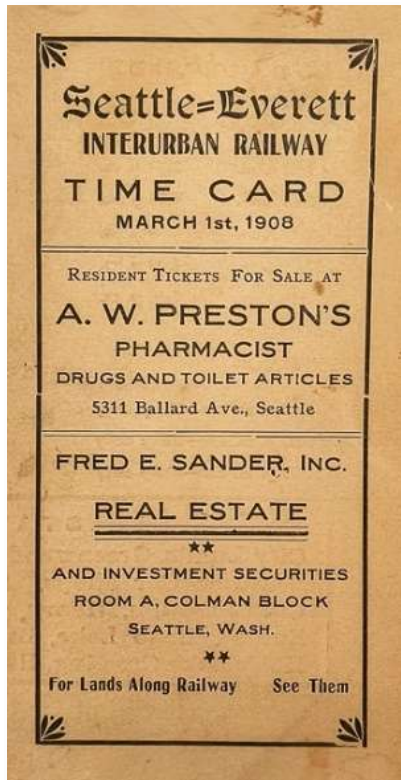


Photo 85 ~ March 1, 1908. Interurban Timetable advertising properties for sale by Fred Sander, who also bankrolled the Interurban line. Shoreline Historical Museum Archives.

The construction of the line from Seattle to Tacoma was already underway when the Everett and Interurban Railway Company was formed in 1900 to begin property acquisition for the north end line. Fred Sander, a real estate entrepreneur, was the driving force behind both lines, though the north end line was on shakier ground financially. Naturally, in order to build such systems, property for the right-of-way had to be acquired all along the route, mostly from private property owners (not always an easy task). According to Warren Wing in *To Seattle By Trolley*:

Fred Sander felt that fast efficient transportation between urban areas could be met at a profit through the application of this new technology...On May 29, 1900 Sander organized and incorporated the Everett and Interurban Railway Company...During 1901, construction began in the suburb of Ballard.

Progress was so slow that by 1905 Sander had reorganized the company and sold stock under the name Seattle–Everett Interurban Railway Company. This undoubtedly speeded the progress so that by 1906 the line had reached Bitter Lake, a distance of approximately six miles. The next year the line was extended another six miles [through Shoreline] to Hall’s Lake, and service inaugurated between Ballard and that point. This single-track route meandered northeast through what was then a forested semi-wilderness. The new line did a booming business in transporting lumber and generated a substantial amount of money hauling passengers to and from the sparsely settled area.³

The Stone and Webster Corporation took over control of the Seattle–Everett Interurban Railway Company in 1908 and then finished the line to Everett in 1910. The inaugural run was May 2nd of that year. The tracks were extended southward down Phinney through Fremont over the Stone Way Bridge to downtown Seattle, where it ended at the lobby of the Shirley Hotel on 5th and Pine/Pike. In 1917, the new Fremont Bridge opened and the Interurban was rerouted over that bridge. The Ballard section of the line continued to be used for freight only, no passengers. In 1912, the system merged with the Bellingham & Skagit Railway to form the Pacific Northwest Traction Company. The line changed hands and names several times over its years of operation, and served many communities between Everett and Tacoma and beyond. At one time, it stretched all the way east to Snohomish and north to Bellingham.^{4,5}

When Fred Sander began the north end run, he created stops every few blocks to accommodate the rural population. This must have been a headache for those who lived at the end of the line, but when Stone and Webster’s Seattle–Everett Traction Company took over, they streamlined the service. Several of the earliest stops through Shoreline were eliminated and stops were redistributed and renamed to be more descriptive of where the stop was located. Spurs and sidings were added or removed depending on need. In “Overview of Shoreline History,” Cloantha Copass notes:

Land in Shoreline along the Interurban route, particularly in the vicinity of the interurban stops, was often the first to be subdivided and sold for residential development... Many of the names developers gave their subdivisions, such as “Echo Lake Garden Tracts” and “North side Garden Tracts” reflect a desire to market the land based on a semi-rural character. Other developers chose names which marketed the land based on the proximity to the Interurban, such as “Interurban Tracts.” Real Estate marketing materials stressed how close Seattle was via the Interurban.⁶



Photo 86 ~ ca. 1920. At the Ronald Station, Morton Clark Sr. sits in his wagon after delivering a relative. The trolley right-of-way has been regraded, and the station lowered to track level. At the far left is 175th St. marked with a fence along its south edge. Donated by Morton Clark Jr., Morton Clark Collection.

Judge James T. Ronald, who had a house near the proposed trolley line and was a friend of Sander, encouraged the development of the Interurban line. Judge Ronald says in his memoir that he and a neighbor, Ezra Clark, built the Interurban station at what would today be slightly north of 175th, and that Interurban owner Fred Sander gave him the right to name the stop. Judge Ronald called it “Evanor” after two of his daughters Eva and Norma. Sander, however, did not like that name, and instead renamed the stop “Ronald.” The Ronald neighborhood became one of many neighborhoods to eventually be known by its Interurban stop name.⁷



Photo 87 ~ 1910. The Interurban tracks pass along the east side of Echo Lake, with Mowat's Sawmill on the north end of the lake behind the rising steam at the far left. The Echo Lake Interurban station is further north, just out of the camera's view. (SHM-055)

At the north end of Echo Lake near Mowat's sawmill, the Interurban crossed a small trestle over the water. Despite logging and the rapid population growth due to the Interurban, the area retained its appearance of wilderness for a number of years. People even took the trolley to go fishing and hunting, and sometimes took shots at wildlife out of the windows.⁸ The line operated until February 20, 1939. Upon closure, the tracks were torn up and the scrap metal sold, primarily to Japan.

The old Interurban right-of-way, owned by Seattle City Light in King County, has remained largely intact and is now a rails-to-trails project. In the current city of Shoreline, the right-of-way is nearly all still viable, with only a small portion at 155th and Aurora/Highway 99 having been lost to a 1949 road-widening project. At that point is where the tracks switched from the west side of the North Trunk Road (highway 99) to the east side, via the Pershing Bridge named in 1918 for WWI hero General Pershing. Prior to 1918 there was no stop at the unnamed bridge, but according to Warren Wing, the dramatic increase in soldiers traveling between Seattle and Everett that year precipitated the addition of the new stop and the naming of the bridge.⁹ Some little sections of the right-of-way have, over time, become parking lots and driveways, but in reality, adverse possession does not generally apply to publicly owned property, so it can be taken back by Seattle City Light any time.



Photo 88 ~ ca. 1930. The Playland Amusement Park on the south end of Bitter Lake opened next to the Seattle-Everett Interurban tracks in May of 1930 and had its own seasonal stop. The photographer is looking north at the Bitter Lake station. The Playland stop is in the distance, at the entrance to Playland. (2009-22-044)

Lastly, Playland Amusement Park was the final “trolley park” built in the United States. Compared to other trolley parks in the East and the Midwest, Playland was a Johnny-come-lately, not opening until May of 1930. It was constructed on the south end of Bitter Lake at 130th, situated between Greenwood Avenue N and Highway 99. There was a regular Bitter Lake stop on the Interurban line all year, but from May to September, there was a special “Playland” stop right at the east entrance to the park. The seasonal stop was added to the tickets and listed proudly in bold letters on the timetable.¹⁰

Photo 89 ~ Interurban ticket showing Playland stop.
Shoreline Historical Museum Archives.

Station	Fare
SEATTLE	10
GREENWOOD	
EVANSTON	15
NORTH PARK	
110th ST.	20
GROVELAND	
BITTER LAKE	
PLAYLAND	30
FOY	
PERSHING	35
MAYWOOD	
RONALD	40
Richm. d Hls.	45
ECHO LAKE	
Lake Ballinger	50
ESPERANCE	55
SEATTLE Hts.	
Cedar Valley	60
ALDERWOOD	
Intermanor	65
MANORDALE	70
Martha Lake	
SUMMIT	75
EMANDER	
SILVER LAKE	
Beverly Park	
PINEHURST	
LAUREL	
GOLF CLUB	
EVERETT	

¹ “An Interurban Electric Railway,” *Seattle Times*, March 27, 1900.

² “The Seattle-Tacoma Railway will be a great Boon...,” *Seattle Times*, November 21, 1899.

³ Warren Wing, *To Seattle By Trolley* (Edmonds, WA: Pacific Fast Mail, 1988), 14.

⁴ Wing, 19-25.

⁵ Warren Wing, *To Tacoma by Trolley* (Edmonds, WA: Pacific Fast Mail, 1995), 10.

⁶ Cloantha Copass, “Overview of Shoreline History” in *Survey and Inventory of Historic Resources in the City of Shoreline* (Seattle: King County Landmark and Heritage Program, 1996), 8.

⁷ James T. Ronald, *Reflections Along the Wayside of Life*, ed. Mildred Tanner Andrews (Shoreline: Shoreline Historical Museum, 2003), 182-184.

⁸ Charles Taylor, contributor, *Shoreline Memories, Volume 1*, ed. Ruth Worthley (Shoreline: Shoreline Historical Society, 1976), 90.

⁹ Warren Wing, *To Seattle By Trolley* (Edmonds, WA: Pacific Fast Mail, 1988), 78.

¹⁰ Warren Wing, *To Seattle By Trolley*, 118.

Interurban Photos



Photo 90 ~ 1939. The Echo Lake Interurban Station sat north of this trestle at 200th. The trestle allowed cars to pass over the Interurban tracks without interruption to either mode of traffic. (SHM-498)



Photo 91 ~ 1939. Looking south on Aurora Avenue at 155th St. as the Seattle-Everett Interurban crosses the Pershing Bridge where a new station was created to accommodate veterans returning home from World War I. (SHM-124)



Photo 92 ~ Roy Haines Richmond Highlands Garage served as the Interurban stop at 185th Street and the North Trunk Road, later Aurora Avenue. Bessie B Haines ran her coffee shop in back of the garage (lower left door in the photo) for the Interurban passengers. The building burned in 1930. (SHM-281-A)



Photo 93 ~ 1939. The Interurban stop at the Richfield gas station on Aurora at 185th. The new station, built around 1931, replaced Roy Haines' Richmond Highlands Garage which burned in 1930. (SHM-524)



Photo 94 ~ 1939. The Seattle-Everett Interurban cars meet at Ronald Station (175th Street) where the siding allows one car to pass another. In middle left is the power substation for the trolley. The billboard at far left is on Aurora Avenue. The photo was taken by Harold Hill in 1939, one week before the trolley system was shut down on February 20th. (SHM-1413)



Photo 95 ~ ca. 1915. The Interurban trestle over the North Trunk Road at 155th St. After WWI, the trestle was given the name "Pershing Bridge" in honor of General John J. Pershing, and a stop added to accommodate the increased ridership that followed the end of the war. A small sign right of center marks a wagon trail leading into the Westminster Triangle as "Lord's Road," after A.B. Lord. (King Co Archives - Pershing 1915)

Chapter 9:

Firland Tuberculosis Sanatorium and Isolation Hospital 1911–1973

The disease of Tuberculosis (TB), also known as “consumption,” grew unchecked throughout Europe and the United States in the eighteenth and nineteenth centuries. There are various estimates of the number of deaths caused by the tuberculosis pandemic, but in all cases, the percentages were high. One estimate is that a quarter of the population was wiped out by the disease over those years. It was accepted that TB was highly contagious, spurring a movement in the mid-1800s to create sanatoria to isolate and treat those who had it. At last, in 1882 the bacteria responsible for tuberculosis was discovered by Robert Koch. Unfortunately, even though the disease finally had a name and a known cause, no cure yet existed.¹

By 1900, Seattle had one of the highest incidences of the disease per capita in the nation. Tuberculosis cut across the economic strata, leaving neither poor nor rich untouched. In response to the seriousness of the local epidemic, the Anti-Tuberculosis League of King County (aka the King County Anti-Tuberculosis League) was formed in 1909, and the board members were determined to plan and execute the best course of action to curb the spread of TB.² This was the same year as the Alaska Yukon Pacific Exposition (AYPE), Seattle’s first World’s Fair, which expected thousands of attendees from around the country. City leaders were eager to control the disease before the massive event. A Seattle resident, Thomas W. Prosch, offered the use of his 40-acre property on Queen Anne Hill for a temporary hospital tent camp. This proposal was immediately met with a huge protest by the residents of Queen Anne, who feared their property values would be affected, and that they could be inadvertently exposed.^{3, 4}

The tent camp on Queen Anne did not come to fruition, and the epidemic remained a serious problem. The King County hospital in Georgetown could take only so many patients. The Anti-Tuberculosis league began making plans for a sanatorium, but the where and how were largely unsettled. Meanwhile, when the AYPE closed, it was discovered that, unexpectedly, the fair had turned a profit. The proceeds were split between a retired seamen’s fund and the Anti-Tuberculosis league. After many delays in deciding how to proceed, the story goes that several prominent citizens from the Anti-Tuberculosis League rode their horses north of The Highlands, the neighborhood created for members of the Seattle Golf Club, and found a suitable piece of property far away from the Seattle city limits. Horace Henry, the

Anti-Tuberculosis League president, purchased and donated the land, and contributed \$25,000 to begin the building of a sanatorium.⁵

Horace Chapin Henry (1844–1928) was a tireless philanthropist and promoter of Seattle and the North End. He was a member of the Seattle Golf Club board with a residence in The Highlands, and sat on the Alaska Yukon Pacific Exhibition Committee and the Anti-Tuberculosis League board. His vision and actions for the community had an enormous impact. The Seattle Golf Club, the Florence Henry Chapel in The Highlands, and the Firland TB hospital campus stand today as a testimony to his influence. Henry had a personal stake in the treatment of tuberculosis. His son, Walter Horace Henry (May 6, 1883–April 1, 1910) had been taken ill with the disease, and died at an Oregon sanatorium a month before his 27th birthday.⁶

On May 2, 1911, the Henry Sanatorium opened at N 195th Street and Fremont Avenue North with two patients, a superintendent, and a registered nurse. There was a small administration building and an infirmary made from a “tent house.” Twenty more buildings were built that year, mostly open-air cottages for the treatment of the increasing number of patients.

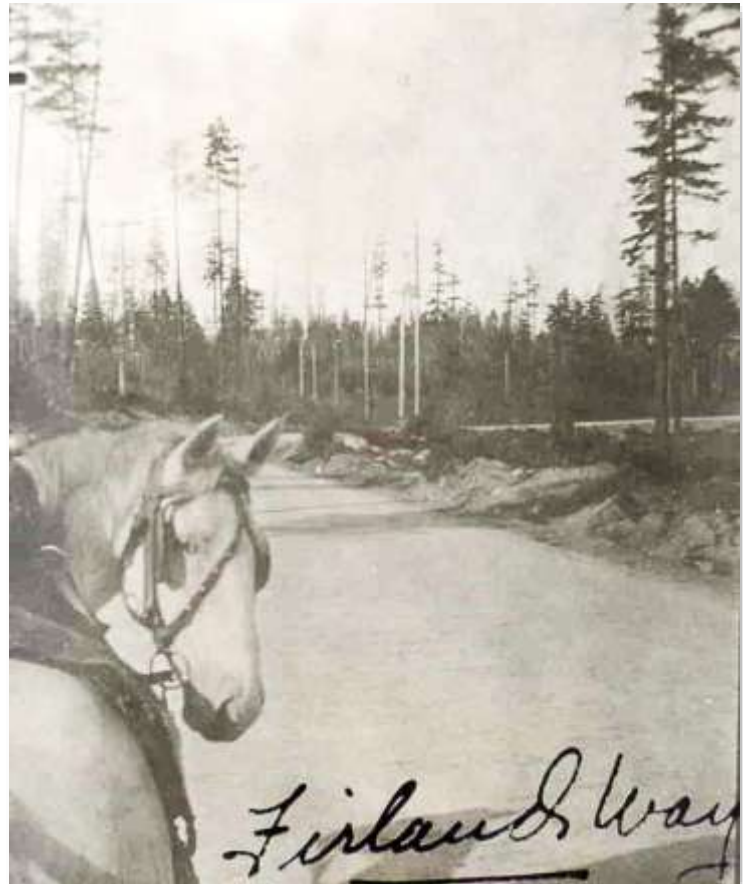


Photo 96 ~ ca 1911 Open-air cottages at the Henry Sanatorium for TB patients. Courtesy of the Seattle Municipal Archives.

Building materials for the sanatorium were laboriously carted by wheelbarrow from the Richmond Highlands Interurban Station at 185th, then known as both “Old Bothell Road” and “Holloway Street.” The road from Seattle (the upcoming North Trunk Road) was in the process of being considered, with local notables such as Judge James T. Ronald and attorney John Whitham lobbying for a good paved county road. The building of the red brick road was very timely, as doctors and other staff were in need of a way to get to and from the sanatorium

in their private cars. In fact, the new roadbed, instead of heading directly north at 185th, was conveniently surveyed to veer west, creating a section of road called “Firland’s Way.” Not only did this accommodate the Firland staff, it also allowed the road contractor to avoid a large swampy area just southwest of Echo Lake.

Photo 97 ~ The Rogers’ wagon horse on Firland’s Way looks at the camera as he gets ready to deliver groceries. (SHM-1535)



The Anti-Tuberculosis League’s ground-laying work set the stage for the city of Seattle to take over the treatment of its own patients. A citizen commission appointed by the city proposed a \$125,000 bond issue to provide funds for larger permanent buildings and more equipment at the sanatorium. The League would turn over the land and existing buildings of the Henry Sanatorium to Seattle. In March 1912, the measure passed by a staggering 82 percent of the vote. Although the exact date of the name change of the sanatorium has yet to be discovered, it was around this time that it became known as Firland Sanatorium.

Horace Henry continued to be a benefactor, and donated another \$25,000 for the construction of the Walter H. Henry Memorial Administration Building. Ground was broken on July 13, 1913. The powerhouse and the infirmary known as the Detweiler Building were also built at the same time.⁷



Photo 98 ~ ca. 1913. Herman Butzke works on Firland construction of the Detweiler building. In the background, the Walter Henry Memorial Administration Building stands in memory of Horace Henry's son who died of Tuberculosis in 1910. (SHM-673)

The campus was nearly self-sufficient, relying on both staff and ambulatory patients to do the work of the various departments. Patients were often at the sanatorium for several years, so vocational training and occupational therapy were crucial for a smooth reintroduction into society. Once well enough to move around and perform duties, patients had many choices of what they could do. There were large storage facilities for food and supplies, a farm, a print shop, a laundry room, kitchen, bakery, barber and beauty shops, as well as clerical work and opportunities to learn radio repair, mechanical arts, and photography. Some were even paid positions. Additionally, young patients could “go” to school, studying both elementary and high school subjects at the sanatorium – a few college classes were even offered as well! The diplomas of high school graduates came from Lincoln High School.



Photo 99 ~ 1934. The Firland print shop provided occupational therapy for patients. A magazine called PEP (Patience, Endurance, Perseverance) was published each month. It was largely written by patients and subscribed to by their families and friends. During the Depression, the Works Progress Administration (WPA) contracted with Firland to train non-patients in the printing business. Here, Helen Cox, in the plaid dress, learns the ropes as one of the WPA trainees. (SHM-1452)

In 1930, Firland’s superintendent Dr. Robert M. Stith and Seattle’s health commissioner Dr. E. T. Hanley filed a report with the city council and requested a budget of \$537,000. At that time, there had been rumors of a change coming to the healthcare hierarchy, namely that King County was attempting to take over as the sole provider of public health. Firland staff, however, were trying to keep the sanatorium under the control of the city of Seattle health department. To that end, the sanatorium published in its very own occupational therapy printshop a book entitled *Firland: A Story of Firland Sanatorium*. This book, along with public tours, was meant to promote the importance of the sanatorium and its operating efficiency. The book noted that “the occupational therapy department is self-sustaining and not a burden to the taxpayer.”⁸ The number of buildings on the Firland campus grew, and its patient capacity rose to a maximum of about 250 as of 1930. Little-known was that the sanatorium also operated a section devoted to the isolation of those with other communicable diseases such as diphtheria and whooping cough, as well as a confinement area for convicts who had TB.

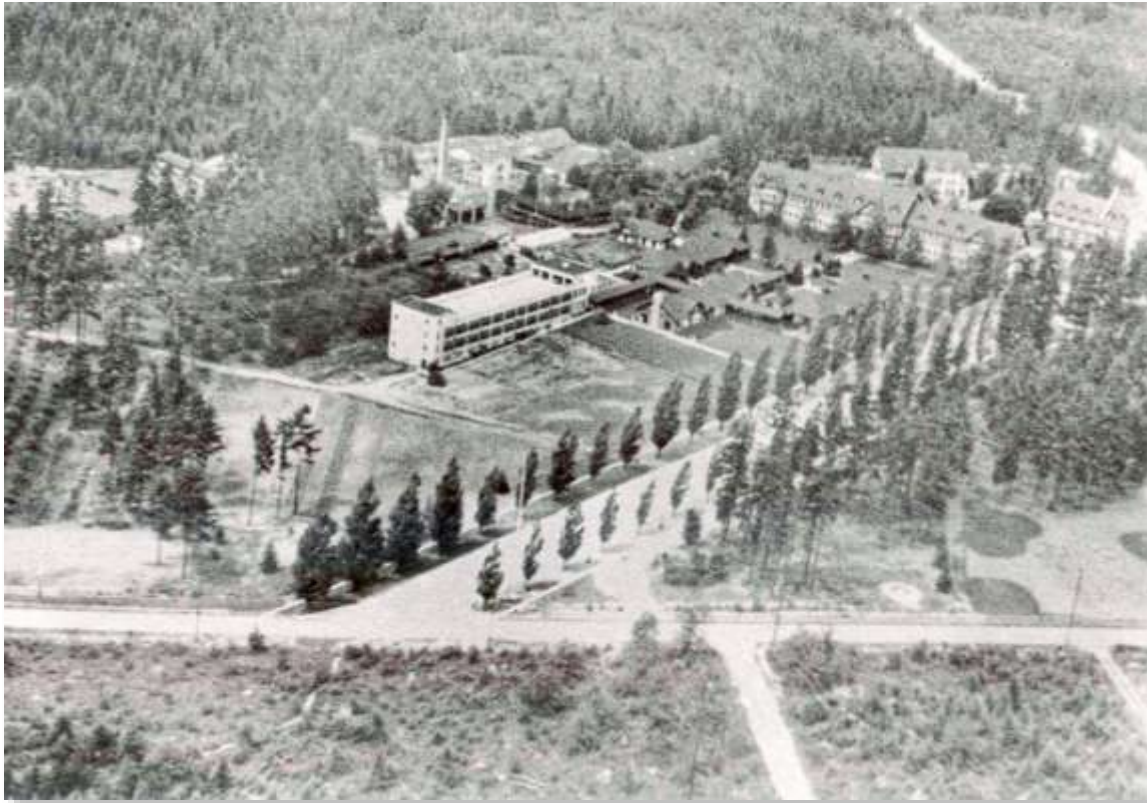


Photo 100 ~ ca. 1938. Firland Sanatorium aerial view, looking due west at their 53 acres. The diagonal road is today called Kings Garden Dr N, and Fremont Ave runs L-R in the foreground. All the patients were moved to the surplus Naval Hospital (15th Ave and 150th Street) in 1947. The original sanatorium property was purchased in 1958 and became Kings Garden aka CRISTA Ministries. This photo was donated by Helen Cox who worked in the Firland print shop as a WPA apprentice. Read about the property transfer in "By Faith: the story of Kings Garden" by Mike Martin, p.150. (SHM-1557)

Despite the efforts to keep Firland under city of Seattle control, it was determined that having all public healthcare under county jurisdiction would be more efficient. The county had its own sanatoria, and still there were many people waiting to receive treatment. Firland was restricted to Seattle residents only and was operating beyond its patient capacity. After World War II ended, King County took over the Seattle Naval Hospital that had been constructed at NE 150th Street and 15th Avenue NE in what is now Shoreline.

On Thanksgiving Day 1947, the county bussed all 750 tuberculosis patients from the public sanatoria, including Firland, to the empty hospital wards on the surplus Navy hospital campus, and a new "Firland" was born. Shortly after the move, the new sanatorium housed over 1200 TB patients at one time. The advent of antibiotics in the 1950s meant that most patients could be treated effectively at home, and isolation was no longer necessary. Particularly difficult cases of Tuberculosis continued to be treated at Firland until 1973, when the last patient left the sanatorium.¹⁰



Photo 101 ~ 1986. CRISTA Ministries' Martin Center (once known as the Walter Henry building) houses CRISTA administration and World Concern. (SHM-1474)

The old Firland, with its beautiful architecture and expansive property, was leased to the King's Garden organization (now CRISTA Ministries) until the property was auctioned off, with King's Garden ultimately supplying the winning bid. CRISTA Ministries continues to operate and maintain the Firland campus, which houses a school, senior living apartments, and a radio station, among other CRISTA departments.¹¹

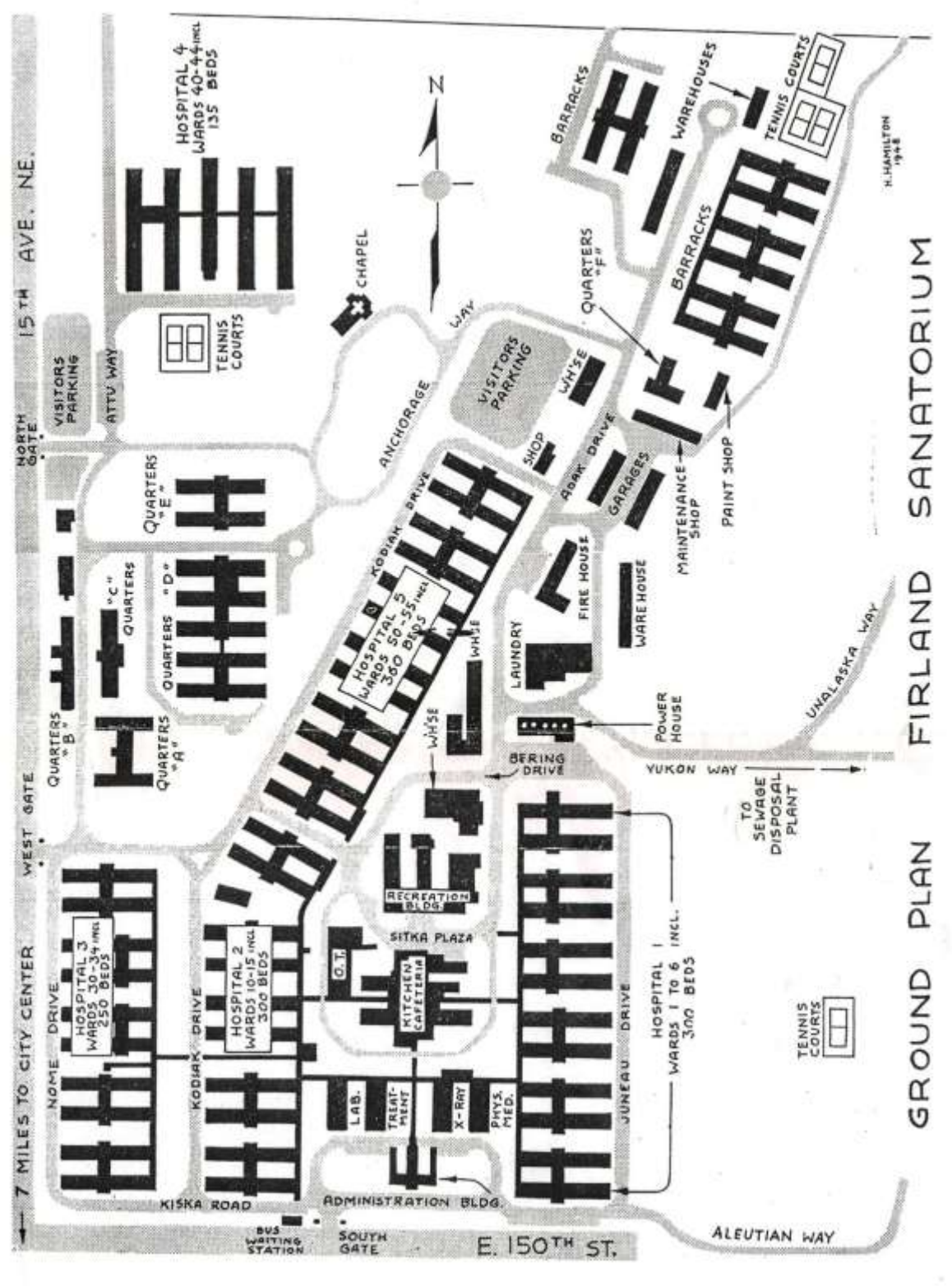


Photo 102 ~ 1947. The Ground Plan for the new Firland Sanatorium, which accommodated up to 1200 patients. (Shoreline Historical Museum Archives)



Photo 103 ~ 1946. The Seattle Naval Hospital in Shoreline became the new home of the Firland TB Sanatorium in 1947. Today's site of Kellogg Middle School was initially built as Thomas Hunt Morgan Junior High, which closed in 1977. In December 1982, the Frank B. Kellogg Junior High near Lake Forest Park was badly damaged by fire. Eventually the Kellogg students were moved to the Morgan building. Photo donated by Ron Edge.

On a final note, along with the original campus that still stands today, the vestiges of Firland are still with us in the form of a sheltered workshop that provides jobs for those with disabilities. The workshop was an outgrowth of the original Firland occupational therapy and is operated by the Firland Foundation and Workshop. The Foundation still has at its heart the goal of “research and treatment of tuberculosis and other respiratory diseases, to build regional capacity, and to support advocacy for the control and elimination of TB.”¹² This is probably the oldest and longest-running occupational therapy workshop in the country today.

¹ Frank Ryan, M.D., *The Forgotten Plague: How the Battle Against Tuberculosis Was Won and Lost* (Boston: Little, Brown and Company, 1992). Introduction, n.p.

² “Anti-Tuberculosis League,” *Seattle Times*, February 15, 1909.

³ “To Protest Consumptive Camp,” *Seattle Times*, April 13, 1909.

⁴ “Property Owners to Have Say on Camp,” *Seattle Times*, April 16, 1909.

⁵ *Firland: A Story of Firland Sanatorium* (Seattle: Firland Occupational Therapy Department, 1937), 9-11.

⁶ Walter Horace Henry grave site, memorial ID 9557162, created by Charles Wilton, <https://www.findagrave.com/memorial/9557162/walter-horace-henry>, added Aug 18, 2012.

⁷ *Firland: A Story of Firland Sanatorium*, 12.

⁸ *Firland: A Story of Firland Sanatorium*. 13.

⁹ *Firland: A Story of Firland Sanatorium*, 15-17.

¹⁰ Shoreline Historical Museum Archives, Firland Box, Firland at Seattle Naval Hospital 1947-1973 folder, 1973.

¹¹ Mike Martin, *By Faith: The Story of King’s Garden* (Enumclaw, WA: WinePress Publishing, 2000), 147-53.

¹² Firland Foundation & Workshop, Firland Mission Statement, <https://firland.org/>, copyright 2019.

Chapter 10: Occupations, Ship Burning and Point Wells Operations

The 1900 U.S. Census for Richmond Beach lists the majority of working men as farmers, with a few other occupations, such as railroad employees, laborers, and mill workers. Nearly all the women are listed as having no occupations.

However, the recorded oral histories soundly contradict the census.¹ These personal accounts tell us that people were doing many other jobs besides farming, and that women were pulling their own weight when it came to employment. Fishing was a primary source of food and a way of making money. The oral histories tell us that a number of Richmond Beach men fished commercially and some even built their own boats, but the occupation was rarely listed in the census. John T. Holloway is listed as a hotel-keeper, but in reality it was Sadie Holloway who was running the hotel and its dining room, while also lending books from the library housed in the hotel. John Holloway was busy clearing land, selling real estate, and constructing roads and buildings. Many local men are listed as builders, carpenters or laborers. They would have found work in this area with a burgeoning population, but it may not have always been steady work.

Additionally, there was a succession of businesses in Richmond Beach serving both local citizens and tourists, even as early as 1900. The three hotels – Holloway, Kennedy, and Bubb (which later occupied the original Holloway Hotel) – were all run by women: Sadie Holloway, Elizabeth Kennedy, and Anna Bubb. Other businesses that existed were a billiard hall, several grocery stores (owned by John and Elizabeth Kennedy, James and Ida Holloway, William and Flora Sweley, and Langford and Eva Crawford), the St. Johns' dry goods store run by Edith St. John, Wella Richards' barber shop, Luella Richards' confectionary, John Walloch's hardware and lumber, plus several restaurants, a fuel yard, blacksmith and livery stable, a feed store and eventually even a pharmacy. All of these businesses were family-owned, and daily operations were largely handled by family members with very few outsiders hired as help. The two churches, Richmond Beach Congregational and First Lutheran, employed pastors, the post office had a postmaster, and the school employed teachers and a principal/superintendent. These businesses did not always fully support the families involved, and many of these people, both men and women, held other jobs besides.

Firland Tuberculosis Hospital was built in 1911 (see chapter 9) and was the first large employer outside of the Richmond Beach neighborhood. The hospital steadily increased its capacity and eventually employed a full cadre of doctors, nurses and support staff, but many

did not live in the area. Not until the North Trunk Road was completed in 1913 did businesses gradually begin to appear beyond Richmond Beach. Again, these new businesses were primarily family affairs - general stores, service stations and restaurants - employing a few residents outside of the owners' households. Cash was in short supply all around the area, and business was often done on "credit," particularly at grocery stores, where extensive ledgers were kept, and customers were expected to pay their bill at the end of the month. Throughout Shoreline, around two dozen grocery stores came and went in the 1920s and '30s, with only a few sustaining continuous operation under the same ownership. There were no banks in Shoreline, so banking had to be done in Seattle or in Edmonds.

Farms in the area, whether fruit or chickens (the two most prevalent types of farms) were also a family affair, with laborers occasionally hired to do specific jobs rather than taken on as full-time hands.^{2,3} For about 20 years, the strawberry was the queen of the commercial crops in Richmond Beach, and the town was made somewhat famous because of it. The market was strong for strawberries and other fruits in the early days of Richmond Beach, with the town being touted as western Washington's largest exporter of fruit in the 1902 King County Polk Gazetteer. Everyone who had sunny farmland was growing strawberries. During the short picking season, many people, children included, were conscripted to the harvest. The Richmond Beach baseball team was called the "Strawberry Huskers" and the team logo, worn proudly on the shoulder of the uniform jersey, was a large strawberry.



Photo 104 ~ ca. 1905. Richmond Beach was known for its strawberries and tree fruit, and was listed in the 1902 Polk Gazetteer as the largest exporter of fruit in western Washington. Morton Anderson surveys his strawberry fields from the wagon, while family members stand ready to pick the berries. In the background is the house he built on the east side of 15th Ave. NW near 200th. (SHM-1615-A)

Fruit propagator Henry Parry and family moved to Richmond Beach in about 1905. Parry created a new strawberry – the Richmond Beauty – which, by historic description, was large and delicious, and only a few could fit into a standard strawberry basket. He entered the berry in the strawberry competition at the Alaska Yukon Pacific Exposition in 1909, and won the prize for the world’s best strawberry. However, farmers in Richmond Beach were not planting the exhibition-winning berry, preferring to grow Marshall strawberries. Beginning around 1915, market fluctuations combined with some poor weather that may have been the cause of a blight in at least some of the strawberry fields, signaled the decline of strawberry-growing in Richmond Beach. Fields were turned to other crops or pasture, and by 1920, Henry Parry was in the real estate business. The 1910 census for Richmond Beach lists sixteen fruit farmers; the 1920 census lists only three.



Photo 105 ~ ca. 1910. The Hauan family picks their strawberries. In the background, Harold and Marie Hauan's white house on 15th Ave. NW, which is still maintained as of this writing. (SHM-1626)



Photo 106 ~ 1909. With townspeople looking on, Henry Parry returns triumphantly to Richmond Beach after winning the prize at the Alaska Yukon Pacific Exposition for the best strawberry in the world, his Richmond Beauty. (SHM-024)



Photo 107 ~ 1908. Richmond Beach Baseball Team, the Strawberry Huskers. Notice the team logo emblazoned on their sleeves. L-to-R Top: Red Wilde, manager Henry Murray, Walter Taylor. Middle: George Holloway, John Walloch, Herb Voight, Chuck Taylor. Bottom: Bill Taylor, Jack Cusick, Grove Voreis. (SHM-005-B)

Chicken farms, or ranches as they were often called, were the other prolific type of commercial farm in Shoreline. These farms were not restricted to sunny cropland locations like fruit farms, so were widespread throughout the area, with many concentrated in the Richmond Highlands neighborhood. The 1920 census records thirteen chicken farmers between Richmond Beach and Richmond Highlands, and the 1930 census records more than twenty-five! Selling both eggs and chickens proved a lucrative business for some, and while still primarily a family business, these ranches did provide jobs for non-family members at some of the operations. For instance, Jean Patterson Craib's ranch on Fremont near 188th provided a house for an operations manager. Chicken ranching was a tough business though, with chickens being susceptible to disease and theft, as well as the whims of the market. While there are no statistics tracking the longevity of chicken ranches, more seem to have failed at the chicken business than succeeded long-term.



Photo 108 ~ The Fish family operated the Queen City Poultry Ranch on Greenwood at 160th St. for almost 40 years. Their scientific method of raising 20,000 plus chickens at a time brought visitors and would-be chicken farmers from around the country to observe their workings first-hand. When little sister Bessie Fish married Eugene Anthony in 1915, they started their own chicken ranch, the Anthony Electric Farm, in Richmond Highlands at 3rd Ave NW on Richmond Beach Road. (SHM-520)

Other types of animal husbandry also gained and waned in popularity as well. Several rabbitries existed in the late 1920s and 1930s, as well as at least six silver fox farms and a couple of mink ranches. Not surprisingly, raising specialty animals often failed. Advertisements said “no experience necessary” to make big money, but rabbits, foxes and mink were delicate creatures and susceptible to various diseases and local predators, not to mention economics. How many people could afford a silver fox or mink coat during the Depression? “Get rich quick” farms mostly made the suppliers rich, not usually the farmers themselves.



Photo 109 ~ Chicken ranches proliferated throughout the area for several decades. Matt and Anna Hansen try to make a go of it with their chicken operation on 10th Ave NW near Happy Valley in 1916. Matt Hansen Family Collection, donated by Teresa Vollan.

START A MINK FARM
and make your future secure.
We furnish the finest breeding stock (the darkest and silkiest in the country) and all equipment, instructions, etc., ready to start business.
NO EXPERIENCE NEEDED
Small investment. Easy terms.
Investigate this profitable business today.
For further particulars and information write to 8-37-34, The Times.

MINK, RABBITS AND FOXES 152
YUKON Mink, bred females. Acme Mink Farm. Box 20. Veradale, Wn.

FOR SALE—Largest rabbit farm in Northwest, six miles from city limits; brick highway, interurban and bus service; house modern in every way; one acre in garden and fruit, chicken runs; new furniture, automobile; everything goes; \$4,000 cash as first payment. Address 1-76-78, The Times.

Photo 110 ~ Mink, rabbits and foxes in the Seattle Times Classified ads from 1919 to 1941.

Other than the many self-employed businesses that kept their owners and family members busy, quite a few able-bodied citizens would have been frequently left at loose ends were it not for several industries that also existed in the town of Richmond Beach at various times. The businesses on the following pages employed multiple workers, and had fairly steady operations:

Compton Sand & Gravel

The Compton Sand and Gravel Company (aka the Richmond Sand and Gravel Co.) located at what is now the Richmond Beach Saltwater Park was a substantial business that employed numerous local men. The sand pit was leased from the Great Northern Railway which had used the sand and gravel for building the rail beds. Using a powerful blast of water from a firehose, the glacial deposits of sand and gravel were washed down from the bluff and loaded into hods on a conveyor that took the material through a sorting process. The operation was forced to shut down around 1915 because the sluicing of the bluff had reached the property margins. Richmond Beach resident Herman H. Conklin was the superintendent at the Compton Sand and Gravel operation. He and Henry Gay opened a brick enamel plant there as well, which employed a number of Richmond Beach residents. The venture operated for several years but may have had to shut down after the sand and gravel operation stopped. This site became a fish cannery for a short time as well.



Photo 111 ~ 1915. A Compton Sand and Gravel worker sluices the bluff for raw material to be sorted and shipped to various locales. (SHM-1455)



Photo 112 ~ The Compton Sand and Gravel Company (often called the Richmond Sand and Gravel company) operated from about 1895 until about 1915. The products were sluiced from the hillside using large hoses, and then sorted into different types for use in road building and construction. This was often referred to as “the sand bunkers.” Today, it is the site of the Richmond Beach Saltwater Park. (SHM-186-A)

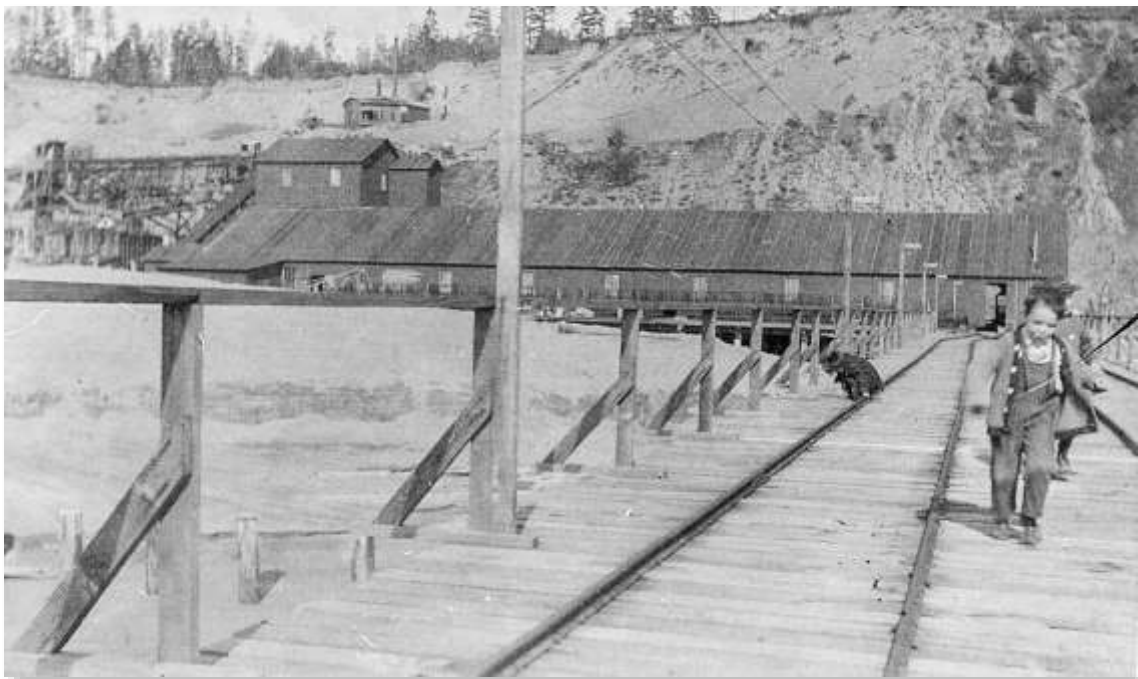


Photo 113 ~ 1910. Max Richards walks out the shipping pier belonging to the Compton Sand and Gravel Company. His mother Luella Richards walks behind him and his sister Marjorie further back. The sorting factory is in the background. (SHM-1447)



Photo 114 ~ ca. 1915. The Anderson family motors along the sand pit shore at Richmond Beach in the 30' launch built by Morton Anderson. (SHM-3165)

Ship Burning



Photo 115 ~ 1940. Derelict and unwanted ships were burned regularly at Richmond Beach from the 1920s into the 1950s. Photo by David Ramhorst. (SHM-1949)



Photo 116 ~ 1945. Ships were burned at Richmond Beach by salvage companies to recover valuable scrap metal. Picnickers would often gather above the sand pit to watch. Photo by Herb Haines (SHM-1563)

For many years after the sand pit industry closed, the location was an unofficial picnic ground for both locals and visitors. Starting in the 1920s, it also became the funeral grounds for many burned ships from which scrap metal was salvaged. A number of ship chandleries operated in Seattle. These companies vied with each other through a competitive bid process to obtain vessels that could be renovated or used for salvage, depending on condition and market value.⁴ Salvaged boat equipment was sold from their warehouses, and unusable wooden ships were burned to the waterline with all of the metal collected for scrap metal resale. These ship burnings were held up and down Puget Sound. The famous Nieder and Marcus, Inc., ship chandlers, operated the burning site at Richmond Beach for about 25 years. An announcement was usually made in the newspaper when a ship was scheduled to be burned.⁵ People would come from miles around to watch the sight, bringing their beach blankets and picnics along. Sitting above the sand pit on the bluff gave a prime view. After as much equipment as possible was removed from the boat, a combination of used oil and other combustible liquid was poured all over to soak the visible wood as much as possible. The boat

would be lit on fire and would burn, emitting a black, oily smoke that crossed over the land as the ship disintegrated down to the waterline. The remaining hulk would be hauled ashore, and the work of stripping and collecting the remaining metal parts would begin. This was not steady employment for local casual laborers, but for those seeking odd jobs, it was another means of earning money. People in Richmond Beach paid attention to the ship burning schedule, so as not to do anything outside during the worst of the burning. Laundry day would have to be delayed, so that freshly washed sheets and clothes wouldn't get covered in the oily soot from the fires.⁶

Point Wells



Photo 117 ~ 1932. Aerial view of Point Wells and storage tanks, dock, beach, railroad, and Heberlein Road which climbs the bluff to the homes built in 1924 by Standard Oil for their superintendents' families. (SHM-489)

Just north of Richmond Beach, an important piece of land called Wells Point stands. According to Edmond S. Meany in *Origin of Washington Geographic Names*, Wells Point on the east shore of Admiralty inlet in the “southeastern” (sic - southwestern) corner of Snohomish county, was named by the Wilkes Expedition in 1841, in honor of Yeoman William Wells, one of the crew members.⁷ Colloquially known as “Point Wells,” it was a significant navigational

feature on marine maps when timber cruisers, railroad companies and immigrants began investigating the area for potential commercial sites. It was used for a variety of purposes throughout the years, first as a stopping off place for Native Americans traveling up and down the coast of Puget Sound. Other recorded uses were as a refueling stop for steamboats needing to load wood for their boilers. One thing is for certain: there was and is only one road in and out of the property, and that road is in King County, while Point Wells is in Snohomish County. It has always been referred to as part of Richmond Beach, but in reality, it is not.

In 1908 a famous boxing match was held at Point Wells, with the property owner's permission. Billed as "the fight of the century," the match was between Abe Attell and Ed Kelly, lightweight contenders. A temporary arena was set up, and the fight was attended by hundreds of men and two women, all of whom arrived by either train or boat. Sports writers referred to the area as "Sound Beach" and strongly hinted that after the Attell/Kelly fight, a certain promoter was going to build a permanent sports arena at the Point. Ease of access by train or boat, the proximity of hotels and restaurants in beautiful Richmond Beach, and a prominent location halfway between Seattle and Everett were all reasons cited for situating an arena at Point Wells. This plan did not come to fruition.⁸



Photo 118 ~ The fireboat Duwamish was launched at Point Wells from the Richmond Beach Shipyard in 1909. Courtesy of the Puget Sound Maritime Historical Society (SHM-604)

In 1909, the short-lived Richmond Beach Shipbuilding Company launched the fireboat *Dumamish* from the northern shore of Point Wells. The company was an offshoot of the Portland Shipbuilding Company, which also called this site the Puget Sound Shipbuilding Company. While big plans had been made by the company in 1907 to have a large plant for building and repairing steel steam ships with 150 workers, the operation lasted only a few years. Also at Point Wells, on its southern shore, The Washington Cooperage operated for many years, building wooden barrels for shipping. The cooperage employed a number of Richmond Beach residents. Despite a fire in 1925, the cooperage continued to operate sporadically until 1930, when the company was dissolved.⁹



Photo 119 ~ 1916. In 1911, Point Wells became a refueling stop for Standard Oil Co. and shortly thereafter became a storage and mixing facility. (SHM-680-A)



Photo 120 ~ 1916. Storage tanks at Standard Oil on Point Wells were sometimes moved and reset. Matt Hansen family collection, donated by Teresa Vollan.

Although the sports arena never came to pass, and the shipyard lasted only for a short time, Point Wells was also seen as a good location for shipping because of its immediate access to both rail and deep water. According to the records of both Standard Oil and Shell Oil, the two companies found Point Wells to be perfectly suited to their needs, and began operations there almost simultaneously in 1912, with Standard occupying more than half of the Point on the south side, and Shell on the north side. Both soon became important employers, and by 1915, Point Wells was Standard Oil's major distribution center for Puget Sound.¹⁰ During World War II, Standard Oil also employed women to perform a major part of the work. In 1950, the company added an asphalt plant which resulted in a large increase in truck traffic up and down Richmond Beach Road. The company continued to operate the site until about 1994, when many of the operations, except the asphalt plant, were gradually shut down. Eventually the Point Wells property was sold to a developer, who hoped to build a large residential community. Standard Oil remained a major employer in the area for about 80 years, the only large-scale industry in Shoreline.

¹ U.S. Census, 1900, Richmond Precinct, 1-4.

² Ruth Worthley, ed., *Shoreline Memories, Volume I* (Shoreline: Shoreline Historical Society, 1976), various oral histories for occupations held by community members.

³ Ruth Worthley, ed., *Shoreline Memories, Volume II* (Shoreline: Shoreline Historical Society, 1982), various oral histories for occupations held by community members.

⁴ "Nieder Closes Deal for Navy Ship in East," *Seattle Times*, October 4, 1934.

⁵ "Bell Tolls Speed Queen's Last Hour," *The Seattle Sunday Times*, June 5, 1932.

⁶ Olive Brewer, "The Brewer Story," in *Shoreline Memories, Volume I*, ed. Ruth Worthley (Shoreline: Shoreline Historical Society, 1976), 14

⁷ Edmond S. Meany, *Origin of Washington Geographic Names* (Seattle: University of Washington Press, 1923), 224.

⁸ "Kelly was no Match for Attell," *Seattle Times*, April 21, 1908.

⁹ "Washington Cooperage Dissolved," *Seattle Times*, July 24, 1930

¹⁰ Joost Jonker and Jan Luiten van Zanden, *A History of Royal Dutch Shell, Volume 1* (Oxford: Oxford University Press, 2007), 124-5.

Chapter 11: The Platting of Shoreline and Post War Development

Platting – the practice of legally mapping and dividing property into sellable blocks and lots, often with mapped-out roads and other amenities – began in the Shoreline area on June 13, 1890 with the official “Plat of Richmond Beach” filed with the county auditor’s office by Charles Wesley and Clarissa Angeline Smith. Shortly thereafter, C.W. Smith formed the Richmond Beach Improvement Company to handle all of his Richmond Beach real estate dealings. At the same time, other speculators and real estate entrepreneurs sold, bought, and divided up the area into numerous tracts across the unincorporated territory, so that by 1907, when the Anderson Map Company published a map detailing property owners in the area, only a few of the original certificate holders still held the acreage they had purchased from the United States government between 1862 and 1900.^{1,2}

Despite the fact that most of the land had changed hands, even several times by then, there were still very few developers creating plats north of 145th. In Richmond Beach, C.W. Smith filed the Replat Portion of Richmond Beach in 1901 and the Richmond Beach Supplemental in 1904. Crawford and Conover realtors filed the Richmond Beach Villa Sites in 1903, and another prominent couple in Richmond Beach, Edwin H. and Hettie B. Guie, filed the Richmond Reserve Plat in 1907.³



Photo 121 ~ 1904. Northside Garden Tracts Ad: Suits Particular People (Seattle Times, September 2, 1904, page 4)

Outside of Richmond Beach a few other plats were filed: the Richmond Beach 5 Acre Tracts, Northside Garden Tracts, and Green Lake 5 Acre Tracts in 1904; Echo Lake Garden

Tracts in 1905; and Seattle Bitter Lake Acre Tracts and Wenzler's Echo Lake Tracts in 1906. Prior to 1910, the platting of the area was being done at a snail's pace.^{4,5}



Photo 122 ~ 1913. Richmond Highlands Ad: Stop That Rent (Seattle Times August 20, 1913)

The initially slow platting and development of the rest of Shoreline area after the 1890 platting of Richmond Beach was due to the fact that there were few ways to get there. Twenty years later, that changed rather dramatically for four reasons. First, the Alaska Yukon Pacific Exposition of 1909 heavily promoted the desirability of King County's rural paradise, including Richmond Beach and its surrounds. Second, the completion of the Interurban Trolley through Shoreline in 1906 and then from Seattle to Everett in 1910 gave public access to the interior of northwest King County. Third, the construction of new roads allowed car owners to explore beyond city streets. And fourth, the construction of the Firland Tuberculosis Sanatorium and Confinement Hospital in 1911 brought both staff and patients into this relatively unknown part of the county. The hospital created a need for both housing and services. Suddenly there was great interest by the public in rural, almost-suburban, property, and thus interest by developers in creating lots for people to buy.

Developers were falling all over themselves as they filed plat after plat with the county recorder's office. Between 1910 and 1925, more than a dozen plats were filed, and by 1925, today's Shoreline was at least fifty percent platted with more developments on the way. The area was experiencing a boom in population growth. The second half of the Ronald School building was finished in 1926 to welcome the influx of school-age children.^{6,7}

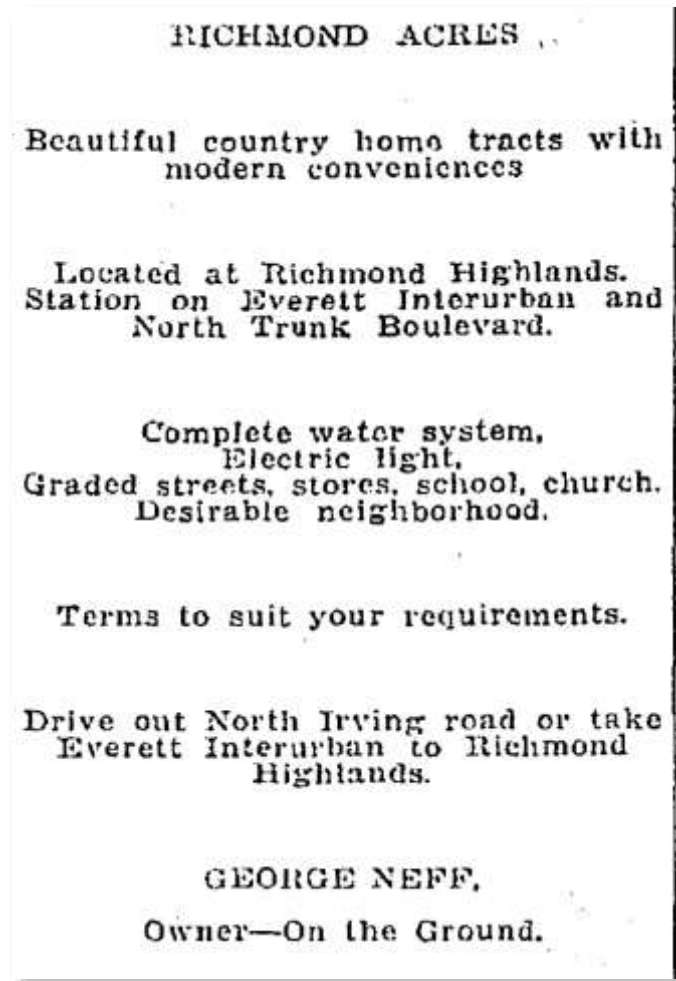


Photo 123 ~ 1921. Richmond Acres Ad: Beautiful Home Tracts (Seattle Times, June 19, 1921, page 55)

It should be noted that sometimes the names of the plats reflected the location of the real estate, but almost as often, they did not. For instance, the Richmond Beach Five Acre Tracts are not in Richmond Beach, and the plats of “Seattle Bitter Lake Tracts” and “Green Lake Five Acre Tracts” are nowhere near those two lakes, nor are they in Seattle. Property owners could call their plats anything they wanted, as long as the name was not a duplicate of another filed plat.

The mid-to-late 1920s would be the largest population growth Shoreline would experience until after World War II. Platting continued with large swaths of land being carved into single-family-sized lots. Monte Vista, Jardin El Norte, the Third Addition to Lake Forest Park, and Lago Vista, all located along 15th Avenue NE, demonstrated the demand for accessible, yet rural, land.

50 SUBURBAN PROPERTY

A WONDERFUL VIEW CORNER
It's in Monte Vista, a new section of
Lake Forest Park on 15th Ave. N.
E. Has a sweeping view of moun-
tains and Lake Washington; 122x
365 Takes \$55.00 cash, \$10.00
month—no interest. Title held by
Seattle Title Trust Co.
P. KENNARD WHITE,
EL 1877. KE 1466. KE 6803 R 11.
3124 Arcade Square.

Photo 124 ~ 1926. Monte Vista Ad:
Sweeping View of Mountains
(Seattle Post Intelligencer July 3,
1926, page 18)

Seattle's Ideal Home Site

JARDIN-EL-NORTE

145th and 15th Avenue N. E.
Just Two Blocks From the
New Public Golf Links

City Conveniences—Suburban Comfort
ELECTRIC LIGHTS—TELEPHONES
Water From Wells at Ten to Fifteen Feet

The Best Equipped Playground in the Northwest for Kiddies
FREE USE TO OWNERS

LEVEL—WONDERFUL SOIL
CHOICE LOCATIONS STILL AVAILABLE
\$1.00 a Week Will Buy
— Quarter Acre —

JARDIN-EL-NORTE
The Ideal Spot to Invest and Settle

Ask MARJAH
He Has Purchased Here

P. KENNARD WHITE
ORGANIZATION
3124 Arcade Bldg.
Elliott 1877 — KENwood 1466 — KENwood 4390-R-2
A Telephone Call Will Bring Transportation for You and
Your Family to the Property

Photo 125 ~ 1927. Jardin El Norte
Advertisement: Ask Marjah
(Seattle Times, Oct 7, 1927, page 19)

These developments, with few amenities other than gravel roads, were advertised widely as the average person's opportunity to own their piece of America. "Do you love your wife?" asked a Lago Vista advertisement, and then emphatically answered the question, "Then you will build her a home in Lago Vista."⁸ The properties were often sold for \$5 or \$10 down, with a payment of \$1 per week. Buyers were encouraged to log off their property and use the timber to build a house.



Photo 126 ~ 1927. Viewing the raw land in Lago Vista, looking north on 15th Ave NE. The conditions here, as well as in other developments in the area, are evident to the potential buyers. The photo was taken by developer H.A. Cross. (SHM-348)



6,

Photo 127 ~ A stockade-style log house, built in 1931, is an example of how creative property owners throughout the area were with their building materials, sometimes using felled trees right on the property to build their homes. Courtesy of Washington State Archives, Puget Sound Regional Branch, 1937

**YOU WILL
LIKE
LAGO
VISTA
(Lake View)**

Just in its infancy yet the most-talked-of, just-thought-of, destined to be the fastest selling addition ever opened in Seattle.

Of course it is out on 15th Avenue Northeast, the highway that, when completed, will be the real short cut to Everett.

This addition of opportunities has been divided into tracts of

**1-4 Acres
\$159
and up.**

**The terms are
\$5.00 CASH
and
\$1.00 A WEEK**

You pay no interest for one year. No payments to make when sick or out of employment. No taxes to pay until June, 1929. Three years' free fire insurance on any buildings you build.

Photo 128 ~ 1927. Lago Vista Advertisement: You Will Like It (Seattle Times June 5, 1927)

A WIFE'S PARADISE.
A husband's greatest achievement, a tract of land for a "home." Today's special at Lago Vista, almost ½ acre, facing two streets. Wonderful view, good soil. Only \$475. Takes \$5 cash, \$1 a week. No interest or taxes for one year. The log cabin office and black and white signs on 15th Ave. N. E. at East 192nd St., in the heart of greatest area of activity.
**P. KENNARD WHITE
ORGANIZATION.**
408 Marion St. ELLIOTT 1877.
KENWOOD 6884—7140—3649.

Photo 129 ~ 1928. Lago Vista Advertisement: A Wife's Paradise (Seattle Times May 23, 1928 page 31)



Photo 130 ~ 1927. The Lago Vista Real Estate Office on 15th Ave. NE at 192nd Street was staffed by usherettes dressed in medieval pager clothing who handed out advertisements and maps to the lots for sale. The sign on the office read “One of God’s chosen People, Abraham Lincoln, a real American, started in a cabin more humble than this. You have greater opportunities right here.” (SHM-340-A)



Photo 131 ~ 1937. The Echo Lake Park development real estate office building still exists at 19918 Aurora. The company offered potential buyers a quick way to get both property and a starter home at a low price. Courtesy of Washington State Archives, Puget Sound Region Branch. (SHM-1732)

While the Great Depression slowed population growth, the completion of Highway 99 with the opening of the George Washington Memorial Bridge in 1932 brought an influx of small mom-and-pop service businesses to Shoreline. Hoping to cash in on the steady stream of cars using the new highway, people built gas stations, car repair shops, and restaurants up and down Aurora, along with a few auto camps and auto courts, the early version of motor hotels, or “motels,” accommodating automobile tourists. The families often lived at the business, saving on housing costs during this difficult time.^{9, 10}

In 1942, the United States Navy built the U.S. Naval Hospital, commonly known as the “Seattle Navy Hospital”, at NE 150th Street and 15th Avenue NE, on state-owned property that had for many years been reserved, ostensibly for a park (further discussed in the Hamlin Park chapter). Navy personnel were housed on-site, but no doubt support personnel were also needed at the new hospital. It has often been speculated that the Navy built off-base housing for at least some of the support personnel, but so far that has not been substantiated. In general, World War II put a halt to most domestic construction, as all efforts and building materials were directed toward the war.

While World War II brought with it an influx of new residents working for the war effort, that was only a minor portend of what was to come. The Post-War baby boom, with its huge numbers of veterans and their young families moving into the northwest and into the Shoreline school district, was something never seen before.^{11, 12} The Shoreline area developed rapidly, as Cloantha Copass writes in “Overview of Shoreline History,”

...with 9,000 new homes built north of the Seattle city limits (then at 85th) between 1942 and 1950, and a 96 percent increase in school enrollment between 1944 and 1949, principally concentrated in the elementary school level. Elementary schools operated on double shifts to accommodate the increasing student population. School officials were predicting a 250 percent increase in the number of high school students as the wave of students reached high school age.¹³

Prior to World War II, most of the developments were raw land with gravel roads and little or no utilities or other amenities. Houses were built by the new property buyer, or a contractor hired by the individual to do so. Housing tracts simply did not exist, at least in northwest King County. Post-World War II, that model changed dramatically.

Large scale developers such as Balch, Lovell, and Morrison built hundreds of homes on speculation, with real estate companies doing the selling. The housing developments sported real amenities. One could expect a livable new house with electricity, plumbing with hot and cold running water, and a cleared lot. Most, and possibly all, of these tracts were advertised daily in local newspapers.



Happy Dell \$13,950
to
\$14,750

FEATURES BASEMENT HOMES

Maximum space and beauty at minimum cost by Ralph Williams and Bud Easter. All FHA built homes featuring . . . 2 fireplaces, 3 bedrooms, open stairways, 2 baths, kitchen eating space and many more extras. Be sure to see the model home today!

Y
P
H
F
E
D
V
L
N
J
F
R
A

Photo 132 ~ After WWII, platted developments were not just empty lots but often sported modern homes. The Firth family's Happy Dell Addition in Happy Valley, named for Gladys Firth, was one such place. (Seattle Times, September 9, 1955, page 49)

Carroll, Hillman & Hedlund
5th Ave. and Times Square, SE. 2666
RIDGECREST HOMES
400 homes now under construction. This is the largest single project under construction in Seattle. These homes consist of 2-, 3- and possible 4-bedroom homes. All homes are available to G. I.'s only. Many of these homes now ready for occupancy. G. I. loans available immediately. Make a small down payment and secure yourself a new home. Price ranges from \$7,150 to \$7,450.

LOCATION
East 155th and 5th N. E.
Come out to Tract Office
East 155th and 5th N. E.
Phone Se. 2666

Photo 133 ~ Ridgecrest Homes Ad: 400 Homes with G.I. Loans (Seattle Times, August 12, 1946, page 15)

One of the largest of these was Ridgecrest Homes, which not only had an array of houses to choose from, but also had, and still has, its own business district with offices that the developer advertised to fill with professionals such as dentists, doctors, grocers and other service-oriented businesses. In 1949, Ridgecrest even got its own movie theater which, as of this writing, still exists today (see the Crest Theater photo below).

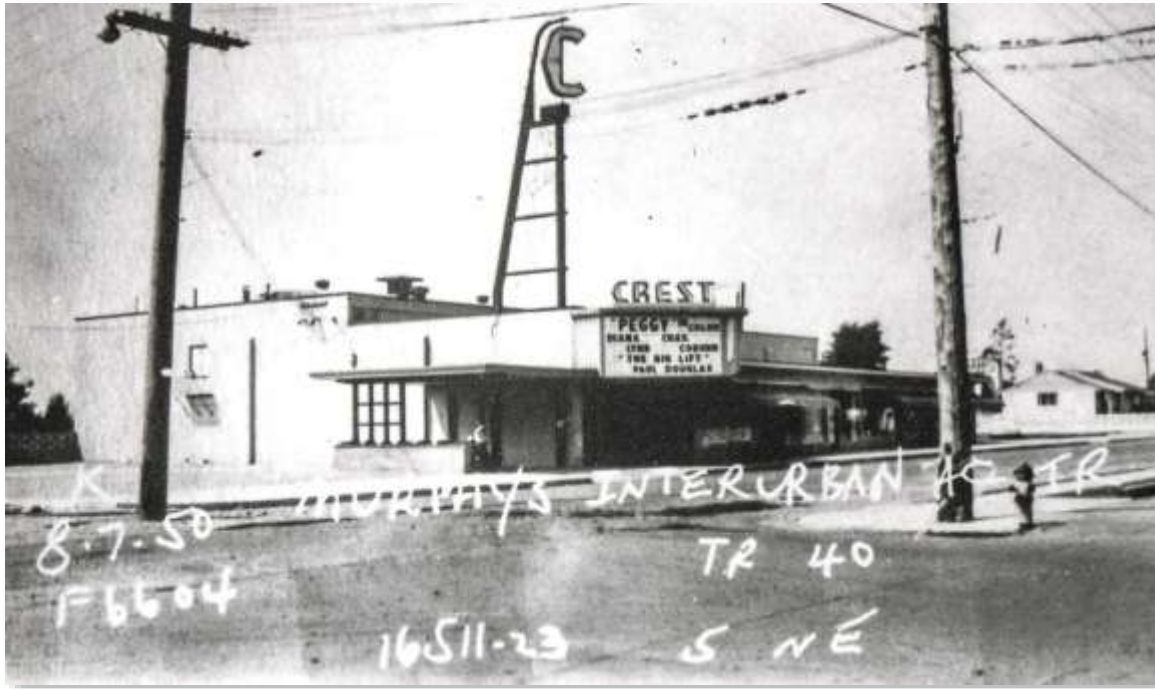


Photo 134 ~ 1950. The new Crest Theater in Ridgecrest was a big hit with residents and was just one piece of this planned community which had a dedicated business district. Courtesy of Washington State Archives, Puget Sound Regional Branch.

The Kroll Map Company published a King County map in 1926 showing the extent of property division that had already occurred by that year. This was also the year that would have lasting consequences on the demographic development of cities across the United States, including Seattle and Shoreline. It was in 1926 that the United States Supreme Court ruled that covenants restricting land sales by race were legal. “The 1926 ruling in *Corrigan v. Buckley* stated that while states are barred from creating race-based legislation, private deeds and developer plat maps are not similarly affected by the Fourteenth Amendment.”^{14, 15}

Although some restrictive covenants were in place prior to 1926, this ruling began a landslide of restrictive covenants put into place for many new plats north of the Ship Canal, prohibiting the sale of property to most or all people of color, and sometimes those of Jewish and Mediterranean descent as well, regardless of United States citizenship. Over twenty plats in Shoreline, filed between 1926 and 1960, contained language restricting sales to Caucasians only, including: 3rd Avenue Tracts, Hemlock Acres, Home Gardens, Hughbanks Acres, Innis Arden, Jardin El Norte, Jones and Garner Inc Addition, Lago Vista, Lake Forest Park 3rd

Addition (partially in Shoreline), McDonald's North End Tracts, Monte Vista, Nichols Northend Tracts, Northend Garden Tracts, Northwood Park, Parkside Addition, Park View Tracts, Richmond Heights, Paramount Park, Ridgecrest Homes, Rose Addition #2, Seabreeze Tracts, Wallis Country Club Tracts, and Westover. Additionally, there were partial and individual restrictive covenants on numerous other lots throughout the area.¹⁶

After World War II, which had greatly expanded the mobility of all Americans, the Supreme court reversed itself in 1948 saying that racially restrictive covenants were not enforceable. However, the reversal itself was virtually unenforceable and did little to change deeply ingrained segregation, nor did it eliminate the practice of employing such covenants in house sales. In 1968, the Fair Housing Act became law and made the use of racial covenants illegal declaring it “unlawful to discriminate on the basis of race or ethnicity in the sale or rental of housing.”¹⁷ Despite new laws, such covenants had long-lasting repercussions on the demographic makeup of neighborhoods in the city of Shoreline, and elsewhere around the state of Washington and the rest of the United States. Change has been slow, and only recently has there been a concerted effort to undo the transgressions of past restrictions.

On March 15, 2006, Governor Christine Gregoire signed into law Senate Bill 6169, which made it easier for neighborhoods governed by homeowners associations to rid themselves of racial restrictions that were still in their by-laws. State Senator Jeanne Kohl-Welles (D-Seattle) introduced the measure after The University of Washington’s Seattle Civil Rights and Labor History Project focused attention on the lingering effects of these covenants. More recently in 2018, Governor Jay Inslee signed into law SHB 2514, introduced by State Representative Christine Kildruff. The new law allows property owners to record a modification document that will provide notice in the land title record that racially restrictive covenants are void and unenforceable.^{18, 19}

¹ C.W. Smith and C. Angelina Smith, filers, Richmond Beach Plat, King County Plat Records, King County Recorder’s Office, June 13, 1890, <https://recordsearch.kingcounty.gov/LandmarkWeb/Document/GetDocumentByBookPage/?booktype=PLAT&booknumber=006&pagenumber=018>

² Oliver P. Anderson & Co., *King County Atlas* (Seattle, WA: Anderson Map Company, 1907), 8-9.

³ E. H. Guie and Hettie B. Guie, filers, Richmond Beach Reserve, King County Plat Records, King County Recorder’s Office, October 8, 1907, <https://recordsearch.kingcounty.gov/LandmarkWeb/Document/GetDocumentByBookPage/?booktype=PLAT&booknumber=016&pagenumber=048>

⁴ Crawford and Conover, filer, Northside Garden Tracts, King County Plat Records, King County Recorder’s Office, July 8, 1904,

<https://recordsearch.kingcounty.gov/LandmarkWeb/Document/GetDocumentByBookPage/?booktype=PLAT&booknumber=011&pagenumber=066>

⁵ Oliver P. Anderson & Co., *King County Atlas* (Seattle, WA: Anderson Map Company, 1907), 8-9.

⁶ *King County Atlas* (Seattle, WA: Kroll Map Company, 1926).

⁷ Shoreline Historical Museum Archives, School Files

⁸ Shoreline Historical Museum Archives, Lago Vista Files

⁹ Helen Cox Oltman, interview by Victoria Stiles, Shoreline Historical Museum Archives, Cox family file, 1994.

¹⁰ William Brayton, personal conversation with Victoria Stiles, Shoreline Historical Museum Archives, Brayton family file, 1994.

¹¹ Shoreline: Studies for a Comprehensive Plan, King County, np, Shoreline Historical Museum Archives, 1952.

¹² Shoreline Public Schools, *Shore to Shore and Line to Line: The History of the Shoreline School District* (Shoreline: Shoreline Historical Museum, 2007), 26.

¹³ Cloantha Copass, "Overview of Shoreline History" in *Survey and Inventory of Historic Resources in the City of Shoreline* (Seattle, 1996), King County Landmark and Heritage Program, 20.

¹⁴ Catherine Silva, "Racial Restrictive Covenants History: Enforcing Neighborhood Segregation in Seattle," The Seattle Civil Rights Labor History Project, University of Washington, https://depts.washington.edu/civilr/covenants_report.htm

¹⁵ *Corrigan v. Buckley*, 271 US 323 (1926).

¹⁶ "Segregated Seattle: Racial Restrictive Covenants, neighborhood by neighborhood restrictions across King County," map by Liz Peng, The Seattle Civil Rights Labor History Project, <https://depts.washington.edu/civilr/covenants.htm>

¹⁷ "Racially Restrictive Covenants: Neighborhood by neighborhood restrictions across King County," map by Liz Peng, The Seattle Civil Rights Labor History Project, <https://depts.washington.edu/civilr/covenants.htm>

¹⁸ Washington State Congress, State Senate, Senate Bill 6169, 2006. Washington State Legislative Record, <https://app.leg.wa.gov/BillSummary/?BillNumber=6169&Chamber=Senate&Year=2005>

¹⁹ Washington State Congress, State House of Representatives, House Bill 2514, 2018. Washington State Legislative Record, <https://app.leg.wa.gov/bills/summary/?billNumber=2514&year=2018#documentSection>

Chapter 12:

The Roots of the Shoreline School District (1886–1943)

The Shoreline School District was formed in 1944 by consolidating six small school districts and eight elementary schools in the unincorporated area of north King County. The original school districts and their schools, as they formed in chronological order, included:

1. **Oak Lake District 51**, the earliest school, was established in 1885 and encompassed the schools of Oak Lake (1886), Broadview (1914), and Haller Lake (1924).
2. **Richmond Beach District 86** began in 1891, and included Richmond Beach elementary and high school, and initially included Ronald School, which opened in 1906. The Richmond Beach High School operated until 1945.
3. **Maple Leaf School District 164** had one school, Maple Leaf elementary, which opened in 1906.
4. **Ronald School District 179** was established in 1909 with one school, the Ronald elementary school, which opened in 1906. It was initially operated under the auspices of the Richmond Beach School District. High school classes were held at Ronald for a short time until the student population grew too large.
5. **Lake City School District 180** and the elementary school by the same name were established in 1912, answering the problem of children going far away to three other schools in surrounding areas.
6. **Lake Forest Park School District 181** was also established in 1912, right after the Lake City School District, with the beginning of the Lake Forest Park elementary school in 1912.

Students graduating from 8th grade at these schools were sent to several different high schools, all but one being outside the area. Richmond Beach had its own high school, but could accommodate only a few students, mostly only those who had attended Richmond Beach Elementary. Ronald also had a high school until 1919, when the ever-increasing attendance made operating it impractical.^{1,2,3}

Most students from Ronald attended Lincoln High School which opened in 1907 and was located far away in the Wallingford district. A few students went to Edmonds, and a few to Ballard. Students at Lake Forest Park had gone to either Lincoln or Bothell, but generally went to Roosevelt High School after it opened in 1922. Lake Forest Park and Ronald Grade School Districts each had a school bus to help their students get to and from their respective high schools, Roosevelt and Lincoln.

There were three other elementary schools built outside the Seattle city limits, but never operated by the Shoreline School District: Crown Hill, Olympic View (District 177), and Ravenna. Ravenna and Crown Hill were built as Seattle District #1 schools; Olympic View was a spinoff of Oak Lake District 51. Olympic View area residents petitioned to be annexed into Seattle in 1943, shortly before the new Shoreline district came into existence.⁴

Each of the six north King County rural school districts had their own school board and superintendent, often a school principal doing double duty as the superintendent. Each of these districts had to be administered by the state separately. Moreover, there were about 1,000 such rural districts throughout Washington. In 1941, shortly after Pearl Wanamaker was elected to the position of State Superintendent of Public Instruction, she directed smaller rural districts to consolidate wherever possible.⁵ Her direction became a state law as the 1941 School District Reorganization Act. The new law was challenged in the State Supreme Court by several districts throughout the state, but ultimately was upheld in 1943. Many districts began working toward consolidation immediately despite the court challenge, and the court's final decision expedited the consolidation of the rest.⁶

Discussion to bring the six north King County school districts and eight elementary schools under one district umbrella began as early as 1941.⁷ One proposal was to merge all six of the north King County districts into the Seattle School District, which did not go over well with many north county residents. Finally, it was announced in January of 1944 that there would be a vote on April 22, 1944 to consolidate the six into one district.⁸

This became the new Shoreline School District 412, a name submitted by a Lake City School fifth grader during a district-wide student contest held after the successful consolidation vote. The name referred to the new district's boundaries, which covered the whole of unincorporated north King County, from the Seattle city limits at 85th to the King-Snohomish line at 205th, and from Puget Sound to Lake Washington. The winning explanation said that the new district stretched "From shore to shore and line to line: Shoreline."⁹

On a related note, it was at this time of school district consolidations that the city of Seattle began annexing territories north of its long-standing northern limit established in 1907 and 1910.¹⁰ The city limit began at 65th Ave from Lake Washington to NE 20th Street. From there, the city line jogged north on 20th to 85th Avenue NE, and then continued its westerly progression along 85th to Puget Sound. This line did not change until four successive annexations between 1941 and 1943 brought the Olympic View and Ravenna schools into the city of Seattle, along with most of the 20-block territory between 65th and 85th on the east side of the city limits. This annexation reduced part of the territory that might have been under consideration for the new Shoreline District, although, as mentioned earlier, one of the schools serving that area, Ravenna Elementary, had already been built as a Seattle District 1 school.

The annexations by Seattle did not stop in 1944, and over the next ten years, the city of Seattle annexed twelve more times, finally stopping at 145th. The problem was that the new Shoreline School District was responsible for herding the immense student population increase that occurred during and after World War II in the unincorporated north King County area. The baby boom was only beginning, and the district found itself struggling to find school space for the huge influx of new students. While 700 students were temporarily placed in Seattle schools, Shoreline brought in portables and built its first new elementary school, Ridgecrest, in 1948, followed immediately by its first junior high school, Jane Addams, in 1949. The new junior high system helped temporarily ease the pressure on grade schools, and Shoreline continued its massive building project, adding new schools as quickly as possible.

Meanwhile, as Shoreline built schools south of 145th Street in King County's unincorporated area, the city of Seattle continued to annex territory, and it was decided that if a school fell in the newly annexed territory of the city of Seattle, it should then also fall under the jurisdiction of the Seattle School District. This decision was initially not approved by the Shoreline School District and angered parents who wanted to keep their children in the Shoreline district. In January of 1951, after a key school levy failed the previous November, the Shoreline School District Board of Directors voted to close down the school district and turn everything over to Seattle. After many meetings and much discussion, cooler heads prevailed and the Shoreline School District remained. The passing of the construction levy in 1952 heartened the school board, despite the fact that the Shoreline District lost a number of buildings, both old and new, to the Seattle School District. Historian Will Lehr documented in detail the challenges of this event in his article, "Shoreline voters approve critical school levy on March 11, 1952," which can be found in the Shoreline Historical Museum archives and is published on HistoryLink.org.^{11, 12}

By 1954, the city of Seattle had annexed all the way north to 145th Street and finally stopped. The Shoreline School District then turned over to the Seattle Public Schools: the historic schools of Oak Lake, Broadview, Lake City, Maple Leaf and Haller Lake; five newly constructed schools of Olympic View, Viewlands, Pinehurst, Jane Addams, and Woodrow Wilson; two portable schools of South Haller Lake and Matthews; and the new administration office at NE 137th Street and 1st Avenue NE. This building was renamed the Nellie Goodhue Building by the Seattle School District. Shoreline had also acquired property for a high school where eventually Seattle built Ingraham High School.¹³

The question of a high school was uppermost on the minds of parents in the Shoreline School District. Students were still attending Lincoln and Roosevelt, and occasionally Edmonds and Bothell. The travel time was a real hardship for kids, who couldn't participate in after-school activities unless they were able to provide their own transportation. Richmond Beach High School had been closed in 1945 because it was no longer allowed to accept

students from only one elementary school and could not accommodate all of the students in the new district. Shoreline was finally able to open Shoreline High School in 1955, followed by Shorecrest High School in 1961. ¹⁴

Following is some additional information about the three historical buildings that remained within the Shoreline School District after Seattle finished its territorial annexations:



Photo 135 ~ Original Richmond Beach school house. Richmond Beach School was started in a small one room structure in 1891. Because the United State Post Office at first refused to recognize the word “Beach” as part of the town’s name, the town and the school were both designated with just the name “Richmond.” The photo, though undated, is thought to be from about 1895. (SHM-1408)



Photo 136 ~ In 1909, Richmond Beach built a new four room structure that faced NW 197th Street and was the pride and joy of all. The school was qualified to hold high school classes, so students were able to graduate from 12th grade. (SHM-036)

Richmond Beach's original schoolhouse was replaced by a lovely colonial structure in 1909, the year of the Alaska Yukon Pacific Exposition (AYPE) which had created a small population boom throughout King County. The school burned to the ground in 1923, but by late 1924, a new brick building stood in its place. Throughout the late 1930s and early 1940s, the Works Progress Administration (WPA) did a number of projects for the Richmond Beach community, including remodeling the school's gym, and placing the rock wall along the north side of Richmond Beach Way.



Photo 137 ~ In 1923, the Richmond Beach School was the victim of arson. The 1909 neo-colonial structure burned to the ground. Classes were held in the Congregational church across the street and in other local buildings and homes until a new school could be built. Designed by William Mallis, the new building opened in late 1924 and was a hallmark of the new thinking in school building design. Upstairs, the high school students attended their classes, and on the main floor, elementary students could hardly wait to become “upper” classmates. (SHM-484-A)

In the case of Ronald elementary, its one room schoolhouse also became too small, and the original Ronald brick building opened in 1912 as “half” a building. The second half on the west side was added in 1926, completing a balanced façade. In 1950, the lunchroom/auditorium next door on the west side was moved to 167th and Fremont, becoming the Richmond Highlands Recreation Center. This left room for a separate, “new” Ronald School to be constructed next to the historic building, and opened in 1951. Both Ronald buildings operated simultaneously.



Photo 138 ~ The original Ronald schoolhouse as seen in 1910. Standing on property donated by Judge James T. Ronald and a neighbor, the 1906 schoolhouse quickly became too small for the student population. In the back at left, Principal Metras and an unknown teacher, and at right teacher Agnes Coffield, try to keep the children in line for the photo. In 1909, Ronald broke away from the Richmond Beach School District and became its own school district, allowing voters within the Ronald District's boundaries to decide on school levies. (SHM-019)

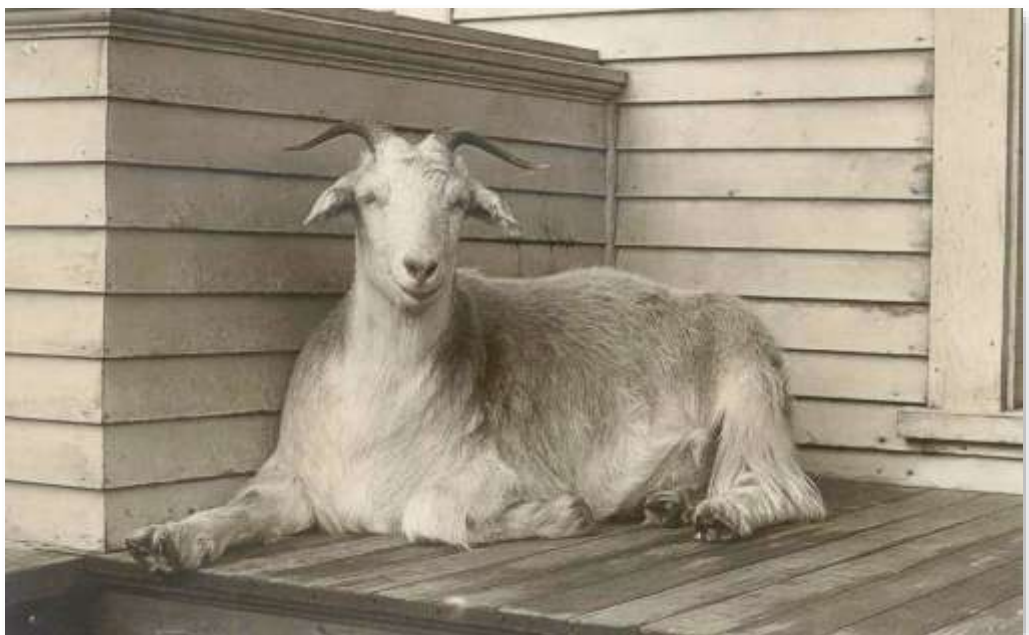


Figure 139 ~ 1916. Mrs. McGinnis's goat on the Ronald Methodist Church steps, at the NW corner of 175th and Linden, across the street from Ronald School. This goat was a well-known and popular pet. (SHM-554)



Photo 140 ~ In 1912, a new two-story brick Ronald School opened with a magnificent cupola, portico and arched window. The building was constructed with the idea that in the future, an addition would be needed, so the cupola was built on the west edge of the building, to make the building appear balanced once the second half of the building was constructed. At far right, is a glimpse of the lunchroom building. (SHM-064)



Photo 141 ~ Ronald School received its new addition in 1926. The new half, on its west side, contained four classrooms, a basement and new boiler room. Seen here in 1945, the building is without its cupola, which was removed in 1936. (1945-1950) Donated by Richard Stuckey.

The original Lake Forest Park school building had been the real estate office for the Lake Forest Park development. It stood at the “front” of the park near the Gehr Erickson/Bothell highway, and started operating as a school in 1912. The little building had to be moved because that property was sold to the Wurdemann family who built an imposing mansion at the front of Lake Forest Park in 1914. The real estate office/school building was set on the Alexander Reid property, where it stands today. A new Lake Forest Park school opened in 1913, but within ten years was too small. A large white neo-colonial structure opened in 1923, with the old building being used as the school’s library. The 1923 building was demolished in 1967 to make way for a more modern structure.¹⁵

Of the three historic schools, only Lake Forest Park is still in operation as an elementary school. The Ronald School is a City of Shoreline/King County Landmark currently owned by the school district, and the Richmond Beach elementary school was torn down in 1979.¹⁶

The most recent addition to the Shoreline School District is the new Edwin Pratt Early Learning Center, opened in 2019. The building honors Edwin T. Pratt, an active Shoreline resident and member of St. David Emmanuel Episcopal Church. Pratt was the Executive Director of the Seattle Urban League and a founder of the Central Area Civil Rights

Committee. He was assassinated in front of his home on January 26, 1969. Shoreline student Sarah Haycox researched and wrote about Pratt's contributions to the community and beyond. After hours of meetings, speaking at events, and garnering support, her nomination to have the new building named for Pratt was accepted by the school board.^{17, 18}

The Shoreline School District continued to grow and change with the burgeoning population of the area. A full history of the district and its schools (except the Pratt Early Learning Center) can be found in the district's 60th anniversary history, *Shore to Shore and Line to Line: A History of the Shoreline School District*, published in 2007. A large committee of writers and a project committee headed by former superintendent Bill Stevenson included former communications director Jack Rogers, former music teacher and Shorecrest band director Ken Noreen, and former mathematics teacher Dick Stucky, along with the Shoreline Historical Museum staff and editor Roberta Hawkins.¹⁹



Photo 142 ~ The District's first project was the 1948 Ridgecrest Elementary. The construction of this school was followed by many others to meet the demands of the exploding population in Shoreline. (S-RC-U-1)



Photo 143 ~ 2019. The Edwin Pratt Early Learning Center is the school district's newest building. The name for the new center was proposed by student Sarah Haycox, who researched local resident Edwin Pratt, his life and work, and what he meant to the community. Photo donated by Jane Wiebe.

¹ Shoreline Historical Museum Archives, School District History File, 1885-1912.

² Nile Thompson and Carolyn J. Marr, *Building for Learning: Seattle's Public School Histories, 1862-2000* (Seattle: Seattle Public Schools, 2002), ix.

³ Shoreline Public Schools, *Shore to Shore and Line to Line: A History of the Shoreline School District, 1944-2004* (Shoreline: Shoreline Historical Museum, 2007), 188.

⁴ Thompson and Marr, *Building for Learning*, 106-7, 337-8, 360-4.

⁵ "School Set-Up Change Planned," *Seattle Times*, April 24, 1941.

⁶ "County School Districts cut from 79 to 4," *Seattle Times*, May 22, 1943.

⁷ "School District Merger Studied," *Seattle Times*, August 24, 1941.

⁸ "Six School Districts to Vote on Merger," *Seattle Times*, March 24, 1944.

⁹ Shoreline Public Schools, *Shore to Shore and Line to Line*, n.p.

¹⁰ City of Seattle City Charter Limits and Annexations, Seattle Engineering Department, ID #933, Original Number 82-30, Seattle Municipal Archives Annexation Maps, created in

1914, date of last change January 4, 1954, <https://archives.seattle.gov/digital-collections/index.php/Detail/objects/21289>

¹¹ William Lehr, “Shoreline voters approve critical school levy on March 11, 1952,” Shoreline Historical Museum Archives, Shoreline School District files, 2002.

¹² William Lehr, “Shoreline voters approve critical school levy on March 11, 1952,” History Link, <https://www.historylink.org/File/3668>

¹³ Thompson and Marr, *Building for Learning*, ix.

¹⁴ Shoreline Public Schools, *Shore to Shore and Line to Line*, 173, 252.

¹⁵ Barbara Bender, “The School District,” in *Growing Up with Lake Forest Park* (Seattle: Creative Communications, 1983), 299.

¹⁶ Shoreline Public Schools, *Shore to Shore and Line to Line*, 174.

¹⁷ Shoreline Historical Museum Archives, School Building History File, 2019.

¹⁸ Shoreline Historical Museum Archives, Edwin Pratt File, 1959-1969.

¹⁹ Shoreline Public Schools, *Shore to Shore and Line to Line*, Overleaf

Chapter 13:

Becoming the City of Shoreline

The idea of creating a city carved from the territory of unincorporated northwest King County was one that had several iterations. This goes all the way back to 1924 when Richmond Beach residents, in exasperation over obtaining water for their households, contemplated establishing an incorporated town that would be responsible for providing a reliable source of water and perhaps other services. However, the movement was short-lived. Once they determined the cost of incorporation and the ongoing cost of financing a city, no one wanted to proceed. Several more movements to incorporate followed after 1924. First, we'll take a look at how the area came to be known as "Shoreline."

A School District Called "Shoreline"

The name "Shoreline" came into use in 1944 as a way to describe the new northwest King County school district that was forming. As noted in chapter 12, the name, suggested by a student, indicated the boundaries of the school district – "from the shore of Puget Sound to the shore of Lake Washington, and from the (Seattle) city line, to the Snohomish/King county line – Shore to Shore and Line to Line, Shoreline." Soon thereafter, residents began to identify with the new school district name and "Shoreline" became synonymous with the area itself.¹

As World War II came to an end, thousands of people began moving into the area. The school district was forced to build new schools, all while double-shifting classes and renting spaces in nearby buildings to accommodate the exploding student population. At the same time, people in the unincorporated territory were clamoring for services, and King County could not keep up. In some cases, people petitioned the city of Seattle to expand so that they could have the benefit of city-provided infrastructure. Seattle heeded the cries, and began annexing pieces of territory beyond its long-held northern boundaries. After 1943, Seattle amassed at least twelve annexations, finally reaching 145th Street in 1954. To this day, it is unknown as to why the Seattle School District, a completely separate entity from the city of Seattle, was also allowed by the state to expand its territory! This certainly had something to do with tax dollars, but the argument for this expansion is still not clear, as many school districts cross city and even county boundaries.

While Seattle's territorial march northward was at least temporarily halted, two local incorporation efforts in the 1960s proclaimed that they would make a city out of the northwest King County area and call it "Shoreline." However, bad timing and the lack of focused leadership kept what would have been a formidable city from being incorporated, despite the widespread effort.

Political Changes and Making a City

In the summer of 1960, the first modern movement toward incorporation got underway. Fueled by a disagreement with King County over a guarantee of bond interest for the second Lake Washington bridge, a committee was formed to study the possibility of incorporating the area from Puget Sound to Lake Washington and from the Seattle city limits (at 145th) to the county line. The new city would encompass the Shoreline School District.

An informational meeting on August 11, 1960 was attended by over thirty citizens along with County Commissioner Scott Wallace and County Engineer Walter Winters. In the *Seattle Times* article of the following day, information provided by the County representatives appears to have dissuaded everyone from the incorporation mission. A new organization was formed on the spot – Shoreline Area Committee Against Incorporation.² Although a report recommending incorporation was forthcoming, the suggestion did not see the light of day again for several years.

In 1961, a disagreement with King County government officials, who wanted to allow a developer to build a shopping mall at the corner of Bothell Way and Ballinger Way, led citizens on the eastern side of the area to take the proverbial bull by the horns. Citing the lack of influence the residents had over the destiny of their own community, people set out on a whirlwind of activism, ending in the incorporation of a much smaller piece of the territory, the city of Lake Forest Park. In spite of their incorporation, there was never any question that the residents of this new city would continue to be a part of the Shoreline School District.

The Community Development Council of Shoreline, or “Code-Shoreline” aka “Code-S,” was formed in 1966 in response to “considerable public discussion about the future of Shoreline.”³ The University of Washington’s Bureau of Community Development assisted in the formation of the organization as an “independent, nonprofit, nonpartisan organization” whose purpose was “to promote [the] well-balanced development of the Shoreline area...[and] founded on the belief that the people of Shoreline have a responsibility for guiding the future of their area and share responsibility for development of the Seattle Puget Sound region and the State of Washington.”⁴ This may be the first time that the unincorporated area was publicly called “Shoreline.” Although not billed as an incorporation movement, the goals of Code-S included “preparation of a comprehensive plan including land use, major streets and community facilities,” and “the development of a public improvement program and a capital budget to help achieve orderly growth.”⁵

Code-S involved many area citizens and provided valuable demographic surveys, information about the government and its services, and was focused on helping people make smart decisions regarding development. The Code-S movement was followed up by a comprehensive study published by King County in 1976, which produced a five-part report

that covered everything from demographics to geography to roads and available services in the Shoreline area. Certainly this gave King County the information needed to make informed decisions about improvements in its unincorporated territory. However, both the Code-S study and the report by King County had given citizens a jumping off point for a sincere discussion about incorporation, but that did not happen right away.⁶

Finally, in 1987, the Shoreline Incorporation Study Committee was formed, demonstrating a rising interest in the possibility of incorporating. The Shoreline Chamber of Commerce, established in 1976-77, was now a robust ten-year-old organization that brought a new unity and strength to the community. The founder, Judy Van Deen, along with Chamber director, JoAnn Mills, member Allen Anderson, and other Chamber members participated in the incorporation committee.

The 1987–88 study served as a guide for the 1991 Shoreline Chamber of Commerce’s Governance Subcommittee to begin the incorporation movement in earnest, followed by the Vision Shoreline Committee. Headed by chairman Leon Zornes, the new movement gained an interest and momentum previously unseen. The energy, coupled with the urgings of Washington State’s Growth Management Act, now made incorporation a more likely alternative to out-of-area governance than ever before.⁷

Meanwhile, in 1988 as the Shoreline Incorporation Study Committee was winding up, Jeanette Williams of the Seattle City Council suggested that a study be made for the city of Seattle to possibly annex the rest of unincorporated northwest King County. While this was two years before the enactment of the state’s new Growth Management Act, the writing was on the wall. The city of Seattle provided electricity and water for the better part of the unincorporated area, and soon, the state was going to ask those areas to either take a more active hand in obtaining services and planning, or become part of other incorporated cities. Williams’ proposal came under immediate and fierce criticism from northwest King County citizens. A near riot ensued at a community meeting to discuss the scheme, with a room packed by angry people. Long-time Shoreline residents Mickie Gau and Connie King (who would become Shoreline’s first mayor) were among the vocal crowd. One of the biggest fears was that the Seattle School District would take over the beloved school district of Shoreline. Mickie recalled that was exactly what had happened in 1954, and she and many others did not want to see that again.⁸



Photo 144 ~ 1994. "Vision Shoreline" committee members put in many long hours organizing the campaign to become a city. Going around the table, starting at left front, Leon Zornes, Bob Koo, Connie King, Laura Castellow, Gloria Bryce, Dee Pinkerton, Dorritt Pealy, Claudia Ellsworth, Jim Batdorf. Standing at the back, right: John Thielke and Patty Butler. The original Vision Shoreline Committee, most of whom are in this photo, was initially formed by the Shoreline Chamber of Commerce, and was headed by Leon Zornes and Letha Owens-Brown.

The idea of Seattle annexing the rest of northwest King County was quickly dropped, but the proposal caused heartburn for a lot of Shoreline area residents. Two years later, the Washington State Growth Management Act of 1990 forced people in unincorporated areas to begin making decisions about their futures. What would happen if surrounding cities began to annex sections of the unincorporated areas that had heretofore been left alone? The territory was bordered by Seattle, Edmonds, Mountlake Terrace and Lake Forest Park. Did the city of Lake Forest Park have the bandwidth to take on twelve square miles of new territory and more than 50,000 new citizens? These were the questions many were asking.



Photo 145 ~ Volunteers meet at Ronald Bog Park to organize a “get out the vote” party in July of 1994.

After much study, debate, and voting, incorporation passed on April 25, 1995. On August 31, 1995, the city of Shoreline was officially incorporated with a gala event at the Shoreline Center. The City Council was introduced to a packed and enthusiastic audience: Connie King, who became the city’s first mayor, Larry Bingham, Ron Hansen, Scott Jepsen, Cheryl Lee, Linda Montgomery, and Bob Ransom.



Photo 146 ~ The first city council was sworn in on August 31, 1995 by King County District Court Judge Wacker. Beginning at left, the new city councilmembers are: Cheryl Lee, Larry Bingham, Connie King, Ron Hansen, Scott Jepsen, Linda Montgomery, and Bob Ransom.



Photo 147 ~ Connie King, the first mayor of Shoreline in 1995



Photo 148 ~ 1995. The new city of Shoreline celebrated with a parade down Aurora in August 1995. Dressed in white, newly elected city councilmembers Connie King and Linda Montgomery lead the way. The official swearing-in of the city council was held on August 31st, and Connie King was subsequently selected by the new city councilmembers as the first mayor.



Photo 149 ~ Volunteers carry the City of Shoreline banner down Aurora in the city's annual parade in 1996. The parade was initially a Seafair-sanctioned event with Seafair marshals organizing parade participants. Eventually the parade location was moved to 15th Ave NE in North City where a bronze statue commemorates the event.

The new city inherited a number of organizations that were already serving citizens in the area. There was a fully formed Shoreline Fire Department that had its roots in a 1930s all-volunteer department housed at the back of Ray Mau's service station. The local Masons were among the earliest organizations and opened their community hall in 1924. Another long-time group, the Shoreline Lions Club, focused on community service. In 1950 they moved the Ronald School auditorium and lunchroom building from 175th St. to its new site on Fremont to become the Richmond Highlands Recreation Center. The property had been acquired with funds donated by chicken ranch owner and early park advocate Anna Wright. The Shoreline Lions held fundraising events to help build the new Shoreline Library that opened in 1966. There was also the deep-rooted 1899 Richmond Beach Library, and together these two King County libraries were delivering the services – no need for the young city of Shoreline to make a new library system! The Shoreline Community College, opened by the school district in 1964, was already proudly serving the community as an institution of higher learning. Another organization, Shoreline Rotary, began in 1962 and accomplished a variety of community projects prior to Shoreline becoming a city, including maintaining a planting area at the entrance to Ronald Bog Park for many years. Rotary continues to be an important resource in Shoreline today.

The city also became the new home to several other institutions begun long before incorporation: the Shoreline Historical Museum opened its doors in June of 1976 and, as noted earlier, Judy Van Deen and other business owners announced the beginning of the new Shoreline Chamber of Commerce in 1977, which replaced the earlier Richmond Highlands Commercial Club. The Shoreline Arts Council, now called Shoreline-Lake Forest Park Arts, was started in 1989 by Roz Bird, first executive director, and other volunteers, and began providing cultural and arts experiences for school children and the community. Additionally, there was a Veterans of Foreign Wars (VFW) on 15th Ave. NE in North City, and the Starr Sutherland Jr. American Legion in Briarcrest, which still exists.

With so many well-established services and interested citizens, it's no wonder that the new city got off on the right foot. No longer would "Shoreline" be a nebulous, unincorporated territory under the umbrella of a school district, amalgamated with the 34-year-old city of Lake Forest Park. Now, it would also be defined as a separate city with a government, a city with involved citizens. And eventually, the definition of the city would take over in the minds of its constituents, downsizing further the area thought of as "Shoreline."



Photo 150 ~ On January 1, 1997, Shoreline suffered its first disaster - a major washout of NW 175th St. at 6th Ave NW. Due to excessive runoff created by an unusually heavy snowstorm and rapid melting, Boeing Creek jumped its culvert, and created Shoreline's "Little Grand Canyon," inconveniencing the neighborhood's residents for months. Note the car at far left lying down the embankment above large cement culvert pipe. Donated by Lynn Cheeney.



Photo 151 ~ 2009. Shoreline City Hall front entrance and back patio.



¹ Shoreline Public Schools, *Shore to Shore and Line to Line: A History of the Shoreline School District, 1944-2004* (Shoreline: Shoreline Historical Museum, 2007), “Introduction,” n.p.

² “Shoreline Group Formed to Oppose Incorporation,” *Seattle Times*, August 12, 1960.

³ Community Development Council of Shoreline booklet, Shoreline Historical Museum Archives, 1996, Code-S Documents Box, p. 1.

⁴ King County Shoreline Community Report, Shoreline Historical Museum Archives, 1976.

⁵ Vision Shoreline Documents, Shoreline Historical Museum Archives, Leon Zornes Collection, 1987-1994.

⁶ Don Carter, “Neighbors: Shoreline,” *Seattle Post Intelligencer*, January 10, 1998.

⁷ Connie King, personal conversation with Victoria Stiles, Shoreline Historical Museum, 1996.

⁸ Mickie Gau, personal conversation with Victoria Stiles, Shoreline Historical Museum, 1996.

Chapter 14: Neighborhoods

Ballinger	p. 205
Briarcrest	p. 211
Echo Lake	p. 216
Highland Terrace	p. 222
Hillwood	p. 228
Innis Arden	p. 233
Meridian Park	p. 237
North City	p. 242
Parkwood	p. 249
Richmond Beach	p. 253
Richmond Highlands	p. 265
Ridgecrest	p. 274
The Highlands	p. 281
Westminster Triangle	p. 285

Neighborhood Map

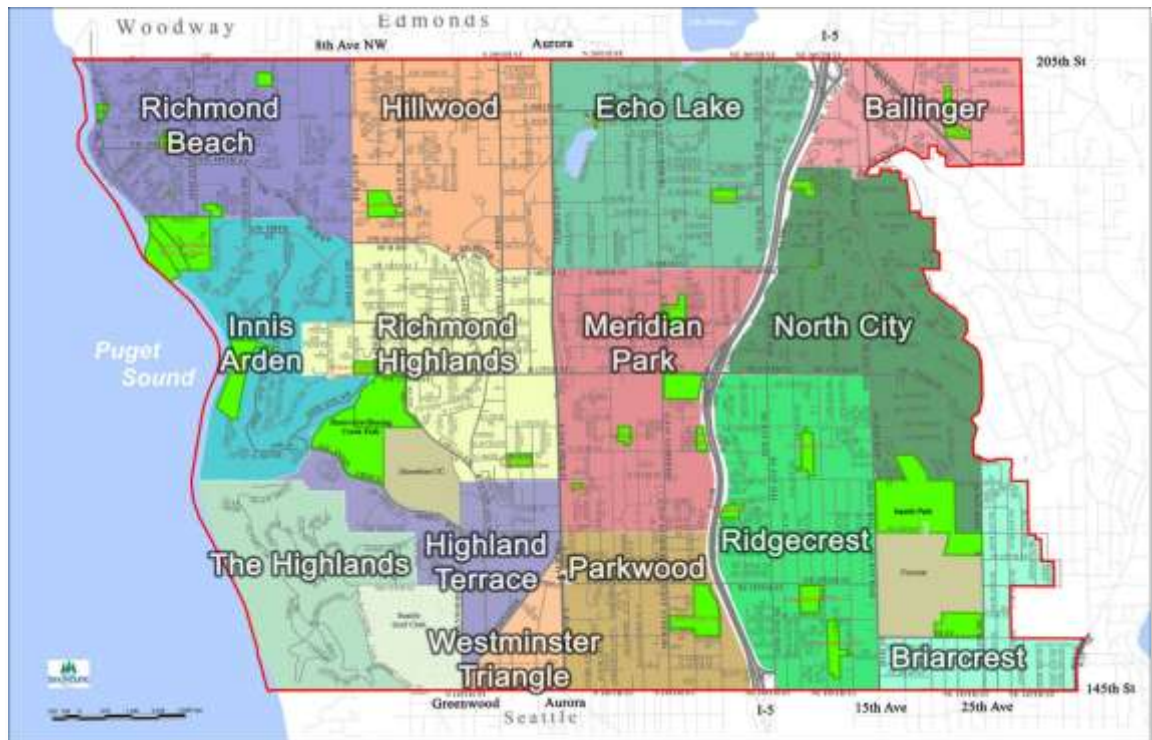


Photo 152 ~ Map of Shoreline Neighborhoods, courtesy of the City of Shoreline, 2025.

Introduction to the Neighborhoods of Shoreline

Shortly after Shoreline incorporated in 1995, it was recognized that residents needed to be able to approach city council members and city staff with a cohesive voice to have their local inquiries, requests and needs addressed. In the past, before there was a city, a number of the historic neighborhoods had developed community clubs or improvement clubs. These, in turn, were members of a larger group called the North District Council of Clubs which represented neighborhoods at King County Commissioners meetings. Later, King County developed a Councilmember style of government with a separately elected executive, and the council of clubs represented the neighborhoods at those meetings as well. Some of the community clubs had their own club house, and all of them had an elected board and someone who attended, or sent reports to, the North District Council of Clubs.

City of Shoreline residents, staff and council members recognized the importance and efficacy of this structure and set about creating something that would work for the new city. They came up with the “neighborhood association” structure, and decided to give each of the fourteen neighborhoods names and specific boundaries. City staff did consult the Shoreline Historical Museum regarding the historic neighborhood structure, then drew boundaries that seemed to make sense according to what residents in each area would have in common. From this construct, the city’s current neighborhood configuration was created. Historic neighborhood designations were often used, but did not always follow the old neighborhood boundaries which were, “in the old days,” imprecise. People often identified their neighborhood with the closest Interurban station or a particular plat in which they lived, and did not adhere to specific street borders.

Few of the neighborhoods had ever been well-defined, except for Innis Arden and The Highlands, and when Shoreline announced the new neighborhood designations, there was some grumbling. Not all of the old neighborhood names could be used, and the new borderlines did not necessarily fit with the old neighborhood names, nor did they allow for any nebulousness. The ones that fell by the wayside as official neighborhood names were: Foy, Happy Valley, Jardin El Norte, Lago Vista, Lard Valley, Maywood, Monte Vista, Paramount Park, Ronald, and Stone Avenue. Some of these were very localized and colloquial, but others, at one time, had their own community clubs and physical club houses.

Each neighborhood has unique characteristics, but there are some things that all of Shoreline has in common. As explained in Chapters 1 and 2 by David Buerge, the whole area was occupied by Native Americans who had permanent winter villages along the shore of Lake Washington. The Duwamish, their relatives, and neighboring tribes knew every part of what has become Shoreline, and every bit of ground we walk on today was certainly walked on by them first.

Once the United States claimed this territory, all of Shoreline had to be divided into sections and then land parcels for orderly sale and distribution of property. Following that, owners further divided their property into surveyed plats that were filed with the King County Recorder's office, as well as laid out roads also approved by the county. Many of the plats filed between 1926 and 1968 contained racial and sometimes religious restrictions intended to control who could and couldn't live in certain areas. Chapter 11, "The Platting of Shoreline," details the extent of these restrictions. Every neighborhood has some history with this.

Utilities in the early neighborhoods were catch-as-catch-can. The first settlers survived with a well and an outhouse. This continued into the 1930s for many families, although electricity was becoming commonplace by then, coming to Richmond Beach in about 1917 and earlier in some parts of Richmond Highlands. Richmond Beach had its own phone system by 1907. There were well-digging companies, but individuals often dug their own wells rather than pay the price for professionals. By the late 1910s, electricity allowed for the building of pump houses, often referred to as "water towers." An electric pump sent the well water into a tall storage tank, which then gave gravity flow to the house and farm. This was much preferred to the hand pump or windlass and bucket method of drawing water from the well.



Photo 153 ~ Water District #42 water tower seen from Mackie's place, looking northwest. (SHM-1386)



Photo 154 ~ Harry and Mary McCall's pumphouse at 165th and Aurora. The pumphouse, built in the early 1920s, stood over a well that was 185 feet deep. (SHM-669-B)

Water, or the lack thereof, was a topic of conversation and a source of contention. There were pump houses at individual properties, but neighbors often shared with others, usually for a price. Small, privately owned water districts sprang up around the Shoreline area too. Richmond Beach developed a community water system in 1924, though quite a few continued to use their own wells.



Photo 155 ~ 1911. Marjorie Richards at their backyard water pump in Richmond Beach. Photo donated by Marjorie (Richards) Hanson. (SHM-1583)

Richmond Highlands also had two small water systems, one being the Richmond Highlands Waterworks Company operated by Fred and Marion Rood. Monte Vista had a well and pump house water system called the Ilahee Water System that fed water to some, if not all, of its residents. When at last the North City Water District (King County Water District 42) was formed in 1931, and city water began to be piped in to other parts of Shoreline around the same time, there was no doubt great relief felt by many. And speaking of pipes, the first ones were made of thick cedar staves, wrapped with wire and covered in a tar-like substance to make them leak-proof. More or less.



Photo 156 ~ ca. 1935. A sewer line through Richmond Beach was a WPA project. Looking west on Market Street (NW 195th Place), most of the early business buildings were still standing at that time. Courtesy of Ronald Sewer District.

The other challenge was what to do about sewage. Firland TB Sanatorium and Confinement Hospital had its own sewer system. This system consisted of piping the hospital's sewage through underground clay pipes downhill to Richmond Beach, sending it off into Puget Sound. Septic tanks, not common in the early days of Shoreline, and a combination of cesspools and French drains were used to move effluent out of sight and off-site. Some enterprising folks downhill from the hospital successfully tied into that system, which may not have been exactly legal. The WPA installed some sewer pipes in 1931 through Richmond Beach, though not necessarily to a treatment plant. As the population grew in northwest King County, the need for sewers became more desperate. A real system for the Shoreline area, the Ronald Sewer District, was approved by voters in 1951.

In the early days of settlement, the area did not have anything resembling a police department. Only one King County officer was assigned to this unincorporated territory. He had a few deputized citizens who were authorized to arrest and hold miscreants, and call the county for help. One of the funny stories told by Bob Markley, whose father Dave was a resident deputy, is that the county officer and some of the deputies could often be found playing cards at Cornish's Sno-King garage and gas station on the North Trunk Road at the county line. As one might expect, lawlessness was rampant, with an abundance of theft, larceny, and murders, not to mention bootlegging of illegal liquor between 1919 and 1933, which law enforcement tried valiantly to curb. With Aurora's designation as State Highway 99, and the subsequent increase in traffic and population, the Washington State Patrol began to police that stretch of Shoreline, and the King County Sheriff's department became more involved. Today, the city of Shoreline contracts with the King County Sheriff to provide local police services.

As of this writing, there are 38 religious institutions of many different faiths in Shoreline, with nearly every neighborhood having at least one. These institutions have sometimes been in a state of flux; some of the older ones have faded away and new ones have been created.

Some of the fourteen neighborhoods in Shoreline still meet regularly and post various neighborhood activities on their websites or on facebook. All started out with a volunteer board, and some kind of contact information on the city's website. Today's technology has mostly eliminated the "phone tree" method of contacting neighbors. Now, e-mail, e-newsletters, and other messaging serve to help residents stay in touch with one another, and belong to a more or less cohesive citizen group. May all the Shoreline neighborhoods remember their historical roots and continue into the future, working together to address needs and strengthen their city.

Ballinger

In the northeast corner of Shoreline, nestled alongside the city of Lake Forest Park, Shoreline’s Ballinger neighborhood contains many of the businesses that serve the northeastern residents of Shoreline and Lake Forest Park, as well as the neighbors to the north in Snohomish county’s Mountlake Terrace. The Ballinger neighborhood is bordered



on the north by the county line at NE 205th Street, on the east at 30th Avenue NE, and bounded on the west by I-5, with an uneven southern border somewhat along NE 195th Street. State Route 104, more commonly known as Ballinger Way, divides the neighborhood diagonally. People might not give much thought as to how many features and businesses came to be known by the name “Ballinger,” but there is a meaningful history behind the name.

The Ballingers were, and are, a prominent family in the Pacific Northwest. They came here during the formative years of Seattle in the mid 1880s, and the descendants of those first Ballingers live here still. Like so many other early citizens, the Ballingers invested in many real estate holdings. Uninhabited property was relatively cheap and available, and fortunes could be made buying and selling that land. Richard A. Ballinger, who became the mayor of Seattle in 1904 and was a law partner of James T. Ronald, followed the lead of his partner and numerous others in buying north end property. In 1900, Ballinger purchased a large amount of acreage straddling the county line. Part of his purchase included Lake McAleer, its island, and a portion of the lake’s accompanying watershed. The lake was named for the first non-native settler who obtained the lake and surrounding property, except for the island, from the U.S. Government. Ballinger renamed the lake to honor his father, and on the peaty island near the lake’s western shore, he also got the substantial summer home that had been constructed by earlier pioneer, Ira Bartholomew. A pier-like wooden bridge stretched from the shore to the island. R.A. Ballinger’s father, Civil War veteran Colonel Richard H. Ballinger, lived in the island house for a time, and ran the large sawmill located on the lake shore. Richard A. Ballinger served as President Theodore Roosevelt’s commissioner of the General Land Office from 1907–08, and then in 1909 became Secretary of the Interior under President William Howard Taft.¹

At least 20 places and businesses in and around the Ballinger neighborhood, both current and past, have used the Ballinger name, for example: Lake Ballinger Garden Tracts,

Ballinger Village Shopping Center, Ballinger Bowl, Ballinger Commons, and three different permutations of the RA Ballinger Road (the first one coming into existence in 1902), and of course, Lake Ballinger itself.



Photo 157 ~ 1919. The Richard A. Ballinger family summer home on Ballinger Island near the west shore of Lake Ballinger provides the backdrop for a photo of nine-year-old Florence Butzke as she poses on the boardwalk leading out to the island house. She was from nearby Echo Lake. R.A. Ballinger's father, Civil War hero Colonel R. H. Ballinger, lived there from about 1901 to 1906 and managed the Ballinger sawmill. R.A. Ballinger named the lake in honor of his father, and subsequently many other community features were stamped with the Ballinger moniker. In recent times, the island was renamed "Edmount Island" alluding to the two nearby cities that split responsibility for the lake. (SHM-1547)

The Ballinger neighborhood has a particularly unique feature called Brugger's Bog. Brugger's Bog came under the ownership of Jacob Frauenthal in 1872, who purchased 119.6 acres, including the bog, from the United States Government for \$1.25 an acre.² The reason for King County Parks giving it this name is still a mystery. At first it was designated as "Kellogg Park," being a Forward Thrust park near Kellogg Junior High (see "Brugger's Bog Park" in *Shoreline Parks* on page 308). The bog was likely utilized by local Native Americans and would have had many valuable plants (see Chapters 1 and 2 by David Buerge). The presence of cranberries at Brugger's Bog at one time is also likely, as another nearby bog several blocks east of the Brugger's location was well documented as a cranberry bog.³ The city of Shoreline added a new park in 2022, Ballinger Open Space, just north of the bog, and the community also utilizes the Aldercrest Annex, owned by Shoreline School District.

The Ballinger neighborhood comprises several historical sections, such as a fragment of the 1912 Lake Forest Park First Addition, the unrecorded Frauenthal Brothers Tracts, and a portion of Lago Vista. Residential development was slow to come to this neighborhood, with the bulk of the earliest residences occurring in the Lago Vista section, the development of which began in 1927 when the famous north end developers Crawford and Conover filed the first Lago Vista plat.⁴ Those who lived there identified strongly with Lake Forest Park, especially because their children attended school at Lake Forest Park Elementary, and much socializing was done at the Lake Forest Park Presbyterian Church.



Photo 158 ~ 1987. The 1930 Lago Vista Clubhouse became a ballet studio and an art studio and a private residence. (SHM-1858)

Both the historic Lago Vista Spring, original access located at the corner of NE 196th Street and 15th Avenue NE, and the 1930 Lago Vista Clubhouse at 1227 NE 198th Street, are today located in the Ballinger neighborhood. An historical marker for the spring was placed across the street by the 1959 Shoreline Historical Society (see Chapter 16) but is no longer accessible to the public. The spring was used by both travelers and early residents of the area, most of whom did not have piped-in water for their homes. Lago Vista was heavily advertised in newspapers as affordable for any family just starting out, and many took advantage of the \$5 down, \$1 a week payments to obtain their own piece of the American dream.^{5, 6} Some of the earliest houses built in the currently defined Ballinger still stand in the Lago Vista part of the neighborhood.

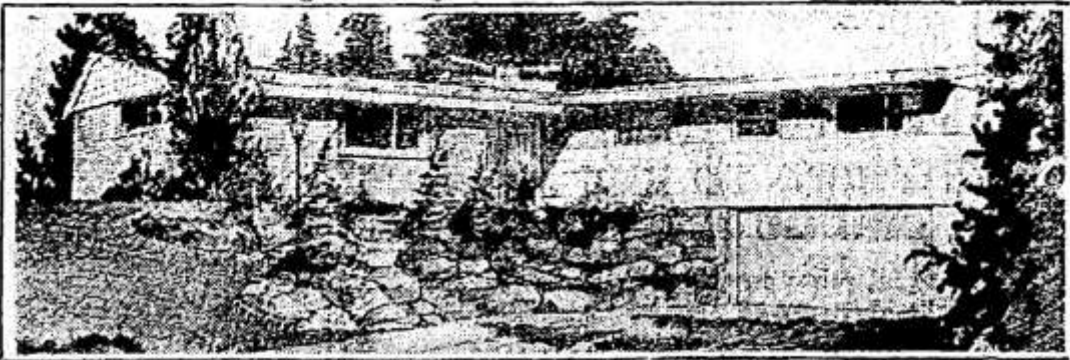
Meanwhile, the citizens of Lake Forest Park, with its sylvan forests and babbling brooks, could not open a grocery store or doctor's office in their own town because of restrictive covenants. The first general store, opened in 1913 at the intersection of Bothell Way and Ballinger Way, was in reality across the road from the Lake Forest Park development, and so avoided the "no businesses allowed" restrictions by a street's width. As envisioned by Ole Hanson in 1910, the covenants prohibiting any business development kept Lake Forest Park strictly residential, depriving its citizens of much needed stores and services. These had to be developed outside of the Lake Forest Park plats. Thus Bothell Way and Ballinger Way became the logical streets on which to build new commercial enterprises that would provide for the local populace. Years later, Hanson realized the error of his ways. In a re-worked iteration of his vision for a perfect residential community, he devised a new development with an amenities-filled commercial district complete with stores and offices that would suitably serve the residents. That development would be located in California and ceremoniously named "San Clemente."

A few blocks east of today's Ballinger neighborhood boundaries, and outside of the Lake Forest Park plats where there were no covenants restricting commercial development (on the corner of Ballinger and 37th Avenue NE), small businesses began to flourish. Gas stations, grocery stores, and other companies showed up on Ballinger Way, serving residents of Lake Forest Park and Lago Vista, and people traveling through the area. One such business was Nason's Cash Grocery and Texaco Gas which opened in 1930 at the corner of 37th Ave NE and Ballinger Way, across from the school. Penny candy was the order of the day for young customers on their way home from classes. The emphasis on the word "cash" reminded customers that payment in full was expected, rather than allowing the practice of extending monthly credit to patrons as many grocers had done before the Depression.

Another early business on Ballinger Way east of the Ballinger neighborhood was the brainchild of Margaret Atkinson, who was a single mother of two children. After purchasing a home in 1925, she became interested in boarding children whose parents had to travel. Her large home, originally built in 1919 in the Northside Five-Acre Tracts outside of Lake Forest Park proper, became a boarding house called "The Boy." The business unfortunately met its demise because of the Depression, but between 1925 and 1935, more than 400 boys took turns residing at Mrs. Atkinson's place.

Eventually, more residential development took place between Lago Vista and Lake Forest Park after World War II. For instance, the farthest southwestern plat in the Ballinger neighborhood, Sky Acres - a dreamy, woodland-filled enclave - was filed in 1952. Family homes were immediately built there, contributing children to the school system and consumers to the local economy. Businesses formed, especially along Ballinger Way and in North City, to support the population boom, with the mid-1950s to 1960s being banner years for area enterprises.

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Photo 159 ~ 1953. The post-war development of Sky Acres, at the far western edge of Shoreline's Ballinger neighborhood, opened in 1953 with nineteen lots and four model homes. The model homes were built by designer/contractor Abe Den Adel and ranged in price from \$17,000 to \$40,000. It was initially expected that children living here would go to Lake Forest Park elementary school. Fortunately, the nearby North City elementary school opened in 1955, relieving some of the strain on both the Lake Forest Park and Ridgecrest schools which were bulging at the seams. (Seattle Times, Dec. 1, 1953, pg. 46)

Ballinger Bowl was constructed in 1956 on one end of what was then called "Mountlake Terrace Shopping Center," and then "Ballinger Terrace Shopping Center." Eventually it was renamed Ballinger Village which holds a major grocery store and other amenities.⁷ The Shoreline School District added to the neighborhood Aldercrest Elementary School and Frank B. Kellogg Junior High which both opened in 1962. A Jehovah Witness church was built nearby the following year, likely the first church in the Ballinger neighborhood. Much later, construction began in 2007 on the Bosnian Islamic Center and was completed in 2011.



Photo 160 ~ 1956. Ballinger Bowl was an anchor business for what became the Ballinger Village Shopping Center. Initially known as the Mountlake Terrace Shopping Center, and then the Ballinger Terrace Shopping Center, the property never was legally in Mountlake Terrace. Courtesy of Washington State Archives, Puget Sound Regional Branch.

An incident of note that occurred in the Ballinger neighborhood is the crash of an Air Force fighter jet that was participating in opening events at the Seattle World's Fair on April 21, 1962. The jet lost power and the pilot ejected over Lake Washington, thinking that the plane would follow into the lake. Unfortunately, the plane continued on, crashing at NE 200th Street and 24th Avenue NE, razing several houses and killing two occupants, Raymond and Lillian Smith. Early reports suggested that the crash had occurred in Mountlake Terrace, but it was in what would become the Ballinger neighborhood of Shoreline. Fortunately, most residents whose homes were affected were either not at home or escaped injury. Some residents told related stories about that day for the Museum's archives.⁸

Today, the tradition of commercial industry along Ballinger Way continues, with many different businesses on Ballinger Way, stretching from the old Nason's Grocery Store corner all the way to Aurora Avenue. This long-standing zone of free enterprise provides convenience and access to necessary goods and services for many people.

Contributions, in part, by Ballinger Neighborhood members and lead contact, Stephanie Angelis, 2019.

Briarcrest

The Briarcrest neighborhood is the southeastern-most residential area of Shoreline. The neighborhood is bounded by NE 145th Street on the south, touches Bothell Way on the east, and after that, its borders are irregular. The eastern border of Briarcrest skirts Lake Forest Park's Acacia Cemetery, and continues northward up to NE 168th Street



along Lake Forest Park boundaries in an uneven stepped pattern, causing the shape of the neighborhood to look somewhat like a tree. Briarcrest's western border reaches 15th Avenue NE and hugs the outline of the Fircrest campus along 150th and then stretches north up 25th Avenue NE, touching along the southeastern side of Hamlin Park and Shoreline's North City neighborhood.⁹ And if you can follow along with that, you're doing great!

Like many of the names of residential areas, the designation of this neighborhood stems from the strong identification with Briarcrest Elementary School, which was built in 1954 at the height of post-war residential development in the area. Many of the homes here were constructed between 1948 and 1954. The school takes its name from a very small plat filed in 1949, named the "Briercrest Addition" which is bordered on the south by 160th Street and on the east by 30th Avenue, and is only five blocks long, stretching north only up to 165th.¹⁰ Today, that small plat is legally a part of the city of Lake Forest Park and provides a portion of the western border between that city and Shoreline. By the time the school was built, though, real estate advertisements for new houses in the area were already using the name "Briarcrest" as an alternative to "Briercrest."

One might note the difference in spelling between the plat "Briercrest Addition" and the name of the school and subsequent name of the neighborhood, "Briarcrest." The Briercrest, or "Brier Crest" name was established long before it was ever used in conjunction with the small plat, or the school, or today's Shoreline neighborhood. Puget Mill, also known by its real estate business, Pope & Talbot, owned much of the property along Lake Washington. The property located near 155th on what is now Bothell Way was dubbed "Brier Crest" even though no plat was ever filed to reflect that name. Everything east of Bothell Way and south of the Lake Forest Park plats, all the way south to 145th, was collectively called "Brier Crest," "Briercrest," "Briar Crest," or "Briarcrest," depending on which map you study. There was a Brier Crest bus stop on the very first highway, the Gerhardt "Gehr" Erickson

Shoreline, Washington

Road (before Victory Way / Bothell Way/ Lake City Way was named. See Chapter 5). The bus stop was near the Briarcrest Bridge which is still at 155th and takes the highway over a steep gully and a small creek flowing to Lake Washington. The Interurban trolley system, which ran next to the North Trunk Road (now Aurora/Highway 99 in Shoreline), was originally planned to have a branch that came angling through the Briarcrest neighborhood to Lake Forest Park. That never came to pass. Today, one can still see clearly on King County maps the designation “Briarcrest” on the area east of Bothell Way from 145th north to 155th.¹¹



Photo 161 ~ 1952. Briarcrest got its own grocery store - the Community Food Center - early in the life of the neighborhood. Note the stylish Nash Coupe parked next to the store. Courtesy of Washington State Archives, Puget Sound Regional Branch.



Photo 162 ~ 2025. Today's Patty Pan Cooperative at 15550 27th Ave NE is a neighborhood store specializing in prepared and packaged foods. The store was built in 1951 as Briarcrest's neighborhood grocery. Courtesy of King County Assessor's Office.

By the time the 1926 Kroll map was published, most of the Shoreline area had been platted, except for what is now called the Briarcrest neighborhood, and a few other small areas. One can even see the old wagon road called the A.B. Lord Road leading wildly through the area, starting at what is now NE 149th Street from the Gerhardt Erickson Road (aka Bothell Way), and angling in a northwesterly fashion to eventually become 155th Street on the west side of 15th Avenue NE.¹²



Photo 163 ~ 1937. The Jardin El Norte community club met at this clubhouse at 1741 NE 150th. The building began as the original general store for Jardin El Norte but a new store on 15th Avenue soon followed, taking advantage of the much higher auto traffic on that street. Courtesy of Washington State Archives, Puget Sound Regional Branch.

The first recorded plat here is the Jardin El Norte Addition filed in 1927 by the Seattle Title Trust Company.¹³ It's a neat little plat on the edge of 15th Avenue NE between NE 145th Street and NE 150th Street. Briarcrest's earliest homes are situated here, with several having been built between 1928 and 1930. A typical neighborhood grocery was built here on NE 150th Street near 17th Ave., but when the Sislers built a new store on 15th Ave., a much busier street, the original store became the Jardin El Norte neighborhood's club house.

Ten years later, the aerial photo of 1936 on King County's iMap website, shows that the old A.B. Lord Road has fallen into disuse, but is still somewhat visible.¹⁴ There are also numerous streams visible in the Briarcrest area feeding the Thornton Creek Watershed, and just on the south side of 145th, at about 30th Avenue, a small peat bog mining operation is prominent. Peat mining in the upper reaches of the Thornton Creek watershed was a typical

and important early industry in the region. Little to no other development is in sight, except immediately on Bothell Way where there were a few houses and restaurants, and on 30th Avenue NE where the riding academy eventually opened.

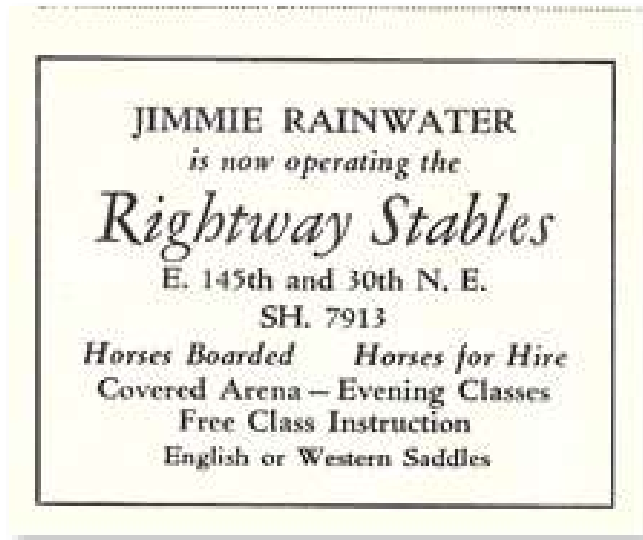


Photo 164 ~ In 1948, the Rightway Stables riding academy was begun by expert horseman Jimmie Rainwater. The property lies between 28th and 30th Avenues, and stretches from NE 145th St. to 150th St. In 1958 the business moved to Redmond. Today, a portion of the property is owned by the Church of Jesus Christ LDS.

The riding academy, on the north side of 145th on 30th, was originally called Mountain Trail Stables and was first opened in 1940 by Walter Harbert. The stables were sold a couple times and eventually purchased in 1948 by Jimmie Rainwater, who had worked at the Olympic Riding Stables on 15th Avenue NE. He renamed the stables the Rightway Academy. Today, where the Rainwater house stood is the Pinehurst Park nursing home facility. The barn was replaced by a number of houses built in 1961, when the Park Royal Addition was platted.¹⁵ The Church of Jesus Christ of Latter Day Saints was built in 1963 on the northern side of what had been the academy. Cindy Rainwater McMeans stated:

Our family lived in the tack room, and later the house, at the Rightway Stables until 1952 when we moved into a new house located northwest of the stables. In approximately 1954 we moved again, this time to a house near the proposed Carkeek Park Riding Academy. Throughout these different residential sites, Dad continued to operate the Rightway Stables until about 1954–1955. After that, Dad built the Flying Horseshoe Stables in Kirkland, Washington, where we lived until his death in 1962.¹⁶

The Briarcrest neighborhood has direct access to Hamlin Park (see Hamlin Park on page 299) and the Hamlin Crossing, a park addition featuring an extensive trail. A number of Briarcrest residents were responsible for encouraging and helping Shoreline obtain the South Woods Park, a natural open space with unpaved trails. South Woods Park was created from the southeast corner of the State of Washington property that first became the Seattle Naval

Hospital campus at the onset of WWII. After it closed at the end of the war, the second Firland Tuberculosis hospital occupied the buildings starting in 1947. Now a combination of school district, county, and state offices utilize the facility, and it is most often referred to in general by the state institution's name of Fircrest (see Hamlin Park on page 299). All of this property was originally slated to become a state park in the late 1920s, but the idea apparently gained no traction legislatively, and eventually the property's use was assigned to a variety of government agencies.

Briarcrest is also home to several other institutions besides Briarcrest Elementary School. There are Shorecrest High School (1961) and Thomas Hunt Morgan Junior High (1953), which became Frank B. Kellogg Middle School in 1986. Along with the aforementioned LDS church, there is the St. Joseph's Carmelite Monastery, which was built on NE 147th in 1965, the Shoreline Christian School (1954), Shoreline United Methodist Church (1956), First Christian Reform Church (1958), Prince of Peace Lutheran Church (1964) Shoreline Health and Rehabilitation Center (1965), and Goodwill Industries in the old Albertson's (1976) supermarket at NE 145th and 15th Avenue NE. Behind that building, on 17th Avenue NE, is the Starr Southerland Jr. Washington Post 0227 American Legion Hall, built in 1951. There has also been a line-up of small businesses along the streets of both 15th Avenue NE and Bothell Way in the Briarcrest neighborhood, providing a variety of restaurants and other services to residents since the early days of travel on these two major thoroughfares. Today, the only piece left of the old A.B. Lord Road lies at the oddly angled NE 149th Street at Bothell Way next to Acacia Cemetery. It dead-ends at the LDS property and whispers a reminder of what was here before. Briarcrest's history provides a backdrop for its residents, giving a sense of place and roots with which to grow.

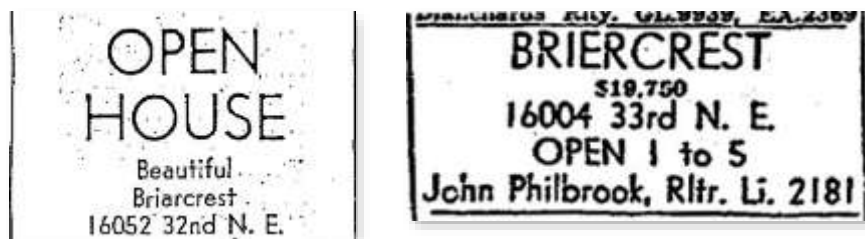


Photo 165 ~ 1950s. Briarcrest and Briercrest advertisements with alternative spellings appeared in the Seattle Times, August 24, 1952, and April 3, 1955.

Contributions, in part, by Briarcrest Neighborhood members and lead contact, Jean Hilde, 2019.

Echo Lake

Today's neighborhood of Echo Lake takes in the same, and even more, territory as it did historically before Shoreline became a city. This Shoreline neighborhood is bounded on the east by the 1-5 freeway, on the west by Aurora Avenue/ Highway 99, on the south by 185th Street and on the north by the county line at 205th Street.¹⁷ In



earlier days, the boundaries were more nebulous, and more compact. For instance, those living along 185th and a few blocks on either side of that street considered themselves more in the old Richmond Highlands neighborhood. Early residents would have used the Richmond Highlands Interurban stop, and as has been noted, that is how people often identified where they lived.

The lake itself is a naturally occurring glacial lake that is part of the headwaters of the McAleer Creek Watershed system. Echo Lake is fed by springs as well as run-off, and flows into Lake Ballinger, formerly McAleer Lake (see the Ballinger neighborhood section on page 205 for this history). When the area was first surveyed for the United States Government by William Carleton and his team, 1855 to 1859, it was noted that Echo Lake had been at the center of a fire some years earlier. The fire's unnaturally circular configuration means that it was likely a controlled burn performed by local Native Americans as part of their regular agricultural practices (See Chapters 1 and 2, Buerge).

Because of the predominance of wetlands around Echo Lake, including bogs and marshy areas, and the fact that controlled burns had been utilized in the area, the board feet per acre of timberland was not particularly abundant compared to areas directly north of Echo Lake, beyond Lake Ballinger. Therefore, around 1862 when the Federal Government opened up the lands in Northwest King County for sale at \$1.25 an acre, the large timber companies focused on acreage closer to Lake Washington and Puget Sound, leaving areas such as Echo Lake to secondary timber companies and individual buyers. The first government land certificate holders surrounding Echo Lake were Dudley Evans (1872, certificate 4082), John D. Lewis (1888, certificate 8480) and Lewis Jacobs (1889, certificate 9156), none of whom appear to have been well-known in the timber trade.¹⁸

Somewhere around 1900, A.W. and Lolly (aka "Lottie" and "Diana") Mowat established a shingle mill at the north end of Echo Lake, allowing for the local processing of

shingles. Much of the region had already been logged by that time, but there were still pockets of virgin forest, and the timber left behind by the first round of logging was now marketable. The Mowats had a number of employees at the mill, and a servant for the house. According to the 1910 census, over 60 workers were recorded as living in a “railroad camp” near the mill.¹⁹ This would have been a central location for the completion of the Interurban line. The Mowat sawmill burned down in 1912, and was not reconstructed, although the Mowats continued to live in the area at least for a time, and had another sawmill further north at Lake Serene in the Picnic Point neighborhood of today’s Lynnwood.



Photo 166 ~ Mowat's sawmill at north end of Echo Lake in 1910. (SHM-055)

By the time the sawmill burned down, the Echo Lake neighborhood – which was focused around the lake itself – was starting to gain popularity, largely owing to the newly opened Interurban electric trolley. Fred Sander, the originator of the Interurban run north of Seattle, also owned property along the Interurban and advertised it on the back of the trolley timetable. Platted territory around Echo Lake can be found as early as 1904. The Interurban was finished past Echo Lake in 1906, and eventually completed all the way to Everett by the Interurban Traction Company in 1910. The availability of public transportation spurred the growth and development of not just Echo Lake, but the whole area along the Interurban tracks. The first Ronald School was opened in 1906, coinciding with the initial coming of the trolley. Two years after the trolley’s completion, in 1912, a new and larger school was completed to accommodate the population growth. While the Echo Lake area was not exactly teeming with development, several families were already living near its shores, and their children attended the Ronald school.



Photo 167 ~ 1916. At the south end of Echo Lake, Amelia Emme stands in the back yard of her and Henry Emme's home. By this time, several families were living nearby. In the far distance at upper left is the home of Herman and Minnie Butzke, who started the Echo Lake Bathing Beach. (SHM-133)

One such family was that of Herman and Minnie Butzke, who had obtained property at the lake around 1908. They moved to Echo Lake from Ballard in 1913. That same year, the North Trunk Road was finished to the county line. The iconic brick thoroughfare was a forerunner of Highway 99, and a major route to the Firland Tuberculosis Sanatorium in the Richmond Highlands neighborhood, a few blocks uphill from Echo Lake. (See Chapter 9 starting page 141.)

Herman Butzke was one of the local builders of the new hospital, and came to know the doctors, nurses, and other staff. It wasn't long before the employees at Firland were asking to use the Butzkes' beach for swimming and picnics. The Butzkes were also asked to build a changing room so that the bathers wouldn't have to traipse back up the hill in their wet, wool bathing suits. The Butzkes agreed, and in 1917 the Echo Lake Bathing Beach was born. For a nickel, one could spend a heavenly day at the beach, and if you couldn't pay, Minnie, and eventually daughter Florence, were likely to let you in anyway. Although they later had competitors – Scotty's Paradise Resort in the 1930s, and the Holiday Resort in the 1950s – the Echo Lake Bathing Beach was the most popular and long-lived of the beaches. In the summers of the late 1950s and 1960s, school-bus loads of kids from the Edmonds School District plunged into the waters for certified swimming lessons.

The 1913 North Trunk Road did not directly pass near the southwest shore of Echo Lake as Aurora Avenue/Highway 99 does today. At 185th, instead of going straight past the

lake, the little brick road veered westerly, coming closer to Firland where doctors with cars were grateful for the pavement – hence its name, “Firland’s Way.” Then about ten blocks north, it slanted back down the hill just north of 195th to continue its path to 205th, the county line. As noted, the North Trunk Road was one of the first paved roads north of Seattle, and it immediately attracted developers, both large and small. This was advertised as the ideal setting for getting away and owning your own little piece of rural America. Local entrepreneur Fred Rood filed the Echo Lake Park plat in 1919 and took out a nearly full page ad in the *Seattle Times* extolling the virtues of elegant country living.²⁰

“It is with extreme pleasure and satisfaction, that we announce the opening of Echo Lake Park, the country-home community de-luxe.”²¹

Advertisements for various plats proliferated, and by the early 1920s there were many more families that had moved to the Echo Lake area. Very few early homes next to the lake have survived modern times, but others still stand on Firland’s Way up on the hill west of Echo Lake.



Photo 168 ~ ca. 1928. The Robinson thoroughbred horse farm became the location for Auora Village. Left to right: Herbert Butzke, visiting from Hawaii, Rush Moulton and Twin Bensen take a ride at the farm. (SHM-120)

North of the lake, at the corner of what is now N 205th Street and Aurora, the Robinson's thoroughbred horse farm took up several acres in the early 1900s into the 1920s.



Photo 169 ~ Aurora Village opened in 1960. Postcard, Shoreline Historical Museum Archives.

The property is now the site of Aurora Village. It launched as an open-air state-of-the-art shopping mall in 1960, complete with a JC Penney, Nordstrom shoe store, and Woolworth, and added a Frederick and Nelson department store in 1963. Today there is a Costco, a Home Depot, Big 5 Sporting Goods, and several other occupants, including City Vacuum and Sewing, a family owned business in the area since 1971.

To the east of the lake, a few small farms dotted the landscape, and a network of wetlands and small streams either fed Echo Lake, or filtered in the opposite direction toward the Thornton Creek watershed, with the dividing line at about 192nd. The exact place where the two watersheds meet has likely changed over time with logging and development. From the mid-1940s to 1954, the Queen City Motorcycle Club operated a motorcycle dirt track at NE 195th Street and 1st Avenue NE, largely managed by the Peppan family. The famous “Mud Run” was held there in early spring every year, and often included a muddy hill climb a few blocks away at NE 185th Street and 10th Avenue NE, a hill still known today by some long-timers as “motorcycle hill” in the North City neighborhood.^{22, 23}

The brick road was just the beginning of modern development, and a new road was soon planned. In 1925, some businesses alongside of the old road were closed and some were moved. A new, wider road was cut, including a straight section from 185th northward along the west side of Echo Lake, abandoning Firland's Way as part of the main highway. Highway 99, stretching from Mexico to Canada, was the dream of a number of future-thinking people such as Judge Ronald (see Chapters 5 and 6). No doubt a great boost was provided to the Echo Lake Bathing Beach's popularity by the new road, and it wasn't long before competitors and other entrepreneurs took note. The building that eventually housed Melby's Echo Lake

Tavern was built in 1927 on the new road as a speculative venture by the Millan family, who hoped to rent it out as a café or restaurant. Little did they know that their building was perfectly poised for the end of Prohibition in 1933, and was soon leased by Carl Melby, a well-known florist-turned-bootlegger, then turned legal tavern owner. In February of 1939 the Interurban made its last run, becoming a relic of the past, replaced by a faster-paced, car-driving populace. The new highway appealed to those with cars, and in response car-oriented businesses began to develop along the new highway even during the Depression. Restaurants such as “Ma Butler’s” near Melby’s Echo Lake Tavern and Colgrove’s, next to Richmond Highlands Lumber (now Dunn’s Lumber) catered to the masses. Traffic on Aurora climbed, more new businesses came into existence, and older businesses evolved, for instance, Bookey’s Fuel and Feed store became Sky Nursery.



Photo 170 ~ 1952. The Echo Lake Bathing Beach began when staff at the Firland Sanatorium asked Herman Butzke to build a changing cabana on the Butzke property in about 1916. (SHM-159 and SHM-169-A)

The post-WWII boom brought heavier beach use to the lake, and more residential development. The Shoreline School District was formed in 1944, (see Chapter 12) and the promise of a new high school was made good in 1955 when Shoreline High School opened at NE 185th Street and 1st Avenue NE near the southeast edge of today’s Echo Lake neighborhood. Other development enclaves kept popping up, such as the North Ridge Homes Addition filed in 1948 at the farthest northeast corner of the neighborhood. North Ridge was carved from the original Lake Ballinger Garden Tracts and had its own club house and swimming pool.

Directly on the west side of the North Ridge community, Holyrood Catholic Cemetery was established in 1954, taking a portion of an expansive piece of undeveloped acreage between 1st and 5th Avenues at the county line. And next to that, another large parcel remained undeveloped until 1989, when the largest apartment complex in Shoreline was built. The King

County Housing Authority's 77-acre Ballinger Commons in the Echo Lake neighborhood boasts over 450 apartments, and amenities such as trails and water features. Some residents have put down roots in this apartment community and enjoy its quiet nature and secluded feel.

In answer to the challenge of more families in the neighborhood, Echo Lake Elementary School was opened in 1967. Around 1966, the Echo Lake Bathing Beach closed, and new homes, condos, and apartments started springing up near the lake. A new park allowing public access to the lake, "imaginatively" named "Echo Lake Park," opened in the 1970s. The neighborhood has one other Forward Thrust park – Shoreline Park, where the public pool was built next to the high school in 1972.

The population increase eventually brought with it new religious institutions as well. St. David's Episcopal Church (1962), Shoreline Covenant Church (1971), and Evergreen Baptist Church (1973). Newer churches include Echo Lake Church-Shoreline Christian Assembly (2001) and Holy Apostles Greek Orthodox Church (2005) in the building once occupied by St. Stephen Lutheran Church, which started in 1923 as a mission. The Echo Lake neighborhood is also home to the new YMCA (2008) which had previously been in the North City neighborhood. Many changes have come to the Echo Lake neighborhood, yet the history remains as a solid foundation for long-timers and newcomers alike, with new ideas and dreams being layered with the ones of those who came before.

Contributions, in part, by Echo Lake Neighborhood members and lead contacts, Diane Hettrick and Jeanne Monger, 2019.



Photo 171 ~ 1914. The extended Butzke family boating on Echo Lake. Cousins Florence and Herbert Butzke in the stern, sisters-in-law Minnie, Minnie and Louise Butzke. (SHM-160-A)

Highland Terrace

Numerous areas upland from the beaches of Puget Sound are designated as being “high” to distinguish them from being “low,” that is, at sea level. Saying a stretch of land is “high” also suggests a quick, steep rise, like the glacial till bluffs that loom above the east side of the railroad tracks near the shore. With these geographical and geological indications in mind, the neighborhood called The Highlands received its name officially in 1908. Similarly, the neighborhood of Richmond Highlands was designated around 1910 to distinguish it from Richmond Beach.



It’s no wonder then, that the neighborhood of Highland Terrace nestled between these two (The Highlands to the west and Richmond Highlands to the north), would receive some acknowledgment of its “high” place too. When Arthur and Janet Anderson, along with co-owners Howard and Maudie Johnson, filed the Highland Terrace Addition plat in November 1951, they were giving a nod to both the area’s place above Puget Sound, as well as to the adjoining Highland Gardens plat which had been filed by Robert and Thelma Daily, James and Gertrude Wilkinson, and George Fish, a few months before in July of 1951.^{24, 25} Both plats are relatively small, bordered on the west by 2nd Avenue NW and by Greenwood on the east, and on the north and south by 160th and 155th Streets. Clearly, though, the name of the Highland Terrace plat took on a life much larger than itself.

These plats were a part of the post-World War II population movement that happened across the northwest King County area. By 1952 both of these plats had numerous houses constructed on them. Not long after, the school district recognized that a new school would be needed for that area, and in 1958 the Highland Terrace Elementary School opened at capacity. These were the baby boom years! The school district often took the names of plats and used them as school names. It was a simple, non-controversial way of giving a school a name that people already recognized. Subsequently, the name of the school became the name people used as their neighborhood name. It is unknown whether this area was ever known by any other neighborhood name prior to the advent of Highland Terrace. The closest Interurban stop was known as Foy, at 145th near Aurora, and those living closer to that stop identified with that neighborhood.



Photo 172 ~ 1967. Sears and Roebuck's brick and mortar store was welcomed by both locals and people throughout the surrounding area. The opening day festivities saw a nearly full parking lot and over a thousand shoppers. Shoreline Historical Museum archives.

Once Shoreline became a city, the neighborhood received specific boundaries, which are rather difficult to recite. On the north end, both N 165th Street and Innis Arden Way are the defining streets. On the east, Aurora and Westminster Way draw the line. Westminster meets Greenwood, which offers a portion of the western boundary north to 155th, and then the rest of the western boundary jogs along the property lines of those in The Highlands neighborhood.²⁶

The Greenwood Avenue corridor, originally just a King County road, earned the title of Country Club Road in recognition of the fact that it was a direct route to the Seattle Golf Club, which was established at its current location in 1908. But the Greenwood name was already being used in the Fremont/Phinney neighborhood for the same street, and eventually the Greenwood name won out as the street name running all the way north. (see “Chapter 7: Other Roads” starting on page 107).



Photo 173 ~ 1984. The iconic stone castle remains a private residence. (SHM-643-B)

The road had numerous early homes on it, including the home of the Seattle Golf Club's golf course designer, John Ball, and the "stone castle," built by Lewis Duffey in 1908, as both a residence and a short-lived speakeasy (for more information on the history of this iconic mansion, see the *Entertainments* section of Chapter 7).

Perhaps most famously, Greenwood was the home street of the Queen City Poultry Ranch, which stood on the southwest corner of 160th. Although the chicken ranch is long gone, the beautifully restored farmhouse still stands. The farm and its accompanying house were built in 1904 by the Fish Brothers. The Queen City Poultry Ranch was known across the United States as being one of the most progressive when it came to egg production and rearing chickens. People came from far and wide to learn about the chicken industry from the Fish Brothers who owned it. Famous humorist and author Byron Fish, who wrote books and articles for Seattle newspapers and national publications, lived here as a boy.

Both Greenwood and Dayton Avenues still have the vestiges of the luxurious, deep building lots of yesteryear. Though many of the lots have been short-platted these days, one can still see the lay of the land from when it was first platted by early real estate entrepreneurs. These two parallel roads feel like boulevards with their tall trees and homes that have generous distances between them.

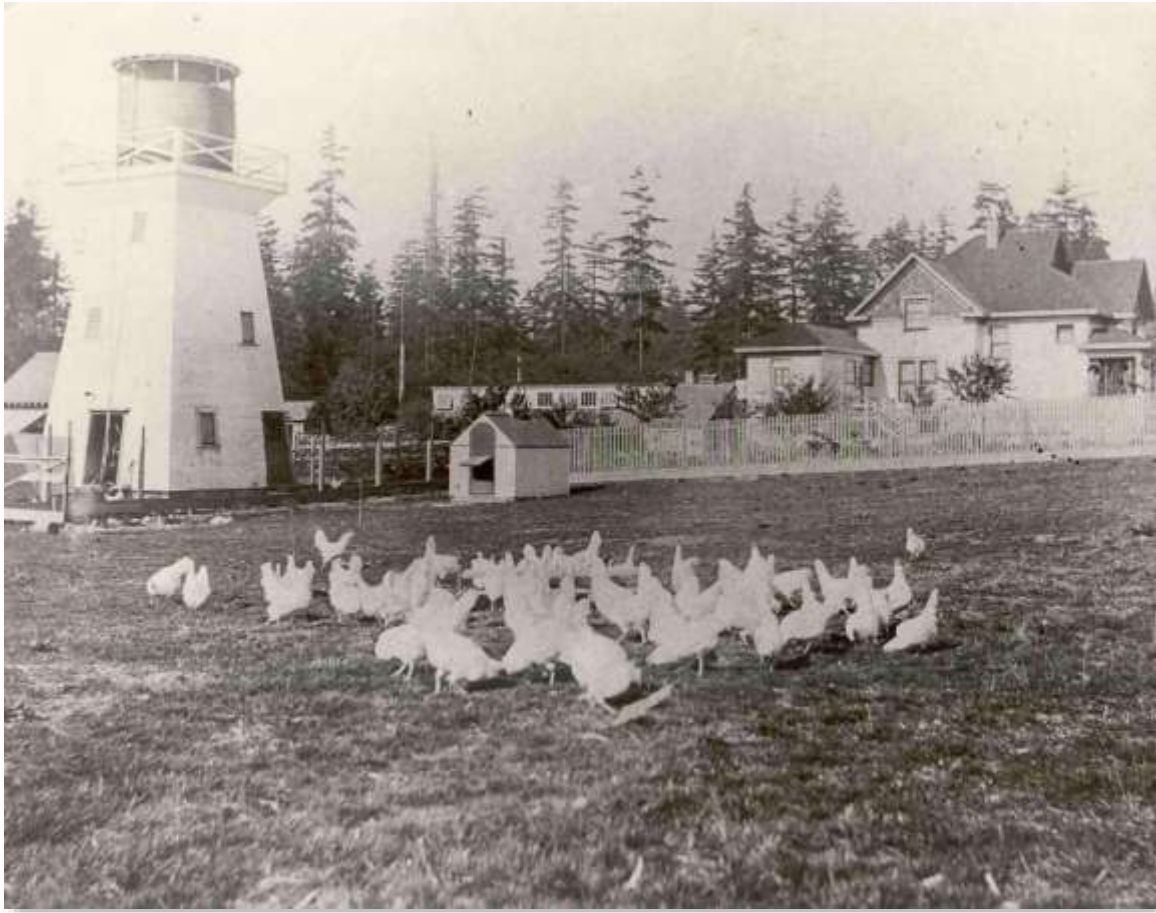


Photo 174 ~ Early 1920s. The Queen City Poultry Ranch at 160th and Greenwood. (SHM-623)

Westminster Way cuts a peculiar angle across the land. Once called Holman Road Number 2, the street was considered an extension of the Holman Road that connects Greenwood with Crown Hill. (See Chapter 7 “Westminster Way” for the history of this street). On the southwest end, Westminster Way does play host to some latter-day upscale homes, but is dominated by a number of local businesses. At one time the expansive shopping center was called Aurora Square and was the location of a large Sears and Roebuck department store until 2018. The beloved Central Market (Town and Country) also found a home in this complex.

Around 1945, the land where Sears would eventually be built was cleared for the Boeing Shopping Center. Unfortunately, Boeing was unable to get building permits for such a large complex without proper sewers, which at the time were not available. Though this is somewhat of a simplification of the permitting process, it was certainly one of the main reasons for the stalling of the development. The land stood in its naked state until Sears was opened in 1967. For the Highland Terrace neighborhood, the clearing of the Sears property caused a meaningful change in the Boeing Creek watershed. Long-time residents can recount the floods

and other problems that arose because of it. As of this writing, the Sears building is slowly being razed, and the property is being redeveloped and renamed “Shoreline Place.”

Along the north-easternmost edge of Highland Terrace, a small section of Aurora between about 158th and 165th serves as the border. This area of Aurora was, and still is, home to businesses that serve local residents, though all have changed since those early days. No longer operating are Halecrest Veterinary, built in 1945, and the Arden nursing home, built in 1953. Somewhat amazingly, the buildings have been repurposed. The building with small shops at 163rd, built as a produce market in 1945, still stands as well.



Photo 175 ~ 1920. Highland Terrace’s share of Aurora Avenue lies between 160th and 165th Street in the well-advertised Highland Acres Addition, platted in 1920. (Seattle Times, March 26, 1920)

The Highland Terrace plat made the name of the neighborhood official in 1951. (Seattle Times, Feb 1, 1952)

While the Shoreline Community College and Shoreview Park may not be officially inside the Highland Terrace neighborhood, the fact that the two properties border the north side of the neighborhood gives Highland Terrace beautiful public spaces unique to this area. The college, which opened in 1964, has an expansive feel that leads right to Shoreview Park. The park itself was cleared in about 1970 for a high school that was never built. With its woods, creek, and fields, this park is a most valuable asset for the neighborhood. All in all, Highland Terrace is a diverse neighborhood with both large business areas and open spaces, where its long-standing heritage is still very much present today.

Contributions, in part, by Highland Terrace Neighborhood members and lead contacts, Maria Ales and Krista Tenney, 2019.

Hillwood

Today, when newcomers move to the neighborhood of Hillwood, they have no idea that at one time, the neighborhood called Richmond Highlands spanned across what is called Hillwood today. People born at home in the 1920s near 185th and Firland's Way have birth certificates that say "Richmond Highlands!"



The first clues about how the new Hillwood neighborhood got its name can be found in the property plats and school district documents. Filed with the county recorder in June 1953 by developers Robert and Muriel Wetter of the Wetter Construction Company, the Hillwood Terrace Addition at NW 191st Street and 1st Avenue NW was just one of many subdivisions platted in the Hillwood neighborhood for the post-war masses moving into the suburbs.²⁷ When the school district decided to build yet another school to satisfy the burgeoning population of baby-boomers, they chose to name the school after the new plat. Beginning in November 1953 advertisements appeared in the *Seattle Times* for potential homebuyers to get ready for "Hillwood Terrace." "Select your new modern home in this popular new subdivision," the ads read. Hillwood Elementary School opened without a building in 1955, and officially *with* a building in 1956.^{28, 29}

The boundaries of the city of Shoreline's Hillwood neighborhood are straightforward. The streets of Aurora and 8th Avenue NW form the east and west borders, and the north and south boundaries are formed by the county line at 205th and Richmond Beach Road.

Before Shoreline experienced an explosion in population after World War II, what would eventually become the Hillwood neighborhood was a bucolic area. Chicken farms, subsistence gardens, and homes built far enough apart to give people a feeling of spaciousness dotted the landscape. A number of long-timers set up housekeeping and businesses in the early 1900s, some of which lasted in one form or another into the mid-century. At the northeast corner of Richmond Beach Road and 8th Avenue NW, the Adams Nursery operated from 1903 until the 1950s, providing both ornamental plantings and fruit trees. East of the nursery, also on Richmond Beach Road, was the Anthony Electric Farm – a chicken ranch that specialized in a modern, streamlined approach to raising laying hens, like their relatives, the Fishes, over on Greenwood at the Queen City Poultry Ranch. Chicken farms of varying

sizes were abundant in the region. The Electric Farm converted to a small appliance manufacturing plant, making such things as hotplates, dust pans and camp stools.

At the far southeast end of Hillwood, a number of small businesses catered to both residents and travelers alike near the Richmond Highlands Interurban stop at what would become 185th and Aurora. This area was the first business district outside of Richmond Beach.



Photo 176 ~ 1916 Rogers General Store at 185th Street and Firland's Way. The Post Office is on the left, an addition to the initial building. (SHM-061)

The Rogers General Store, built in 1911, was the original anchor, sitting squarely in what would be the middle of Aurora today. Earl and Marion Rogers operated a delivery service for groceries (pre-Amazon!), a post office, and a gas pump. Marion Rogers excitedly proclaimed in a 1911 letter to her sister that there were already seven families nearby and they could see the Interurban trolley go by. Within two years, the new North Trunk Road passed right in front of their doorway – a truly envious location. The brick-paved North Trunk Road, opened in 1913, took a gentle angle west and north past the Rogers store, on a street now called Firland's Way. Cars were already becoming abundant, and the new road gave doctors at the new Firland tuberculosis sanatorium (which opened on May 2, 1911) a close route to their work.³⁰ By 1925, a better road was planned, and work on Highway 99 was underway. The Rogers building was moved around the corner onto Firland's Way, where it became the Bessie B Waffle Shoppe. Mrs. Rogers (Mrs. Rood by 1919) re-opened the post office in her new building which also housed Womer's grocery. Today the building belongs to Prosser Piano and Organ.

In the 1920s, Hillwood saw its first real “boom-let.” As cars became more available, more people were moving further out from the city. Property developers advertised spaciousness and “your own piece of the country.” William D. Perkins, who maintained a home on the west side of 8th Avenue NW, was a well-known real estate entrepreneur. Having platted the Richmond Highlands Addition in 1910, Perkins’ promotion of the area really took off in the 1920s.³¹ Perkins even built and sold several homes on speculation. Thanks to Fred and Marion Rood, in the late 1920s the neighborhood got its own well-fed water department called the Richmond Highlands Waterworks Company, located at the corner of N 190th Street and Firland’s Way. Children trekked to school at Ronald elementary, which first opened in 1906 and doubled in square footage in 1926 due to the rapidly expanding population. The school was only a few blocks away for those students living at the south edge of Hillwood, but quite a jaunt all the way to 175th Street for the little ones who lived further north.

The first all-volunteer fire department in Shoreline initially housed its fire truck behind Ray Mau’s service station at 185th and Aurora, but by 1937 relocated the truck to a small garage marked “fire department” between Linden Avenue N and Firland’s Way just north of 185th. The Bookey family was responsible for sounding the alarm from their home that would bring the volunteers running. They lived up the street on the corner of N 190th Street and Fremont Avenue N.³² Today, a currently empty bank building stands on the lot where the fire department garage had been.

Like many neighborhoods, Hillwood was the recipient of a King County park before the city of Shoreline came into existence. As noted in Chapter 15, Hillwood Park was established in 1962 and had an actual caretaker on-site. The park is not next to Hillwood Elementary, but is on the south side of Einstein Middle School. And speaking of King County, along Aurora at 192nd is a King County Metro Park and Ride, which replaced Hildebrand’s nursery and the Echo Lake bog. Nearby, was Halfdan Lem’s nursery for rhododendrons, the breeds of which are still famous today.

The Hillwood neighborhood has three churches, two of which opened in the late 1950s, during immense population growth in the area. Richmond Highlands Baptist Church on Firland’s Way opened in 1958 and Calvin Presbyterian Church in 1959. Later, the Apostolic Church opened at 198th and Fremont in 1974. By far, the largest religious institution in Hillwood is CRISTA Ministries, which purchased the site of the original Firland Tuberculosis Sanatorium in 1957³³ (see Chapter 9). Along with senior living facilities and a radio station, CRISTA operates the schools of King’s High School and Middle School on the old Firland campus. Eventually, the organization also purchased Hillwood Elementary and opened a private elementary school in that building.



Photo 177 ~ 1939. The Anthony Electric Farm was not just for chickens. The farm became a manufacturing plant for small household items that were sold in the Sears and Roebuck catalogue, such as dustpans, camp stools and electric hotplates. Baby Joan Fish is held by mother Barbara Fish. At right is Barbara's mother Alta Mansfield. (SHM-521)



Photo 178 ~ 1948. The future home of the Shoreline Historical Museum stood at the edge of chicken ranches belonging to the Wrights and the Craibs, among others. The large block was a central location for chicken farming. Courtesy of Washington State Archives, Puget Sound Regional Branch.

The Hillwood neighborhood is also home to the Shoreline Historical Museum, which moved to that location on January 1, 2011 after 36 years in the historic Ronald School building (see chapter 15, *Landmarks*, and chapter 16). The Museum sits on the southmost center block of the original 1910 Richmond Highlands plat that was once the site of a large chicken ranch.



Photo 179 ~ City Vacuum and Sewing on Aurora next to 200th St. Joe Daher stands by his new 1984 van alongside the store he began in 1971 in one of the oldest strip mall buildings on Aurora. Photo donated by George Daher.

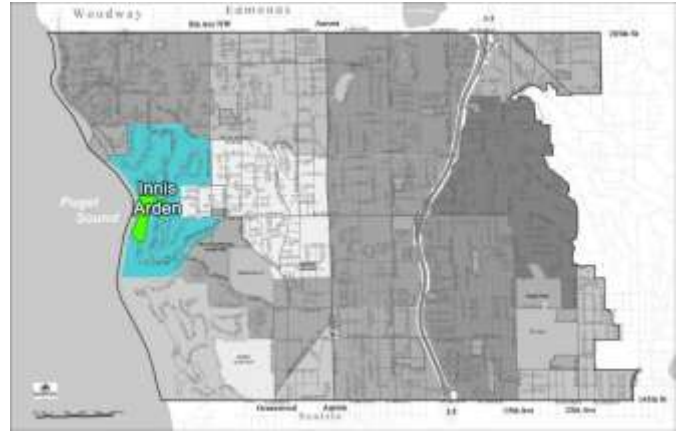
Hillwood contains a full mile of the ever-changing kaleidoscope of Aurora Avenue, where now businesses and apartments line the street instead of scattered single-family homes. One of the first actual strip malls on Aurora was built along this section at the corner of 200th Street in 1962, with Joe Daher's City Vacuum and Sewing operating there for forty years (now located in the Aurora Village shopping complex and operated by his son, George Daher).

The population of the neighborhood has grown much over the years, and many of the original deep, spacious lots have made room for more than one residence. But Hillwood still has remaining substantial vestiges of its restful nature, while also making room for commerce and neighborhood businesses.

Contributions, in part, by Hillwood Neighborhood members and lead contacts, Boni Biery, Pam Cross and Ann Erickson, 2019.

Innis Arden

Beginning in about 1862, the property that would become Innis Arden was held by logging interests such as Puget Mill (aka Pope & Talbot) and a few other timber and land speculators. By the early 1890s, most of that land had been logged, and the value in development not yet realized. Pockets of settlement, such as Richmond Beach, Richmond



Highlands, and Happy Valley, were being established. The sand and gravel pit (now Richmond Beach Saltwater Park) was opened in about 1888 by the Seattle and Montana Railroad for building and maintaining the rail bed. (The rail line and sand pit were later owned by the Great Northern Railroad.) To the south, The Highlands, a residential neighborhood for members of the Seattle Golf Club, was formed in 1908. In 1914, Golf Club member and timber magnate William Boeing completed his new home in The Highlands. Shortly after taking up residency there, Boeing began acquiring property near his home, some of which eventually became the neighborhood known as Innis Arden.



Photo 180 ~ 1945. Before lot sales at Innis Arden really took off, Herb Haines snapped this photo overlooking the property. (SHM-1565-A)

Boeing obtained large parcels of acreage from Puget Mill, and began using some of the land as his private fishing and game preserve. He was an avid fly fisherman, and honed his fly fishing skills on Hidden Lake, which he created by widening Hidden Creek and building a dam. A hatchery was built upstream of the lake and was used for stocking the lake with hatchery-raised trout. Boeing eventually purchased the home built by pioneers Ray and Hannah Smith at 10th Avenue NW and NW 175th Street which became his gamekeeper's house. Here, game birds were raised in pens and then released for hunting on the vast property owned by Boeing.



Photo 181 ~ 1946. An aerial photo shows Innis Arden's roads and lots are ready for sale.

In 1921, Bertha Marie Potter Paschall and William Boeing married, and continued their lives together in The Highlands, raising two sons by Bertha's previous marriage, and having one of their own in 1922. Boeing's interest in all things aviation started its development back in 1909, when he saw his first airplane at the Alaska Yukon Pacific Exposition, the first World's Fair in Seattle. Boeing eventually became acquainted with Charles Lindberg, who, after his transatlantic flight in 1927, came to Seattle. The rumor is that Boeing built a bridge over

Hidden Creek for the express purpose of sneaking Lindberg in and out of his Highland property without disturbance from the paparazzi. Unfortunately, there is no direct proof of this theory. The bridge over the creek was likely built long before Lindberg's visit in order to accommodate Boeing's interests up and down 10th Avenue, where his gamekeeper, game warden, gardener, and other staff lived. The bridge is very close to the backyard of the Boeing residence, and Hidden Lake within walking distance of the property.

Eventually, the Boeings' attentions turned to thoroughbred horses and as they were preparing to move to Redmond, they began making plans to turn their land holdings into developments. Bertha Boeing had the honor of naming the development north of their home in The Highlands, and she gave the new subdivision the name "Innis Arden" which means "High Grazing Meadow." It was also the name of Bertha Boeing's aunt's estate in Greenwich, Connecticut where Bertha had spent much time as a youngster. That Connecticut estate is now a golf club of the same name. Innis Arden was 675 acres, and included a few of the older homes in Shoreline, such as the house once occupied by the Comptons above their sand and gravel company, the Boeing gamekeeper's house, and some cottages nearby occupied by some of Boeing's other employees. In 1942, the Boeings donated their Highlands home to Children's Orthopedic and moved to Redmond to their 500 acre farm which they named "Aldarra" – the same as their house in the Highlands. There, they raised thoroughbred horses and cattle.³⁴

On July 31, 1941 the first Innis Arden Addition plat was filed.³⁵ Hugh Russell was in charge of sales. According to Chuck Taylor, who was a child of Happy Valley and Richmond Beach pioneers, two homes were built on Innis Arden Drive in 1941 – the Allards built one on the south side of the street, and sisters Helen and Alice Penfield built one on the north side at 826 Innis Arden Drive.³⁶ Today, only the one on the south side, at 837 Innis Arden Drive can be identified as a 1941 residence. World War II stopped the building of homes temporarily. In 1945, Chuck Taylor built the third house in Innis Arden, at 18514 Ridgefield Road NW.

The original Innis Arden consisted of three separately platted sections. As mentioned, the first plat was filed in 1941. Innis Arden #2 plat was filed by W.E. and Bertha Boeing on December 20, 1945, and the third division, Innis Arden #3, was filed on April 27, 1949. Many years later, a fourth plat, Innis Arden #4, was filed on January 11, 1983.

There are amenities for everyone living in the neighborhood: underground utilities, a large clubhouse for events, a swimming pool, tennis courts, and a playfield. Small streams traverse the gulleys, and the Innis Arden Reserve Park provides a public area for Shoreline neighbors to enjoy nature. Innis Arden residents also have access to seven other nature reserves within Innis Arden: Eagle Reserve, Blue Heron Reserve, Running Water Reserve, Grouse Reserve, Bear Reserve, Coyote Reserve, and the Boeing Creek Reserve shared with The Highlands neighborhood.³⁷



Photo 182 ~ 1945. Chuck and Dorothy Taylor's house in Innis Arden near the entrance on Ridgfield Drive. It was the third home built in the new neighborhood. Courtesy of Washington State Archives, Puget Sound Regional Branch.



Photo 183 ~ 2016. A current photo of the Taylors' 1945 home shows the area's changes in landscaping style over time, as well as the tripling of the square footage of the original house.

Unlike most other neighborhoods in the city of Shoreline which are eclectic arrangements of plats, houses, churches, schools and businesses, Innis Arden is one large residential area with four platted sections and a history that is inextricably entwined with William Boeing. It has an active board-member-run homeowners association with regulations and guidelines for homeowners. Today, Innis Arden is recognized as a cohesive neighborhood within the city of Shoreline, with a unique history of development.

Contributions, in part, by Innis Arden Neighborhood members, 2019.

Meridian Park

Neighborhoods designated by the city of Shoreline have helped residents more accurately define their modern boundaries for the purpose of local representation at the city level. The territory encompassed by the new Meridian Park neighborhood was once part of the historic Ronald, Henry/Maywood, and Richmond Highland neighborhoods, and is far



from the core of any of those historically established areas. The boundaries of Meridian Park are 185th and 160th on the north and south, and on the west and east Aurora Avenue and the I-5 freeway. The neighborhood is named after the elementary school, which was originally named for the Meridian Park housing development on the south side of Ronald Bog. That plat was filed in September of 1955 and lies between 172nd and 170th on Meridian Avenue. It has its own swimming pool and changing rooms for that development’s residents.³⁸

Shortly after the filing of the plat for the housing development, the Shoreline School District borrowed the name “Meridian” for its first elementary school in the area in 1957. Twenty-five years later in 1982, the school district then named the second elementary school in the area “Meridian Park” while still operating the original Meridian building as an early learning location, which is now called the Edwin Pratt Early Learning Center (see Chapter 12). The building that currently houses Meridian Park Elementary School was once a junior high called Cordell Hull, opened in 1959 and closed in 1971.³⁹ Are we confused yet?

Clearly, the street name “Meridian” formed the basis for several plats and place names, but it’s hard to say exactly when the street called Meridian was officially christened with its permanent name. A plat called Meridian Avenue Acres between 100th and 105th just north of Licton Springs was filed in 1919 and seems to be the earliest appearance of the street names we now recognize for the region, including Wallingford, Burke, Meridian, and Bagley. Prior to this, Meridian had many different names in numerous land plats – south of 100th, the street could be found labeled as Touchet Avenue, Meacham Avenue, Milton Avenue, Richard Street, and Park Street, to name a few. The street was also not a “through” street, as it is today. It stopped and started in various places and was not finished all the way to 205th until after 1950.



Photo 184 ~ In 1939, the Cox Garage was a prominent business on Aurora north of 175th Street. The family lived above the garage, where Harvey Cox repaired all types of vehicles. This was considered part of the Ronald neighborhood because the Ronald Interurban Station sat directly behind the garage. (SHM-130)

Today's Meridian Park neighborhood also encompasses a number of historical features: on the east side of Aurora Avenue, there are remnants of the brick-paved 1913 North Trunk Road; the Interurban Trail, which echoes the Interurban trolley route that ran from 1906 to 1939; and Ronald Bog, which was once a large cranberry picking area for Duwamish families and their neighbors (see Chapters 1 and 2). At one time, the bog, which is the headwaters of the north end of the Thornton Creek watershed, stretched from north of Cromwell Park to south of Twin Ponds, and west beyond Meridian where the Meridian Park school now stands. This was an important gathering place for Native Americans from all around the Northwest King and Snohomish Counties. Later, settlers also picked cranberries there, and one family, the Sills, planted a large blueberry farm approximately where the Meridian Park Elementary School stands today.

Philo D. Hamlin and his brothers acquired the Ronald Bog property, and Philo donated a portion of it to the Ruth School for Girls in 1926 (see Chapter 15, *Parks*). The school had intended to build on it, but soon discovered that the property was unsuitable. Paul Weller purchased the property from that school around 1935, and began removing the peat shortly thereafter. This became a full-fledged open-pit peat mine in the early 1940s. Aerial photos shot over time show the extent of the mining operations up and down the bog area, with several different companies performing the work. After the peat was depleted, much of the boggy area was filled and became land for building houses. Because of this in-filling all

along the historic bog, drainage has been a frustrating issue for many property owners, but thankfully modern improvements have helped mitigate those challenges.

The Meridian Park neighborhood includes numerous early homes in its northwest section, where several families settled in the late teens and early 1920s. While there were no large commercial farms, but many families had chicken barns, livestock, and big subsistence gardens and orchards. Once electricity became available, tall pump houses dotted the landscape here and there. An electric pump would send the water from the well into a tank above for gravity flow to the house and gardens – a vast improvement over pumping water by hand. Along the south side of 185th, several 1920s farmhouse-style homes still exist. A large nursery opened at the top of the hill on 175th near Ashworth (now apartments and stores), and another one at 185th and Aurora, where today stands Gateway Plaza. The western edge of the Meridian Park neighborhood, Aurora Avenue, has a sizable medley of businesses with a few buildings built in the late 1940s/1950s but only one historic building that still exists as of this writing. The Aurora Borealis restaurant is housed in the 1927 Coffrin “ride and dine” establishment (see chapter 7, *Roadside Entertainments*, page 123) and was operated under many different names over the years. Some family-owned businesses would certainly be considered historic today, such as Aurora Rents, established in 1962, Skyline Windows about 1950, and the Shoreline Motel, 1948, a nod to post-war mobility.

Today in the Meridian Park neighborhood, the Shoreline City Hall (2009) firmly anchors the top of the N 175th Street hill. The Interurban Trail runs the length of the neighborhood’s western edge, just one of several parks serving this neighborhood. Besides the trail and Ronald Bog Park, there are Cromwell Park, Darnell Park, James Keough Park, and Meridian Park (see Chapter 15, *Parks*, page 299).

The neighborhood is also home to several religious institutions: Seattle Korean Zion Presbyterian (1961), Berean Bible Church (1967), and Aurora Church of the Nazarene (1972). The Shoreline Community Church at NE 185th St. and 2nd Ave. NE began as the Richmond Chapel in 1940, becoming the Richmond Assembly of God in 1945. The church adopted its current name and main building site in 1955. The Seattle Sephardic Brotherhood/Bikur Cholim-Machzikay Hadath cemetery on N 167th Street near Aurora was established in 1935 and contains the recently remodeled Alhadeff chapel.



Photo 185 ~ Sept 4, 1953. Ronald Bog was a peat mine from the 1930s to the 1960s in the Meridian Park neighborhood. Eventually, debris from the building of the I-5 freeway would be used to fill in a portion of the bog, which is the headwaters of the north branch of the Thornton Creek Watershed. Courtesy of King County Archives.

On a completely different note, King County’s transfer and recycling station, and the King County Metro Bus North Operating Base, along with Seattle City Light’s Shoreline Substation all exist between N 163rd and N 167th Streets on Meridian Avenue in the Meridian Park neighborhood. At one time, most of this property was part of a large garbage dump that began casually at first in the 1920s, but later was operated by the county and eventually turned into a transfer station. The vast landfill was cleaned up after Shoreline became a city, and much has been done to mitigate the damage to Thornton Creek and the watershed.



Photo 186 ~ 1959. The new Meridian Park housing development advertisements from Seattle Times as shown in the Real Estate pages. The development featured both ramblers and split-level homes with builders such as Richard Rosaia, Welton Erickson, and George Watts. Northgate Homes was the real estate agency handling the sales. Seattle Times, January 29, 1959, pg 32 and February 1, 1959, pg 31

The Meridian Park neighborhood incorporates many different aspects with much to offer both residents and visitors. Its neighborhood association has been an active one, advocating for its parks and other amenities that make this neighborhood a welcoming place.

Contributions, in part, by Meridian Park Neighborhood members and lead contacts, Tom Karston and Cynthia Knox, 2019.

North City

The neighborhood of North City retains much of its area and character as it did when it was first named in 1947. More on this subject to follow! However, the boundaries for the North City neighborhood as established by the city of Shoreline are somewhat imprecise because of the competing borders of Lake Forest Park, Hamlin Park, and other



neighborhoods. The far western boundary of the I-5 freeway is a clear line, as is the southwestern boundary of 175th Street between the freeway and 15th. Then a boundary is formed by 15th Avenue traveling south to 160th Street along which North City and Ridgecrest neighborhoods meet. After that, a description of the North City border defies explanation, and it might be best to look at the City of Shoreline neighborhood map.⁴⁰ Today, North City takes in a portion of the Lake Forest Park 3rd Addition, plus the historic neighborhood of Monte Vista, and much of Lago Vista, just as it always has.

While Lake Forest Park was coming into its own as a burgeoning residential area by the 1920s, the area surrounding it was for the dauntless adventurer. Only those with a pioneering spirit would venture into an area with so few amenities to recommend it, save for peace and quiet. That began to change in 1926 with the promotion of the new Monte Vista plat opened by the North Seattle Improvement Company (Howard Hamlin's son Harris Hamlin, et al) in partnership with Crawford and Conover Realty of Seattle. Promotions were done by the P. Kennard White Organization, which often operated as the sales arm of Crawford and Conover. Monte Vista was closely tied to the Lake Forest Park community and advertisements always mentioned that fact. The new development included a log cabin sales office at 15th and 172nd and glowing promotional brochures encouraging people to get their own piece of America.^{41, 42}

Advertisements also suggested that people building in the area would soon have a new "Washington State Park" in their backyard. The proposed park was a large piece of property owned by the state but had, so far, not realized its advertised use. Eventually it became the site for a Naval hospital, then a tuberculosis sanatorium, a school, and, eventually, a state-run institution for people with severe disabilities (see Chapters 9 and 15). Other governmental uses were added over time, but the idea of the property becoming a state park never materialized.



SHM-4142



SHM-4130



SHM-4167



SHM-4151



SHM-4143



SHM-4149

Photo 187 ~ 1950s. North City Sourdough Days began in 1949. A parade with a North City princess, and numerous community activities such as a dog show, sourdough pancake breakfast and a contest to name the best costumes for “Dan McGrew and Lady Lou” rounded out the week of the Seafair-sanctioned celebration. The annual event ran until 1960. Today a bronze statue of a family watching the parade on 15th Avenue commemorates the event. The city of Shoreline also held the August “Celebrate Shoreline” parade on 15th Avenue for several years. Donated by Linda (Wacker) McDuffie.

By 1927, Monte Vista neighbors were already considering a clubhouse for the newly formed Monte Vista Community Club. Announcements for their meetings place the location of the clubhouse at 172nd Street and 15th Avenue, but Barbara Bender in *Growing up With Lake Forest Park Vol I*, places it at 175th Street and 17th Avenue.^{43, 44} Early Monte Vista residents identified with Lake Forest Park, and thought of themselves as living “in the Park.” According to one such Monte Vista resident, David Christoe:

We finally located in the Lake Forest Park area due to the fact that my wife and her friend wanted to go for a ride in her friend’s car. They landed up near 172nd and 22 Avenue NE where a salesman was selling lots. My wife and her friend both bought a lot (17213-22 Ave. NE). When we first moved to the Park we had no lights, water, telephone, septic tank or neighbors. In order to get electricity we had to buy an electric range from the power company. To get water the neighbors had to form a company in 1930 and had an 800-foot well dug which provided plenty of water for twenty families. Before this I used to haul water in barrels from the West 65th drugstore where I worked. To obtain a phone the telephone company told me to find another person in the district who wanted a phone and they would give us one; they did. Eventually we had more than two parties on our line... We raised chickens and after the Johnsons opened their store in 1938, we traded eggs for groceries.

Until 15th Avenue was paved in 1930, it was a real tough street to drive on. I wore out a brand new Chevy touring car just going back and forth to West Woodland Pharmacy where I worked for fifteen years. After the paving, bus service was fairly good on 15th.⁴⁵

Coming on the heels of Monte Vista, another real estate development in the area took off when Crawford and Conover’s Lago Vista opened for business in June 1927 and became the promotion darling of the North End. One of the Lago Vista Sales Brochures read,

Don’t spend your old age recalling what you could have bought. Grab old man opportunity today – right now. A few hundred invested in suburban property now will take care of you in your old age. Seattle is growing, opportunities are greater today than in the past. Be able to say, “I own a piece of Seattle real estate.” Suburban property will never be cheaper – make up your mind to secure a share of it – do it now – today.^{46, 47}

The developers of Lago Vista were personally involved in the community. P. Kennard White, principal of the sales company, owned a grocery store in the subdivision, while the sales

representative, Henry Alden Cross, actually lived in the community. Cross was the P. Kennard White Organization sales agent for Lago Vista. To show support and faith in the area, the firm gave Cross and his wife, Mildred, a home in the subdivision. Property was also donated by White to the community for a club house. The Crosses were active members of Lago Vista, serving on the Improvement Club board and at the Lake Forest Park Presbyterian Church.

Mildred Cross, the Improvement Club's publicity chair in 1929, wrote to the *Seattle Star* a glowing report on the progress of the new club house:

The beautiful new home of the Lago Vista Improvement Club is rapidly nearing completion. Most of the labor has been donated by enthusiastic members and on Sundays quite a number are busily engaged on the building. The Women's Auxiliary serves dinner to the workers...The club dances, held in the Monte Vista hall every two weeks, are well attended. The dances are given for the purpose of raising money for the new clubhouse.⁴⁸

As noted in the Ballinger neighborhood section of this chapter, the Lago Vista clubhouse still stands.



Photo 188 ~ 1928. Edward Yenn Grocery and Gas at 15th Ave NE and 164th (SHM-345)

As more residences were built in the area, businesses began to spring up along 15th Avenue to cater to the populations throughout all the new subdivisions, such as Monte Vista,

Jardin el Norte, Lago Vista, and Lake Forest Park Third Addition. In 1927, P. Kennard White opened a general store on 15th and 192nd, next to the Lago Vista log cabin sales office. This store was subsequently owned by the Leland family and the building still stands today. Edward Yenne's, at 15th Avenue and 164th Street, was the first store built near the Monte Vista area in 1928. This was followed by a succession of stores up and down 15th. Today's North City Tavern building was constructed as a gas station and grocery around the same time. Wunderlich's store on the corner of 15th and 175th, was built in 1932 and remodeled in 1950. Their first house was directly east of the store on 175th, built in 1927. Today, the property is the site of the Safeway gas station. Even in these early days of what would become North City, it was possible to find music and dances. The Starlight Dome at 177th and 15th advertised in 1936, "Make your Saturday Nite (sic) a Joyous one – Dance at the Starlight Dome. Good Floor – 50 X 56. Six piece orchestra."

By 1946, the area between Lago Vista and Monte Vista had become a successful, small-town-style business district. Post-WW II, more and more people were moving into the area and businesses began to feel the need for organized promotion. Led by business people such as grocery store owner Franklin Johnson and Tracy Owen, (insurance businessman and future King County councilmember 1969-86), a community club was formed in 1947 and a contest was held to name the area. A young woman came up with the "North City" name and won a radio for her winning entry. At last, the area had a solid designation.

The annual Sourdough Days parade on 15th Avenue in July was a regional hit, attracting thousands of people to the North King County fair in North City. The fair came complete with contests, games, rides, horse shows, dog shows and many other activities. Events were held such as the pancake breakfast at which Arlene and Russ Wacker served flapjacks to other Sourdough Days participants in front of the temporary "Red Dog Saloon" on 15th Avenue in North City. A rodeo was held at the stables where today St. Mark's Church stands. Everyone in the area participated. Near the stables was the KJR radio tower, a beacon of progress.

Sourdough Days played on the "North City" theme of the Alaskan Gold Rush. The first president of the North City Community Club, Tracy Owen, and other business owners promoted this Alaskan concept as a promotional tool for the region during the festival. Along with costumes, plays, and activities that echoed the Gold Rush days, a float with a "North City" Alaska-style theme was created each year. Miss North City and her court of princesses rode each year's float in several parades that would culminate in Seattle Seafair celebrations and Miss North City's entry into the regional contest. After several years of raising funds, the community club did eventually build a clubhouse around 1956. It was located on a large lot at 17542 NE 12th Avenue, which is also where they staged the North City fair and carnival.

North City's burgeoning population meant that it could support supermarkets, a hardware store, a small variety store akin to a "5 and 10," and numerous other smaller businesses. Barbara Bender in *Growing Up with Lake Forest Park Vol I* says that the Starlight

Dome building was remodeled into what became Johnson’s grocery,⁴⁹ and there is photographic evidence to support that. The building at 17550 15th Avenue NE is a newer building, though its architecture somewhat echoes that of the old Starlight Dome building. This building has gone through various name changes including: North City Food Center, Johnson’s Food Center, McKean’s Finer Foods in 1953, and Johnson’s Thriftway in 1956. Today, this is a warehouse for the Frank Lumber Company/The Door Store, one of the anchor businesses in North City. The variety store building still exists also, built in 1965 next to what many people knew as the North City Post Office, now apartments called “The Postmark.” That post office building was originally a Safeway, across the street from the current Safeway store. One door south of the variety store, there are the original 1964 Dairy Queen building and the 1967 Mister Donut, both of which still stand.



Photo 189 ~ The iconic Dairy Queen was built in 1964. It was the only Dairy Queen outside of California to be constructed in the “California style.” Courtesy WA State Archives, Puget Sound Regional Branch.



Photo 190 ~ Next door to the Dairy Queen, the Mr. Donut was built in 1967. Courtesy WA State Archives.

North City offers four different churches within its neighborhood. The 1952 Bethel Lutheran Church moved from its original location at 175th and 8th to its new place on the west side of 15th Avenue north of 175th. St. Mark Catholic Church was established in 1954 on the site of the former horse stables used by the King County sheriff's department. Shorecrest Baptist Church opened in 1964, and Shoreline Free Methodist Church in 1969. At one time North City had two elementary schools: North City built in 1955, and Cedarbrook in 1965. The latter no longer exists but the North City elementary building is used for other purposes and once temporarily housed another elementary, Parkwood, while its permanent building was being remodeled.

Hamlin Park is shared by North City, Briarcrest, and Ridgecrest neighborhoods, while North City does have directly within its boundaries the North City Park and Shoreline Rotary Park (see Chapter 15). At one time, the Shoreline YMCA was located in the North City neighborhood, on property donated to them by the North City Community Club in 1964, where the clubhouse, famous fair and carnival had once been located.⁵⁰ The North City neighborhood was for a time the location of Shoreline's once-annual city parade and Celebrate Shoreline event, and in recent years the neighborhood has been host to the Celebrate Shoreline jazz festival, a perfect event for North City's numerous small businesses and walkable streets. Enjoy the flavor of one of Shoreline's original neighborhoods, still going strong.

Contributions, in part, by North City Neighborhood members and lead contact, Dan Dale, 2019.

Parkwood

Like several of Shoreline's neighborhoods, the Parkwood neighborhood lies within the headwaters of the Thornton Creek watershed. The neighborhood once harbored a complex system of small streams and extensive peat bogs, punctuated by hills and valleys. Early residents often "moved" or covered over the streams for property advantages, and today only a couple of these streams still exist. At one time, native cranberries grew in the two areas now known as Ronald Bog and Twin Ponds. Twin Ponds Park is located in the Parkwood neighborhood, while Ronald Bog is directly upstream (north) in the Meridian Park neighborhood. Both of these areas are natural peat formations. The cranberries were harvested by local Native American groups, especially the Duwamish. Today, large ponds exist where the peat was extensively mined, and the cranberries are long gone (see Chapters 1 and 2, Buerge). The city of Shoreline's Parkwood neighborhood has the very precise boundaries of 160th Street and 145th Street on the north and south, respectively, and Aurora and the I-5 freeway on the west and east.



The name "Parkwood" comes from a plat established in 1947 by the Western Land Company (Albert Balch and Don Johnson) and two property-owner families – Don and Edwina Isham, and Bert and Elizabeth Lobbereg. The Ishams were also the owners of the roller-skating rink at the corner of 155th and Aurora. The plat was established between 155th Street on the north and 153rd Street on the south, and Stone Avenue on the west and Ashworth on the east. A Parkwood #2 plat was filed by the Western Land Company in 1950 that continued the Parkwood trend from Ashworth to Densmore on the east, with approximately the same boundaries as the first Parkwood Addition on the north and south.^{51, 52} In 1962, the Shoreline School District built an elementary school at 155th Street and Wallingford on the old Carlson farm and named it "Parkwood," in reference to the platted areas. Thus, the neighboring area became loosely known as Parkwood. In the 1920s, people living in that area simply referred to "Stone Avenue" or "Foy" as their neighborhood, and the children attended the distant Ronald Elementary school on 175th Street.



Photo 191 ~ 1960s. The pumphouse and water tower at 145th St. and Aurora supplied residents on the northeast side of that intersection with water. During WWII, the tower was used as an enemy plane lookout where members of the civil guard would take daily and nightly shifts watching the sky. (SHM-668-B)



Photo 192 ~ September 4, 1953. Aerial showing new Safeway opened in 1951. Circled is the much-needed Safeway store which replaced the roller-skating rink at the corner of 155th and Aurora in the Parkwood neighborhood. The extensive peat mining operation at what is now called Twin Ponds Park is also circled. Large peat deposits could be found throughout these northern headwaters of the vast Thornton Creek Watershed. Plant nurseries both used and sold the peat as a soil amendment. At this location, architect Fredrick Anhalt maintained a nursery for landscaping at his buildings. Courtesy of King County Archives.

The Parkwood area was sparsely settled, even after the completion of the Interurban electric rail line from Seattle to Everett in 1910, with a few families establishing themselves in the late teens and early 1920s. The street we now call 155th was known as the A.B. Lord Road. However, after WWI it was sometimes referred to as “Pershing Road” because one could walk on it directly to the Pershing Interurban Station. This is where the rails crossed from the west side of the 1913 brick-paved North Trunk Road (now Aurora) to the east side over a trestle known as the Pershing Bridge (see Chapters 7 and 8).

In the early days of settlement, life in this area was hard-scrabble. Where the elementary school currently sits, John and Emma Carlson once lived and maintained a large vegetable garden with a cow and some chickens. When they first bought the land in 1922, the family lived in a WWI surplus tent and water was supplied by a well. While not everyone started out in a tent, their story of perseverance, hardships, and making-do is typical of families living in the area.⁵³ Like the Carlsons, some families had small farms, while others tried their hand at other businesses, such as wood cutting, grocery, lumber, poultry, or even fur animal husbandry.

In his excellent memoir, *Stone Avenue*, Everett Ellis details the trials and tribulations of several families pioneering in the Parkwood area.⁵⁴ Those people living closer to the southern boundary of Parkwood associated themselves more so with the Foy Interurban Station, which was located just south of 145th on the west side of the North Trunk Road. Foy had its own Improvement Club, on the south side of 145th at Stone Ave, as well as a Foy Community Hall near the Interurban Station where dances and large gatherings were held (this eventually became a dance hall known as Bob Wheeler's). While some families had their own wells, others purchased water from their neighbors' wells. One well at 145th supplied water to a number of families. When the pump house was set to be torn down and the well filled in, they discovered that the well had tapped into an underground river.⁵⁵ City water came to the area in the early 1930s, but many people refused to hook up to the system and continued to draw from their own wells.

Earnest development of the area didn't begin until after WWII, when many young families moved into the area. Developers such as the Western Land Company quickly platted acreage and built homes to accommodate the flood of newcomers in the 1950s. At the same time, businesses began to be developed slowly along the Aurora side of the Parkwood neighborhood in the large area known as "Parkwood Plaza." Isham, one of the property owners whose land became part of the Parkwood plat, was famous for skating rinks in the north end of what is now Seattle. He subsequently built a roller skating rink at 155th and Aurora around 1947.⁵⁶ The skating rink lasted only a short time and was replaced with a Safeway in 1951.⁵⁷ A brand new 40,000 square foot store, the House of Values, opened next to the Safeway in 1965, moving from its old location at 125th and Aurora. This was a real shopping paradise for Parkwood neighborhood residents!⁵⁸ A 1950 Shell gas station at 150th and Aurora was followed by Aurora Towing. The address received a new building in 1980 and opened as the Moose Lodge number 211. This building eventually became Goldie's casino.⁵⁹

The Parkwood neighborhood is also home to the Evergreen School, a private institution founded in 1963. The neighborhood has four churches, the oldest being Trinity Presbyterian Church, built in 1952. The others are the 1968 Universalist Unitarian Church, Shoreline Christian Church, also known as Iglesias ni Cristo, 1972, and St. Barnabas Anglican Church, aka Reformed Episcopal Church, 1975. Most recently, since the inception of a new Light Rail station at 145th and the I-5 freeway, new apartment buildings have been built, replacing some of the 1950s and 60s developments. One iconic farmhouse, built in 1924, still stands on 145th next to Wallingford Avenue. A few older homes are scattered throughout the neighborhood, offering a glimpse into the area's past. Parkwood residents can enjoy their largely walkable neighborhood, its parks, and the ambience of a close community. *Contributions, in part, by Parkwood Neighborhood members and lead contacts, Chris Goodman and Marie Ammerman, 2019.*

Richmond Beach

Richmond Beach is the City of Shoreline’s oldest neighborhood and the core of its earliest development. Today its boundaries are Puget Sound on the west, 8th Avenue NW on the east, and the county line on the north. The south border is the Innis Arden neighborhood, and is somewhat uneven, with Richmond Beach Road and NW 190th providing some definition.



In the early 1860s, the United States government opened up the land in northwest King County for sale, settlement, and logging. In 1872, George Fisher bought from the government the 60 acres that would eventually be Richmond Beach. Fisher himself never lived in Richmond Beach, and it is unknown whether he ever visited the property he had purchased. Buying for speculation was common. Early property owners did not always see their purchases. The land passed to his heirs, and eventually was purchased and platted as “Richmond Beach” on June 7, 1890 by the enterprising Charles Wesley Smith (1865–1956), a librarian from Seattle, and his wife, Clarissa Angeline Smith.⁶⁰

According to Edmund Meany, in his 1923 book, *Origin of Washington Geographic Names*, the name “Richmond Beach” was originally proposed by E.W. (Eugene) Mills and John Papendick on October 4, 1889 in honor of their friend John Spencer, who had immigrated from Richmond, England. They also meant for the name to promote “the fine bathing beach.” Meany cites Richmond Beach Postmasters, Sadie Holloway and Lovilla Hillman, as the sources of this information. Sadie Holloway arrived with her husband to the area in February of 1889, so she is a reliable resource.⁶¹ Another clue to the validity of this information is that the United States Appointments of U.S. Postmasters record shows that John Papendick was the first Postmaster appointed to “Richmond” on October 16, 1889.⁶²

Another story about the naming of Richmond Beach was later told by Lena Holloway Voreis, Sadie Holloway’s daughter, during an oral history interview for *Shoreline Memories*, published in 1976. Lena stated that the town had been named in honor of John Fisher, who supposedly came from Richmond, England. As noted, Fisher had purchased from the United States government acreage where Richmond Beach would later be established. However, there is no evidence that John Fisher came from Richmond, England. Therefore, the story told by Sadie Holloway, who would have personally known John Papendick and Eugene Mills, is likely the

more accurate version, as she reported to Edmund Meany. Lena was not born until October 1889, and would not have had first-hand knowledge of these events.⁶³



Photo 193 ~ 1890. The Holloways posed for a picture at their first place in Richmond Beach, an abandoned cabin on the beach near Appletree Lane. While not everyone can be identified, there are several who can. In the center background, Sadie (Campbell) Holloway stands behind a highchair in which 5 month-old daughter Lena, born October 6, 1889, sits. Next to Sadie, on the right, is her husband, John Thomas "J.T." Holloway. To the left of Sadie are J.T.'s brother James and wife Ida (Eaken) Holloway, who is holding another one of Sadie and J.T.'s daughters, 3 year-old Cora. In the foreground left is the oldest of Sadie and J.T.'s daughters, 4 year-old Retta. Next to her on the right is 3 year-old cousin George Chesterson. He lives with grandparents Martin and Priscilla Holloway, who may or may not be in the photo. The other adults are unknown. (SHM-468)

Despite its official platting as Richmond Beach in 1890 by the Smiths, the town name was often shortened to "Richmond," owing to an early decision by the United States Postal Service not to utilize the word "Beach" in the name. According to Meany, the USPS changed their tune after a good deal of confusion with other towns named "Richmond," and thus officially added the word "Beach" in 1910 just as the town had been platted all along. The school, however, remained the "Richmond School" until 1924, when a new school was erected after the old one fell victim to arson.

The never-officially-incorporated town of Richmond Beach got its start via pioneering families, primarily from the Midwest at first. They were enticed by the advertised opportunities to be had along the new Seattle and Montana Railroad line, later subsumed by the Great

Northern Railroad Company. With the advent of the railroad and additional public transportation provided by the Mosquito Fleet (a private ferry system of steam boats operated from Seattle), the town grew quickly as a residential area with resort overtones. A well-defined business district offered the necessary services to both residents and tourists, such as hotels, general stores, drug stores, and woodlots.

The first recorded and permanent settler in the Richmond Beach area was Mikel Lund, a Norwegian immigrant who was one of the very few actual homesteaders in the area. He and his wife, Anna, built their first home in 1887 near what is today NW Richmond Beach Road and 15th Avenue NW. Soon after, in 1888, the Conway Thomsons arrived and settled near NW 200th and 8th NW, followed by their relatives, the Holloways, in 1889. A building built supposedly for railroad workers in 1888 on what became Richmond Beach Drive would later be known and remembered as the Walker Trunk Factory (now demolished). But the very oldest known building was a smuggler's cabin which stood near where John Lindsay's boat house was built (now Apple Tree Lane) and was used by the Holloway family until they could build their own house (Photo 193 above). The cabin was likely built for the lucrative opium trade during the 1860s or 1870s, without the benefit of the property owner's knowledge. It was in an abandoned state when the Holloways commandeered it in 1889. No doubt at some point the influx of new settlers began to ruin the privacy needed to conduct such deeds, and the smugglers moved on to more secluded areas.

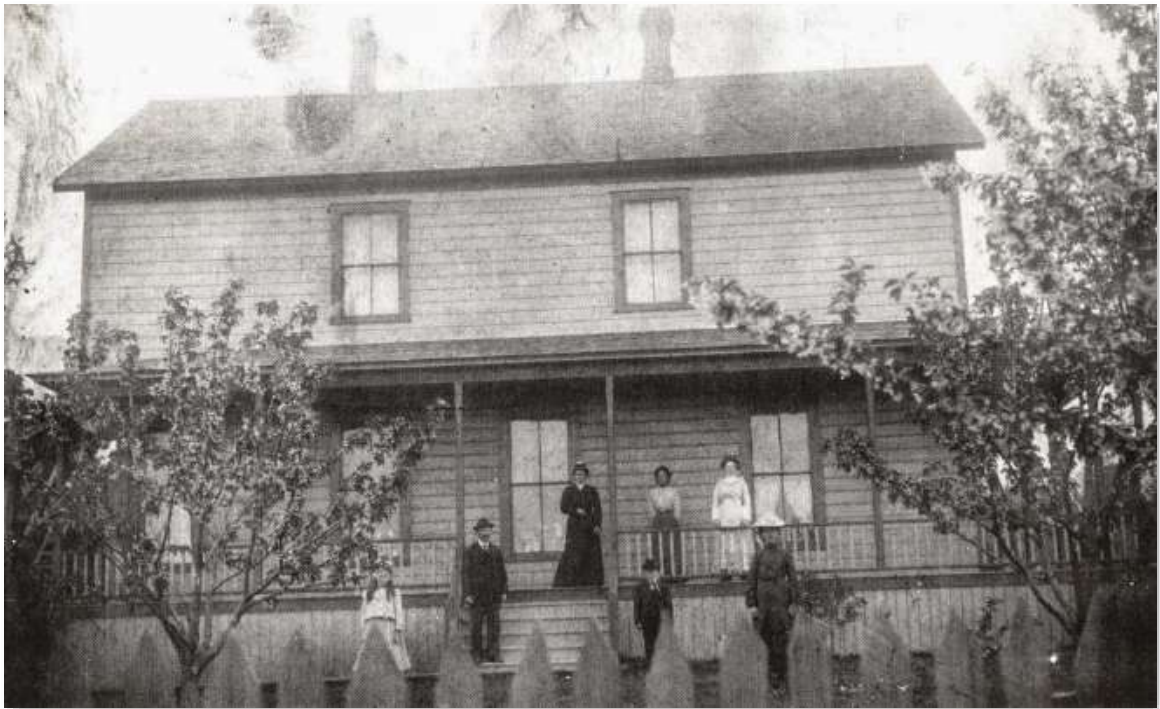


Photo 194 ~ 1901. The Holloway Hotel was the first to offer tourist accommodations in the beachfront town. Later, it was also known as the Richmond Beach Hotel and the Bubb Hotel. It was the victim of fire in 1924.



Photo 195 ~ ca. 1900. Before the railroad came to town, Mosquito Fleet steamers were the only way to get to Seattle or Everett from Richmond Beach. Mrs. Gruhn, daughter Mary and Miss McConnell ride to Seattle from Richmond Beach. (SHM-108)

Growth brought such initial challenges as: finding a way to send and receive mail, communicating over long distances, obtaining water, establishing churches, and teaching children. The first post office was started in 1889 in the home of Lewis “Frank” Adams on Richmond Beach Drive, along with a country store. The coming of the railroad inevitably brought telegraph lines, and, not much later, a local telephone company was established in 1907, the same year that the town got a real railroad depot. Individuals dug their own wells or hired professional well drillers. Eventually, a community water system of sorts was hammered out, with the water tank located uphill near Richmond Beach Road and 20th NW. Small creeks flowed down the Richmond Beach hillsides to Puget Sound, and sometimes created flooding disasters in the town.

There was a strong Scandinavian element in the community – 33% Norwegian - with new people arriving from both far away and from local places such as Ballard and Seattle. Fishing was important to the local economy, as was farming, cord wood cutting, a cooperage, and a sand and gravel operation. Between 1912 and 1914, the Shell Oil and Standard Oil companies opened distribution plants at Point Wells. These operations at Point Wells eventually employed nearly half the men in Richmond Beach (see Chapter 10).



Photo 196 ~ 1910s. The Great Northern Railroad brought the promise of prosperity to Richmond Beach, although the town did not get its depot building until 1907, sixteen years after the tracks reached Richmond Beach. Prior to the depot construction, this was a whistle stop, the train coming to a halt there only if there was a good reason. (SHM-627-A)



Photo 197 ~ ca. 1907. The photographer is standing on the Mosquito Fleet pier. Townspeople have gathered for what appears to be a momentous occasion. But what could it be? (SHM-106)

Shoreline, Washington

By 1892, one year after the railroad was finished through Richmond Beach, the Polk Gazetteer unofficially recorded 100 people. At the time, fruit exportation was the most prominent enterprise. Listed professions included a constable, an attorney, a real estate agent, and a veterinarian, as well as those involved in the production of lumber, fruit, and bricks.



Photo 198 ~ 1916. A remarkable snowstorm followed by flooding in some areas brought a substantial washout to Market Street in Richmond Beach. The immense runoff from a culverted stream could not be contained by the pipes. The small café at the corner of Market and Charles St. was a victim of the event.



Photo 199 ~ ca. 1917. Looking east along Market Street in Richmond Beach the Holloway Hotel stands prominently at the top of the hill on the north side of the street, left. On the right, beginning in the foreground, are the Post Office, John T. Holloway's Real Estate and Insurance business, his brother James Holloway's grocery, Wella Richards' barber shop, and Dalquist Hall, in the distance. (SHM-057)



Photo 200 ~ ca. 1920. Market Street was the business hub of Richmond Beach, with numerous services being offered to residents and tourists alike. In this photo from about 1920 starting in the foreground, Sweley's grocery has replaced James Holloway's grocery. Next to that, Umbrite's Drug Store has replaced John Holloway's real estate and insurance office. The post office and Walloch's Hardware complete the picture.



Photo 201 ~ The 1918 Richmond Beach Library building at NW 195th St and 24th NW Avenue still stands today and has been repurposed. This 1950s view is looking west down 195th toward Puget Sound.

There was even a push to begin a library, which was accomplished in 1899 with the help of C.W. Smith, the same person who'd platted Richmond Beach and was the head librarian in Seattle. Smith instigated a donation of discarded books from the Seattle Public

Library to Richmond Beach's fledgling institution. Richmond Beach Library Operations Manager Anina Sill tells this from the library's archive:

The Richmond Beach Library Association was formed in 1899, with \$22 in donations and 194 discarded books from the Seattle Public Library. The books were stored in the Holloway Richmond Hotel, and as the collection grew to 500 by 1904 it was moved to an empty room at the Richmond Beach School building and then to Mrs. Windell's store back on 195th Place. Funds were raised and property was acquired through purchase and a generous donation from Mr. J. Compton. In 1911 the first library building was constructed by the community at 2402 NW 195th Place; the doors opened in 1912. The library joined the King County Library System in 1943 and the building was extensively remodeled in 1962. In 2001 the library opened the doors of its new 5,200 square foot building in the Richmond Beach Community Park.⁶⁴

Despite all of these developments, the area remained rural, with many families owning farms and orchards, growing gardens, keeping cows, and raising chickens. Solutions to many of the day-to-day problems required cooperation among the pioneers through the formation of a community club, church groups, and school. The first school was a one-room building built in 1891 on the same site as that of two other later school buildings. Today, the old school site is the Richmond Beach Community Park within which is the Richmond Beach King County Library. The original Richmond Beach Congregational Church was started in July of 1890, but did not get its own building until 1907, across the street from the school on 197th Street. The church eventually moved to its current location on 15th NW in 1961. Meanwhile, the First Lutheran Church had meetings as early as 1894, was officially organized in 1903, and built a church on property donated by Mikel Lund at 15th NW in 1905. The "new" First Lutheran Church of Richmond Beach, built in 1948, is now outside of the Richmond Beach neighborhood's official boundary, occupying property on the east side of 8th Avenue NW.



Photo 202 ~ ca. 1935. Lindsay's Boathouse on Appletree Lane not only rented out boats to those desiring a day of fishing in Puget Sound, they also held dances in their large hall. They were not the first to run a dance hall on the beach; John Kennedy had done so before them. Donated by Ron Edge.

Richmond Beach continued to be a “summer destination” for some tourists up until World War II. Although the hotels and boarding houses had dwindled down to nothing by the 1930s, there were still “beach cottages” and auto camps available. Summer residents brought some additional commerce into the small Richmond Beach stores and restaurants that continued to exist there. Inexorably though, Highway 99 drew away the tourists, and most of the little businesses in Richmond Beach disappeared. The train depot, for which the townspeople had lobbied so ardently and finally obtained in 1907 (fourteen years after the first locomotive officially plied the tracks), was closed and removed in the mid-1950s. The depot building was given to the Richmond Beach community club, but when some of the townsmen and the local boy scout troop went to move it, the building disintegrated! The sand and gravel pit became a county park around the same time, now called Richmond Beach Saltwater Park (see Chapter 15).

There are still a number of historic buildings along the old business triangle, as well as summer cottages along Richmond Beach Drive which were originally built for Point Wells managers. All are homes for permanent residents now.



Photo 203 ~ 1937. The Crawford store was built by John Holloway in 1923 for his daughter Eva and son-in-law Langford Crawford. It was the last building constructed by him. Courtesy of Washington State Archives, Puget Sound Regional Branch.



Photo 204 ~ 1913. The Kennedy Hotel and boarding house also had a general store which later became a Red and White store. John Kennedy built the enterprise in 1908 and Mrs. Kennedy ran the hotel and kitchen. SHM Archives, courtesy of Shoreline Historical Society.



Photo 205 ~ 1937. Walloch's community hall and auto cabins on Richmond Beach Road provided a venue for locals and tourists alike. In 1960 it was replaced by Arden Lanes. Courtesy of Washington State Archives, Puget Sound Regional Branch



Photo 206 ~ 1960. Arden Lanes was built on Richmond Beach Road at the height of bowling popularity. Today it continues to provide family bowling entertainment as Spin Alley. Courtesy of Washington State Archives, Puget Sound Regional Branch.

The brick Richmond Beach school was closed in 1971 and demolished in 1979, though the gymnasium stood for a number of years after. In 1990 the gymnasium started being used as a community gathering place. Richmond Beach students got a new school, Syre Elementary, in 1967. A private preschool, Horizon School, is also located in the Richmond Beach neighborhood. Besides the saltwater park and the community park, the Richmond Beach neighborhood is also home to Kayu Kayu Ac Park, the Strandberg preserve, and the Kruckeberg Botanic Garden, all new additions to Shoreline (see Chapter 15). The Richmond Beach Community Association (RBCA) is a very active organization and has been in operation in one form or another almost as long as Richmond Beach has been in existence. RBCA has been holding a Strawberry Festival for many years, honoring the history of strawberry production in the area. RBCA member Tom Petersen, with the help of other members, launched a project to place historical street signage with the original names of all the streets in Richmond Beach. When residents and visitors alike walk the streets, they can't help but recognize the roots of this neighborhood.

Richmond Beach Trivia

Other interesting facts about Richmond Beach include:

- In 1908, Richmond Beach had its own semi-professional baseball team, the “Strawberry Huskers,” backed no doubt by strawberry baron Henry Parry and perhaps other local well-to-do business people.
- Henry Perry’s “Richmond Beauty” strawberry won first prize at the Alaska-Yukon-Pacific Exposition (AYPE) in 1909. While strawberries were big business in the early days of Richmond Beach, difficulties with weather, ground blight, and market price fluctuations worked together to effectively kill strawberry cultivation in the area. A few farmers continued to grow them, but the huge fields with acres and acres of strawberries had all but disappeared by 1920.
- Also in 1908, there was a world-famous boxing match held on the Point Wells property. A temporary ring and bleachers were set up to accommodate the hundreds of men (and two women) who turned out to see the fight of Abe Attell and Ed Kelly. It was wildly successful. There were newspaper stories in the Post Intelligencer stating that the site would soon host a permanent sports arena. But the sports arena never came to pass, and soon location scouts from Shell and Standard Oil companies came to the area looking for a suitable port and shipping station. The two companies existed side by side at Point Wells for many years.
- There was a movement to incorporate Richmond Beach from 1924 to 1930 because of a dispute over water rights. But cooler heads prevailed when they found out how much it would cost the townspeople to incorporate, and the subject was dropped like

the proverbial hot potato. Richmond Beach remained a part of unincorporated King County until Shoreline became a city. The confusion lies with the United States Postal Service zip code designations which declared in July 1963 that Richmond Beach would have the zip code 98177, a portion of which also serves North Seattle. For some reason, USPS encouraged people in Richmond Beach to begin using the word “Seattle” as part of their address. There was really no good reason for this, but as time went on, some Richmond Beach residents began to think they were truly in Seattle, which was never, ever, the case! The exception to this new zip code was made for people maintaining a post office box at the Richmond Beach post office, which received the zip code 98160. This post office existed until recently.

- Beginning in the mid-1920s through the mid-1950s, wooden ships were towed by a salvage company to the shore of the Richmond Beach sand and gravel pit and burned for their metal. Used motor oil and other flammable liquids were poured over the ships to accelerate the fire. The sooty, oily smoke would sometimes settle over the town of Richmond Beach, making the hanging out of laundry impossible (see Chapter 10).

Photo 207 ~ 1910. Richmond Beach Strawberry Huskers Baseball Team. Charles “Chuck” Taylor at bat, catcher Ernest “Red” Wilde. Batter up! (SHM-589)



Contributions, in part, by Richmond Beach Neighborhood members and lead contact, Tom Peterson, 2019.

Richmond Highlands

The old Richmond Highlands encompassed a much broader area than the modern-day designation. The new neighborhood lies south of 185th Street and encompasses only the southern portion of the original Richmond Highlands neighborhood. Today's neighborhood designation also includes the old neighborhoods of



Ronald, Henry/Maywood, and Happy Valley, and stretches from Richmond Beach Road all the way south to 165th Street and west to 8th Avenue NW, with a small peninsula of several blocks extending a bit west of that.⁶⁵

As with other areas in Shoreline, Richmond Highlands has a long history, beginning with Native American occupation which includes a passage that traversed through the neighborhood on its route between Lake Washington and Puget Sound (see Chapter 1 and 2, Buerge). Among the oldest neighborhoods, the original Richmond Highlands covered all the territory west of Aurora and north of 185th to 205th, which is now called “Hillwood” plus south of 185th and a section west of Fremont, which was one of the Richmond Highlands platted subdivisions. Those living near the Interurban station on the east side of Aurora considered themselves in the Richmond Highlands neighborhood too. People born at home in this area during the 1910s through at least the 1920s have birth certificates that say “Richmond Highlands.” The early neighborhood had a rather undefined southern boundary, perhaps ending somewhere around 180th or 179th, where it met the Ronald neighborhood. People described themselves as living “at Ronald” or “at Richmond Highlands” according to which Interurban station they were most likely to catch the trolley. The exception to this is the Richmond Highlands Recreation Center which was established around 1951 despite its distance from what would have been the definition of the Richmond Highlands neighborhood at that time.

Regarding the Richmond Highlands name, one might ask which came first, the chicken or the egg? Well, it might have been a little bit of both! William D. and Cora Perkins were well-known land developers and sometimes-partners with Fred Sander. The Perkins owned a refined summer home and small farm on 8th Avenue NW for a time. Sander was also a land developer and the original owner/builder of the Seattle–Everett Interurban Railway which ran through the middle of today's Shoreline somewhat paralleling what would eventually become

Highway 99. Sander owned properties that he wanted to develop all along the Interurban line. In order to get buyers into the wilderness to purchase property, Sander had to provide transportation. It was a brilliant idea.

By 1906, Fred Sander's Interurban ran as far as Hall's Lake in Lynnwood and Sander set about naming all the stops. He had named the one at 175th Street "Ronald" after his long-time acquaintance Judge James T. Ronald, and the one at 185th Street became the "Old Bothell Road" stop. The street of 185th was not known by a number at that time, but instead was known by several other names, including: Old Bothell Road, Holloway Road, and Perkins Road. However, none of these were very descriptive. In fact, the name "Old Bothell Road" was almost deceptive, as the Interurban line was nowhere near Bothell. It was, however, near Richmond Beach, a well-established, unincorporated town. What we now call Richmond Beach Road, was constructed by John Holloway in the early 1900s, and was the connecting road from Richmond Beach to the Interurban station at 185th and the North Trunk Road.

In 1909, the Stone and Webster Company took over the Interurban line and finished it to Everett, kicking Fred Sander to the curb, whose motivation to finish the line had slowed to a crawl. They wanted to streamline the Interurban service by employing heavier cars, reducing the number of stops, and updating some of the stop names. The inaugural run all the way from Seattle to Everett was April 30, 1910, and the first timetables printed for that run show a "Richmond Highlands" stop instead of an "Old Bothell Road" stop.⁶⁶

"Richmond Highlands" was a perfect name for the stop at 185th Street because it was the stop to use if one was traveling to, or leaving from, Richmond Beach. However, Stone and Webster may not have been the inventors of the name. William and Cora Perkins, along with partner Fred Sander, had filed a new plat in February of 1910 called "Richmond Highlands." This happened nearly three months before the inaugural run of the Interurban. We may never really know who conceived the name, but because these were people who all regularly worked together, it seems likely that they all agreed that "Richmond Highlands" was a useful name for this particular area.

Development up and down the Interurban line naturally formed near each stop, and as noted earlier, people who lived near those stops would say that they lived at the name of the stop to which they were closest. Thus, the Richmond Highlands neighborhood came to be. Thanks to the proximity of the Interurban line and a new school (the Ronald School built in 1906), homes dotted the landscape even before there was a passable road. In 1911 Earl and Marion Rogers started the first general store at 185th at what would become its intersection with Firland's Way (see Chapter 8 starting on page 131).

Although the old neighborhood names now encompassed within the modern-day Richmond Highlands neighborhood boundaries (Ronald, Maywood – aka Henry, and Happy Valley) aren't used anymore, they still hold historical relevance and value when discussing the neighborhood today. The Ronald and Maywood neighborhoods were named for their

Interurban stops at 175th and 167th, respectively. Both the Ronald Interurban Station and the Ronald School were named for Judge James T. Ronald, whose property encompassed both places.⁶⁷ The school and the station were built in 1906, not coincidentally the same year that the Interurban first began service all the way out to Hall's Lake. The influx of the area's first permanent residents, with children in tow, came hand-in-hand with the Interurban service. Just three years later, the first Ronald Methodist Church, also named for Judge Ronald, was formed and built across the street from the school. The famous Greenwood chicken ranchers, the Fish family, along with Happy Valley residents, the Hanson Firths and the Matt Hansens, were very active in the formation of the church. The Ronald community hall predated the school by a year. This building became the school's lunchroom, which today is the Richmond Highlands Recreation Center on Fremont Ave. The lunchroom building was moved there in 1950 in preparation for a new school building to be built next to the old as a detached addition to Ronald. These institutions formed the core of the old Ronald neighborhood.



Photo 208 ~ ca 1940. The Ronald School auditorium and lunchroom, next door on the west side of the Ronald School. In 1950, the building was moved to Fremont and 166th Street by the Lions Club and other community members to make room for a new one story stand-alone addition to the Ronald School. The old lunchroom and auditorium became the Richmond Highlands Recreation Center. Shoreline Historical Museum archives.

Initially named “Henry” in honor of Horace Henry, the Interurban stop at 167th and Aurora was re-named “Maywood” some time after West and Wheeler filed a plat of the same name in 1909.⁶⁸ This neighborhood consisted of a few homes with small farms on either side of Aurora, and few, if any, businesses in those early days of that neighborhood.

Down the hill, west of Ronald is Happy Valley. Beginning in 1904, a few intrepid settlers and the Watson sawmill formed a small community.⁶⁹ The children in Happy Valley also attended Ronald School once it was opened. Carlson Spring, located on Greenwood Place, where a large maple tree stands along with an historical marker placed by the historical society (see Chapter 16), was the stopping off place for weary travelers and supplied water for the sawmill sometimes. Around 1910 or so, Happy Valley was named for one of the adolescent residents of that neighborhood, Gladys Firth. Someone began calling her “Happy” because of her infectious laugh and, subsequently, people started calling the area “Happy Valley.”⁷⁰ A large house near the sawmill became the home of the Graves family in about 1916. Their children, including their son, well-known Pacific Northwest artist Morris Graves, attended Ronald elementary school.

Just like some other neighborhoods in Shoreline, the old Richmond Highlands as well as Ronald in the “new” Richmond Highlands, were known for its poultry farms and general subsistence agriculture. Poultry was big business for some, but a rather risky one. Chicken ranches often failed for one reason or another, with fluctuating prices and disease being the most prevalent causes of collapse. Most homes had large gardens and fruit trees. For example, Judge Ronald’s house at 175th had a large cherry orchard, about half of which he gave for the building of the Ronald school.⁷¹ Once electricity came to the area, thanks in large part to the Interurban electric trolley line, tall pump houses standing over wells became common, dotting the landscape here and there.



Photo 209 ~ 1910s. Schneider's water tower and pump house stood in Richmond Highlands at 180th and Aurora for many years. The water tower was later enclosed for a shop. This site became the location of the Highland Ice Arena in 1962. Photo donated by Richard Schneider. (SHM-2016-G)

By the early 1910s, small businesses along the North Trunk Road became more prevalent, providing goods and services, such as gas at Thorsen's, and poultry feed and garden supplies at F.E. Smith's. These businesses were mostly centered closer to 185th Street. For those living further south in the old Ronald neighborhood, the nearest general store was the Rogers Store at 185th (now in the Hillwood neighborhood) and they did have delivery service. Eventually there was the Ronald store across the brick road at 175th near the Ronald Station, and then the Robison's general store on the corner at 175th and the North Trunk Road (both would now be in the Meridian Park neighborhood). There was also Charlie Berg's "store at your door." That building was located further south on the North Trunk Road in what is now the Westminster Triangle neighborhood, but Charlie brought products on a truck to the Richmond Highlands neighborhood so that people could shop from the convenience of their front door.



Photo 210 ~ 1937. The Richmond Highlands Masonic Lodge was constructed over a two year period, between 1922 and 1924. It continues to be operated by the Masons, and became an official City of Shoreline Landmark in 2009. Courtesy of Washington State Archives, Puget Sound Regional Branch

The burgeoning population of the 1920s brought with it the need for neighborhood organizations and institutions. Besides the Richmond Highlands Neighborhood Association, which met at the Ronald School auditorium and lunchroom building, the Richmond Masonic Hall was also built at that time. The iconic structure at 185th and Linden took two years to construct. It was home not only to the local Masons themselves, but also hosted many community meetings and events, which it still does to this day.

When Highway 99 was officially completed in 1932, there were a few buildings standing alongside it, mostly homes and orchards from the early North Trunk Road days, such as John Whitham's 1915 four-square house, built on property he subdivided himself in 1912,

Whitham's Highland Addition.⁷² The house still stands today at 16725 Aurora Avenue N. Dick Parker's Pavilion, (see Chapter 7) opened in 1929, ready for the crowds coming with the new road. One of the first auto courts in Shoreline, Carter's Cabins, south of 175th, opened before 1930 and provided a steady income for the Carters during the Depression.



Photo 211 ~ 1941. Bill Minser Fishing Tackle Manufacturing opened next door to Carter's around 1941. Courtesy of Washington State Archives, Puget Sound Regional Branch.

The famous Bill Minser Fishing Tackle Manufacturing opened in a large house next door to Carter's around 1941. Fishing tackle collectors value the "Lucky Louie" plugs made by Minser at this location. Selgelid's grocery, near 185th next door to Thorsen's gas station, had a drug store component making it the first drug store in Richmond Highlands. Selgelid's building, quite remodeled, still exists and is today the location of Spiro's Pizza, a neighborhood icon. These are only a few of the many businesses that began to populate the west side of Aurora in the new highway's infancy.

Richmond Highlands does have the Richmond Highlands Park, which is also home to the aforementioned Richmond Highlands Recreation Center. The field there was originally named after Anna Wright who donated substantial funds to help purchase the property. West and down the hill from this park is the beautiful 1909 Herzl Ner Tamid Cemetery (see Chapter 15). Boeing Creek Park could also be said to be in the Richmond Highlands neighborhood. There, people will find extraordinary old growth fir trees that somehow escaped the logger's

saw. Boeing Creek, colloquially called Hidden Creek, flows in a culvert under NW 175th Street, where there once was a wooden bridge. The culvert replaced the bridge in the early 1950s, but the culvert is known to have failed three times due to the creek massively overflowing. The latest failure was on New Year's Day 1997, which created a large washout of the road and "the little Grand Canyon of Shoreline," which took several months to repair.

There were, and are, several schools in this neighborhood. Besides Ronald, Nicholas Murray Butler Junior High was built on Fremont Street near the new Ronald and opened in 1953. Butler's construction necessitated the removal of the much-beloved 1926 Boy Scout cabin that had stood in the old Ronald's southwestern backyard. Both Butler and the new Ronald buildings were repurposed and in 1976 became Shorewood High School, which today has a brand-new building on that site. The now-closed Sunset Elementary on the western edge of Richmond Highlands provides the neighborhood with another temporary park. St. Luke Catholic Church in Happy Valley operates a grade school, opened in 1957.

The St. Luke church building became operational in 1956, two years after the parish was established. The First Lutheran Church of Richmond Beach is now officially in the Richmond Highlands neighborhood with its new 1948 building, but was established much earlier in 1905 on 15th Avenue NW. As previously mentioned, the 1955 Ronald United Methodist Church building now located on Aurora had its origins around 1906 at 175th and Linden. There is also a Bread of Life Missionary Baptist Church that meets in the neighborhood but does not have its own building. In earlier days, there was a Church of Christ, Scientist, also known as the Christian Science Church. The first one was located near the Ronald Interurban Station, but a new one was built around 1925 on Fremont Avenue south of 185th. This church was in operation for some years. The specific date of its closure is unknown, but possibly around 1950. Today the building is a private residence.

Richmond Highlands

On the Seattle-Everett Interurban Ry.

<p>Right in line for Increase in values. Choice tracts here can be Had for a little Money down, balance On very easy terms. Now is the time. Do not delay.</p>	<p>Here you will find Invigorating country air. Good car service to city. Highly productive soil. Location the best for increase. Accommodations unexcelled. New express trains stop here. Delightful views. Select a homestead today.</p>
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Photo 212 ~ 1910. Richmond Highlands offers "invigorating country air." *Seattle Post-Intelligencer*, March 27, 1910 on page 4.

The Richmond Highlands Library was housed in a surplus military building on Linden Ave. behind the Ronald Church until a new Shoreline Library was opened in 1966 on NE 175th and 5th Ave. NE in what is now called the Ridgecrest neighborhood.



Photo 213 ~ The Richmond Highlands Library had at least two different locations. An Army surplus building was moved to Linden Ave. near 178th, and the library was housed here, not far from the Ronald School. (SHM-215)

The spacious lots and hidden acres in this neighborhood are mostly developed now, though one can see traces of those days here and there. Carlson Hill and Carlson Spring are still wooded, and some of the roads leading into Happy Valley and the Boeing Creek watershed still have an untamed character to them. Richmond Highlands, begun in 1910, is one of our oldest neighborhood names, and has a rich, complex history to explore.

Contributions, in part, by Richmond Highlands Neighborhood members and lead contacts, Pete Gerhard and Kathy Plant, 2019.

Ridgecrest

Ridgecrest is one of the original neighborhoods formed before Shoreline became a city, and is the classic post-WWII development. Ridgecrest is more or less the same size as it was when its residents originally recognized it as a cohesive neighborhood, except for the big swath cut across its west side for the freeway. Before the



construction of Interstate 5, Ridgecrest extended across what is now the freeway and beyond that concrete barrier to 1st Avenue NE. The freeway is now its western border. The neighborhood stretches east to 15th Avenue NE, and from 175th Street on the north, to 145th on the south. It encompasses the Paramount Park neighborhood, which at one time had its own community club and a clubhouse on 15th Avenue. More on that later in this section.⁷³

The name Ridgecrest comes from a large plat planned by real estate developers Myrick R. and Georgie W. Wood.⁷⁴ The first advertisement for Ridgecrest appeared on April 13, 1941, even though the plat itself was not officially filed for record until May 2, 1941. There were 272 lots with “streets, water and lights” offered for \$250 to \$394 each. The tract office was located at NE 155th Street and 6th Avenue NE. However, in that year, it became clear that a war would effectively stop most building or development. Real estate sales and construction ground to a near halt, with the exception of projects to house the military, such as the Navy hospital to the east of Ridgecrest, now called Fircrest (see Chapter 15, Hamlin Park). It would not be until 1946 that the Ridgecrest concept would really take off.

There is, however, an earlier history of the Ridgecrest area prior to the big post-war boom that’s worth exploring. As was typical of northwest King County, the land had been logged off by timber interests in the 1880s. Early property holders, the first non-natives to purchase the land from the U.S. government, were primarily attracted by what they could get off the land. Marshall Blinn and William Carpenter, professional timber-men, owned virtually all of the Ridgecrest territory, acquiring the property for \$1.25 an acre, logging it off and then selling it to land speculators. Few permanent settlers ventured into this area before the 1920s, but there is currently standing a house that was built in 1900, at 15526 10th Avenue NE.

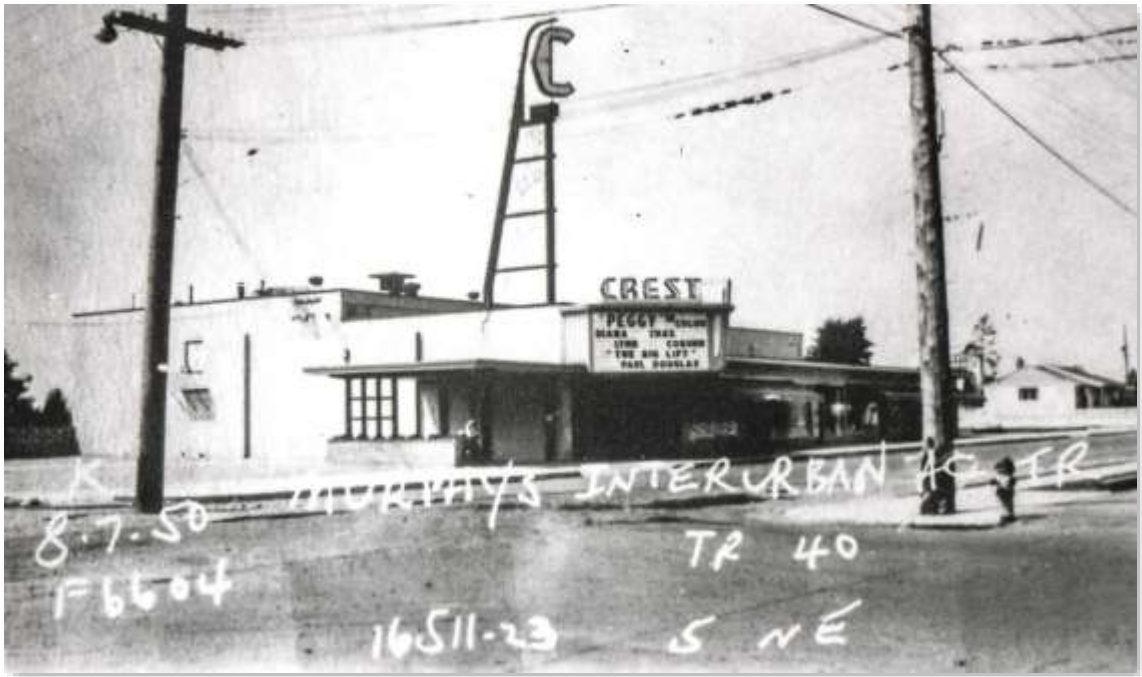


Photo 214 ~ 1950. The Crest Theater opened in 1949 in the heart of the new Ridgecrest business district. Courtesy of Washington State Archives, Puget Sound Regional Branch.



Photo 215 ~ 1948. Ridgecrest Elementary was the first new school constructed by the Shoreline School District, which formed in 1944. According to neighborhood legend, the building at 10th Ave NE and 165th straddles a small stream. Shoreline Historical Museum archives.



Photo 216 ~ 1966. The new Shoreline Library opened at 175th and 5th Ave NE after several years of planning and fundraising. (SHM-1460-A)

The first platting in the area occurred in 1904, when the plat of the Green Lake Five Acre Tracts was filed by Allen P. and Sarah H. Mitten, who never lived anywhere near Ridgcrest. Real Estate developer George Meacham handled the sales for this plat, and it became unofficially known as “Meacham’s Green Lake Five Acre Tracts.”⁷⁵ The coming of the Interurban Electric Trolley line provided some incentive for potential buyers. Adjacent to the north edge of the Green Lake Five Acre Tracts followed Murphy’s Interurban Acres in 1909, a plat filed by schoolteacher Katharine Murphy who is identified in the filing papers as a “spinster.”⁷⁶ This was the county’s way of identifying someone whose property was not beholden to a male spouse. Unmarried men were also often identified in such official papers, such as “John Doe, a single man” or “bachelor.” Sales for this tract were handled by West and Wheeler, and the name “Interurban Acres” was purposely chosen as a sales tool.

There were small streams and trails that crisscrossed the area, and a second growth of trees had already begun to spring forward as these plats became available to the public for sale. Slowly, small subsistence farms, orchards, chicken coops, and the occasional poultry barn began to dot the land. However, the coming of automobiles changed the pace of growth, and just as had happened along 15th Avenue NE in the North City neighborhood with Monte Vista and, a year later, Lago Vista, several new plats in the Ridgcrest area hit the market in 1926 and 1927, including, Home Gardens Addition, Saulsberry Heights, and Paramount Park

Addition Division 2.^{77, 78, 79} The first Paramount Park Addition had been filed in 1922, south of 145th all the way down to 135th.⁸⁰ It should be noted that within its 96 one-acre parcels stood the famous 30-acre Olympic Riding Stables at 15th Avenue NE, which opened in 1925. A portion of the Paramount Park Addition was also subsumed by Jackson Park Public Golf Course, which opened in 1930.

It was around 1927 that a company called “Corinne Simpson and Wilson Small Farms” opened an office at 175th and 15th. Besides selling one-acre and five-acre tracts, their specialty was building log homes and selling log home kits to people for a do-it-yourself experience. Several log homes, probably from this company, were built in the Ridgecrest area, and a couple of them still stand, such as the one on 11th Avenue NE near 162nd, built in 1928. An exception to the “kit” version of log houses is the one built by Bob and Bee Sheppard on the south side of 155th near 5th Avenue. It was constructed in 1939 with logs from the property, and built “stockade” style, with the logs in a vertical instead of horizontal position. This home received the Museum’s Trillium Heritage Award.

Shoreline’s Paramount Park Addition Division 2 was open for business in 1926. It was heavily advertised as the place where buyers could get one of the last available one-acre suburban tracts. “Time will prove that Paramount Park No. 2 is the year’s best real estate investment!” advertisements proclaimed.⁸¹ The tiny chalet-like M.R. Wood sales office sat at NE 147th Street on 15th Avenue NE.

Long prior to the platting of Paramount Park and surrounding plats, timber held some sway over the land. In those early days, there was a shingle mill owned by the Little family, well known for local logging and mill operations. A sharp-eyed historian and researcher, Andrew Craig Magnuson, discovered exactly where the sawmill was. Using the old timber cruiser maps from 1907-8 recently scanned by King County Archives, he compared the record for the Paramount Park area with the 1936 aerial photo available on King County’s iMap. From this he was able to pinpoint the exact location of the Littles’ sawmill.⁸² Today, that location is under the freeway, between 3rd NE and 5th NE, at 147th Street. Unfortunately, the county currently does not have these wonderful timber cruiser reports online, and one must request access to the scans through the county archives office. A stream that runs through Paramount Park (the actual city park) and Paramount Park Open Space is called Little’s Creek, a tribute to the family that once lived in the area.

The Paramount Park Community Club goes back to at least 1941, when they requested to be accepted into the North District Council of Clubs.⁸³ They even had their own clubhouse, which was located at 14929 15th Avenue NE in Paramount Park Division #2. This is now the site of Colonial Gardens Condominiums. The club grew and grew, and in a January 22, 1948 *Seattle Times* article, it was reported that the community club meeting had 130 people in attendance. This was way too many people for the small converted house they were using, so

meetings were switched to the Blackburn Veterans Memorial Hall at NE 125th Street and 15th, as well as the nearby Pinehurst Community Club clubhouse at 14th Avenue NE and 123rd Street. After Ridgecrest Elementary was finished in 1948, the first new school built by Shoreline School District, the community club began meeting at the school.^{84, 85} Another new school, Paramount Park Elementary, was opened in 1954 to accommodate the huge population growth. In 1951 Paramount Park members discussed two important things: a possible name change to the club, and making plans for a new clubhouse.^{86, 87} *The Seattle Times* reiterated that the Paramount Park Community Club district covered a vast amount of territory, from 1st Avenue NE all the way to Bothell Way, including what is now Briarcrest, and from NE 135th Street to NE 165th Street. The Ridgecrest development was by this time bursting at the seams, and many of the new Ridgecrest residents were attending the Paramount Park Community Club meetings. This is most likely what precipitated the name change.

The Ridgecrest Community Club formed in 1955, picking up the baton from the earlier Paramount Park Club. They continued with the idea of a clubhouse and a park for the kids. Alas, a permanent clubhouse was not to be, although historian Patty Hale noted that a Quonset hut near Earl's Garage on 15th NE north of 145th Street served as a clubhouse for a while.

When the Navy hospital at 150th Street and 15th Avenue NE made its debut for World War II in 1942, the bucolic nature of the area was still relatively intact. Navy people and support workers needed places to live, however, and a decent amount of construction occurred in the area to accommodate the population boom-let. Many people came to the Pacific Northwest to work in war-time industries, and some chose to stay when the war ended in 1945. A real housing crisis occurred, and the relatively wide-open spaces of Northwest King County were the perfect antidote to this condition. In May of 1946, J. L. Carroll, Albert Lapierre, and builder Lew Hykes incorporated Ridgecrest Homes, and the real estate office of Carroll, Hillman, and Hedlund began advertising more than 400 houses in Ridgecrest for GI's only.⁸⁸ A business district was created around NE 165th Street and 5th Avenue NE, and in November 1946 the "Civilian Production Administration" approved the building of a grocery store there.⁸⁹ The Tradewell grocery store closed some time ago, and the building, which has been used for various things throughout its history, is currently a site for King County Access transportation.

Other developments followed, such as Balch's Parkwood Addition, and were nearly seamless in fitting in with the initial Ridgecrest project. Along with Hykes-Bilt Homes by Lew Hykes, there were Albert Balch Homes and Lovell Homes, two of the more prolific builders in the area. Although the first homes were offered only to veterans, developers were soon able to welcome non-veteran buyers as well. By April 4, 1948, over 700 homes had been built and sold, and more were coming. This added a great strain to the four-year-old Shoreline School District, whose nearest elementary schools to Ridgecrest were Ronald, Richmond Beach, and

Lake Forest Park. The superintendent and board could not plan fast enough for what they saw would be furious growth of the student population. As noted earlier, the new Ridgecrest elementary was ready for children in September 1948, and Paramount Park in 1954. Almost overnight, the Ridgecrest area had gone from being a rural area to being a lively suburb with backyards and streets filled with the laughter of hundreds of children and their young parents. In 1949, the Crest Theater was added to the business district, making Ridgecrest one of the luckiest new suburbs around. The theater still operates today!

From the beginning, with so many families moving in next door to each other at a rapid pace, there was a unique kinship among neighbors, and a cohesive neighborhood feeling. The Ridgecrest Community Club sponsored a boys' baseball team and a float in the North City parade during Sourdough Days. In 1957, the club began using a site owned by a community member as a park at NE 167th Street and 1st Avenue NE. However, the freeway was about to consume that property and everything else in its way. The club decided it needed to buy a site, and thanks to Hugh Runyon, a local barber and club member, they found another site at 1st Avenue NE between 161st and 163rd streets for \$11,000. They made a down payment in 1959, and with some creative fundraising, paid it off the following year. Today, this land is known as Ridgecrest Park. The neighborhood has four other parks: the aforementioned Paramount Park and Paramount Park Open Space; the Paramount School Park, where the school once stood and where the Connie King Skateboard Park was built; and Northcrest Park, one of many King County's Forward Thrust parks.

Ridgecrest is also home to several religious institutions: Shoreline Full Gospel Fellowship (1950), Tabernacle Baptist Church (originally known as Ridgecrest Baptist Church, 1950), Seventh Day Adventist (1954), City Calvary Chapel (1958), and the most recent addition, Chung Tai International Buddha Jewel Monastery which resides in what was the original Bethel Lutheran church building, built in 1952. While some churches have changed hands over the years, most of the buildings still stand, several having been built at a time of great population expansion.

Ridgecrest has been an active, participatory neighborhood ever since the post-war boom. The well-established rows of comfortable mid-century houses alongside a welcoming business district keeps Ridgecrest as a favorite destination for homebuyers today.

Ridgecrest Trivia

Other interesting facts submitted by Ridgecrest historian, Patty Hale, as remembered and as gathered from residents:

- The Ridgecrest elementary school has a level below the main floor, and was built on stilts over Little's Creek. The stilts are visible from a hatch in the janitor's closet in that lower level.
- Ridgecrest had a fairly large business district from the early 1950s through the 1960s, with a Price's Hardware store, a C & H Market, a Burch's Shoe Store, a beauty salon, and a Richfield gas station.
- There was a television and radio repair shop called Better Radio and TV run by the Fallers.
- The 7-11 convenience store at NE 165th Street and 5th Avenue NE is the oldest continuously operating 7-11 in the Northwest.
- A 1962 Seattle World's Fair modular house created by the US Plywood Association, billed as the "American Home of the Immediate Future," was moved to Ridgecrest after the Fair, to the corner of NE 165th Street and 10th Avenue NE, and is still standing as of this writing.

Contributions, in part, by Ridgecrest Neighborhood members and Paramount Park neighbors, and with many thanks to Patty Hale and longtime residents Karen Gilbertson, Linda McDuffy, Janet Way and Jan Stewart, and researcher Andrew Craig Magnuson, who provided their memories and knowledge.

The Highlands

One of the oldest neighborhoods in Shoreline is The Highlands, originally created for members of the Seattle Golf Club which moved to its new location in 1908. The boundaries of the neighborhood are Puget Sound on the west and N 145th Street on the south. The Seattle Golf Club's course takes up some of the eastern



boundary of The Highlands, which steps along property lines, reaching its northernmost border at what would be approximately N 165th Street, if that street actually existed at that location.

Prior to this neighborhood being chartered, there was a residence near Puget Sound at Spring Beach along with a Great Northern Railroad station, downhill from what would become The Highlands. The research of architect and historian Marvin Anderson in *Before The Highlands: A History of Spring Beach*, reveals that Eugene Mills named Spring Beach and began developing a farm there as early as 1889.⁹⁰ The property included a main house, cottages, a large orchard, and cultivated land. Mills and wife Helen lived at Spring Beach off and on until 1905. The Mills' adult children were often in summer residence at the farm. Mills' daughter Lucia was married to George Meacham, a realtor who went on to plat and sell many other land parcels, including Meacham's Green Lake Five Acre Tracts in the Ridgcrest neighborhood. He and Mills also teamed up in other real estate ventures, and owned properties that eventually became part of The Highlands. As noted earlier in the Richmond Beach neighborhood section of this chapter, Eugene Mills, along with John Papendick, is credited with giving Richmond Beach its name.⁹¹

According to Anderson's research, Mills sold the 27-acre Spring Beach property to Frank E. Cass for \$15,000 in January of 1907. Cass then sold the property to the Seattle Country Club, which had just purchased nearly 400 acres on the bluff above Spring Beach. By March of that year, preliminary roads and the platting of the acreage were being considered, in preparation for the Olmsted Brothers to begin planning the design of the neighborhood. The Olmsted firm, based in New York, had been hired to design Seattle parks and eventually the Alaska Yukon Pacific Exposition (AYPE) grounds. Mills and Meacham sold their remaining property atop the bluff to A.S. Kerry, another early resident in The Highlands. The office for The Highlands is situated on that land.

Following is a history of The Highlands neighborhood written by The Highlands staff and director, Andy McRea, in 2019:

The Highlands neighborhood is a unique part of Shoreline, a quiet residential community tucked in the peaceful woods on the edge of the Seattle Golf Club acreage. The history of The Highlands is one intertwined with the golf club, which was first established in 1900 near Lake Union. Golf club members originally boated across Lake Union to reach the first nine-hole golf course, but in 1904 they sought better land and better access. Subsequently they moved the club to the Laurelhurst area. This was still a nine-hole course, however, with no room for expansion. A group of members set out to find something even better, and in 1907 they announced that 380 acres had been purchased north of Seattle above Puget Sound. This eventually became the new Seattle Golf Club, with about 150 acres devoted to the course and clubhouse, and the remaining acreage becoming a residential community. This community eventually became the neighborhood we now call The Highlands.

In 1903, around the time of the Seattle Golf Club's relocation, the Olmsted Brothers landscape architecture firm had been hired to design Seattle's park system. While in the process of designing what would be the 1909 Alaska Yukon Pacific Exposition (AYPE) at the University of Washington, they were also selected to design the Seattle Golf Club's park-like residential acreage west of the course. Only golf club members would be allowed to obtain a piece of property on these new developments. The Highlands charter was signed on April 24, 1908 by C. D. Stimson, A.S. Kerry, F.K. Struve, E.F. Blaine, C.J. Smith, H.W. Treat, and C.D. Stedman. Horace Henry was president of the Seattle Golf and Country Club at the time. According to his biography, he masterminded the negotiations for the sale of the old property and purchase of the new, and personally oversaw the work on the new clubhouse and course. An explanation has yet been found as to why they chose the name "The Highlands," but undoubtedly there was some discussion among the signers. As previously stated in the section about Highland Terrace, the geographical location above Puget Sound is probably reason enough for the designation.

The course itself was designed by the famous Scottish golf course designer, John Ball, who was also a local resident of the north end near the new course. The new golf course opened in 1908, and in 1909, President Taft, who was visiting the AYPE, played a round of golf at the Seattle Golf Club. Despite the many commitments of the President's schedule on "Taft Day" at the AYPE, Taft, an avid golfer, was looking forward to a game on the relatively new course. Horace Henry had been encouraged to let the President win, something he was loath to do, but as Henry later explained to a friend, "I didn't have to try to lose. He was two up and simply a better golfer."⁹²



Photo 217 ~ ca. 1925. The Seattle Golf and Country Club. The golf course was designed and completed by John Ball in 1908. Photo courtesy of Museum of History and Industry, Seattle Post-Intelligencer Collection.



Photo 218 ~ ca. 1914. The Boeing Mansion is a City of Shoreline Landmark. Courtesy of University of Washington Special Collections.

Horace and Susan Henry also wished to commemorate their daughter, who had died of peritonitis in 1904 while away at school. Having a lower lot in The Highlands on which they had never built, the Henrys traded it for one closer to the golf course, and in 1911 the Florence Henry Chapel fulfilled their desire to see her remembered.



Photo 219 ~ 1936-37. The Florence Henry Chapel is a memorial dedicated to Horace Henry's daughter. Courtesy of Washington State Archives, Puget Sound Regional Branch.

The Highlands, one of the earliest established neighborhoods in Northwest King County, became a part of the City of Shoreline in 1995. The Highlands neighborhood is a special retreat from urban life which offers wooded, spacious, contour-designed lots and winding roads, multiple park spaces, and Puget Sound beach access.⁹³

Contributions by The Highlands Neighborhood staff and director Andy McRea, 2019.

Westminster Triangle

The Westminster Triangle is an unusually contained neighborhood defined by the Shoreline city limits at 145th Street and a triangular shape formed by the angled street of Westminster Way N intersecting with Aurora Avenue N at 160th. Westminster Way was originally called Holman Road #2, an extension of the other Holman Road



(#1), that angles from Greenwood Avenue N to 15th Avenue NW at Crown Hill. Both sections of Holman Road were constructed in 1926. An advertisement in the *Seattle Times* on April 30, 1926 says, “Crown Hill to Everett – you don’t turn a corner!” which clearly alludes to both sections of Holman Road as connecting Ballard with the new Pacific Highway 99 (see Chapter 7 “Westminster Way”).⁹⁴

The Westminster Triangle would have been a desirable place to live due to its immediate proximity to the Interurban electric rail line. People considered themselves as living in the Foy neighborhood, as there was only the Foy Station at the south end of the Westminster Triangle until 1918, when another stop was deemed necessary due to the influx of soldiers returning home from WWI (see Chapter 8). The bridge crossing over the North Trunk Road received the name Pershing Bridge, as did the new station.

*Figure 220 ~
Pershing
Bridge,
looking
southwest
toward the
undeveloped
Westminster
Triangle
neighborhood.
(SHM-1412)*



The neighborhood consists of a number of small plats, beginning with W.R. Maxwell's Suburban Home Tract Addition. It was filed in 1908 and advertised as the latest best thing for sale along the Interurban line.⁹⁵ Despite this, no houses that old still exist today. No doubt there were some at one time. Currently, the City of Seattle has a water storage tank on 145th Street within this plat that serves Shoreline residents in this area. Across the street on the south side of 145th, is a Seattle reservoir. Several other original small plats exist in the Triangle: Foy Villa Tracts, Golf Club Acres - unrecorded, and John Ball's Subdivision. These last two allude to the proximity of the Seattle Golf Club over on Greenwood. John Ball was the designer of the course, completed in 1908, and owned various pieces of property in the area. The unrecorded Golf Club Acres plat opened for sale in 1919 and has the North Trunk Road, or Aurora, as its defining street. One of the neighborhood's oldest homes lies in this plat, built in 1920. Nearby, a 1917 house stands alone as a tax lot, outside of any formal plat. Several small businesses existed in the Golf Club Acres plat before Highway 99 was inaugurated. Early businesses included Charlie Berg's Penny Profit Market, also known as the Store at Your Door, the Hilltop Inn and the Hideaway.



Photo 221 ~ 1932. The Hilltop Inn and the dirt road entrance to the Skyline Auto Court on Aurora Avenue. (SHM-257-B)



Photo 222 ~ 1938. The Hilltop Inn specialized in chicken-everything and operated for several years. Courtesy of Washington State Archives Puget Sound Regional Branch.

The Westminster plat itself was submitted by Rolla Little and mortgagee Henrietta Foy in 1920 and recorded in 1924.⁹⁶ This is the plat from which the later street name “Westminster Way” was drawn. It was a small plat, bordered by 150th, 147th, Greenwood, and Evanston. Across the middle, a small boulevard running east and west was created, called “Westminster Place.” Thus the Westminster name was born. The plat map does not include Holman Road #2 though, because it was not yet constructed. In 1926, the new Holman Road #2 would split this little plat diagonally across the middle. How Rolla Little and Henrietta Foy came up with the name “Westminster” for their plat will probably never be known.

Westover Addition

10 NEW HOMES now under construction for your inspection on beautifully wooded 90x200' tracts adjoining the parks.

2 large private TENNIS COURTS and parks for exclusive use of WESTOVER residents is one of the many advantages.

1/2 The W-acre tracts in this beautiful restricted section have city water, fine roads and sell from \$925 to \$1,250 on easy terms.

20 minutes easy drive to WESTOVER from the center of the city right out Aurora or Greenwood Avenue. Drive out Greenwood to N. 155th TODAY!

WESTOVER. PHONE SU. 9000

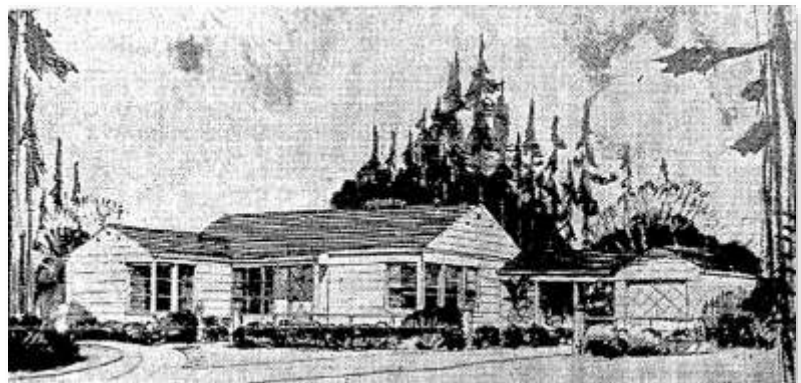


Photo 223 ~ 1937. Westover Addition advertisement – “A unique development.” The Seattle Times, July 11, 1937, pg 48.

The largest plat, and possibly the best known, is the Westover Addition, filed by William and Bertha Boeing in 1937.⁹⁷ This was one of several Boeing investments at the time, and Boeing's developer, Hugh Russell, pulled out all of the stops for the development and promotion of this unique spot. The advertisement in the *Seattle Times* on July 11, 1937 says, in part:

Dedicated to those Seattle families who have sought a country homesite with all the conveniences of the city. Westover, the city's first moderately priced, planned community development is now open for inspection...Located within the triangle bordered by Westminster Way (aka Holman Road No. 2), North 155th Street and Aurora, the district comprises thirty acres which have been divided into 45 lots for home builders. Each lot is 90x200 feet, or four times the area of the average city lot, a feature that adds to the appearance of private parks, each separated from its neighbor, yet connected by woodland paths with the two tennis courts and recreation field available to all members. 'We have dedicated Westover to thrifty families desirous of giving their growing children the best advantages,' said Russell. 'Toward this end we have built tennis courts that may be flooded in the winter for skating, and a playfield for softball and football. Westover will be 90 percent for the children.'⁹⁸

Russell built eight homes on speculation and advertised them as Westover's model homes; most of them still exist today. The addresses have changed from when they were first built, but as of this writing, the following are Westover originals on Linden Avenue N: 15004, 15038, 15316, 15403, 15412, and 15419, and 840 on N 153rd Place. The darling little Westover sales office, at the corner lot at 153rd Place and Westminster Way, burned down in 1939.



Photo 224. ~ 1937. The little sales office for Westover. Courtesy of Washington State Archives, Puget Sound Regional Branch.

When The Westover Addition plat was filed in 1937 by William E. and Bertha Boeing, the plat map read that the Westover Addition is bounded by “Holman Road #2 now known as Westminster Way and State Route 1 now known as Aurora Ave.” This is the first notice of the road’s official name change. We know that some maps continued to stubbornly show the street as “Holman Road” for a long time after it was officially changed. Other major streets were also known by several names, leading to a lot of confusion when it came to accuracy of maps. As alluded to on the Westover Addition plat paperwork, even Aurora Avenue had been called by several other names, most commonly the North Trunk Road or Highway 99, but also Woodland Park Boulevard. To add to the confusion, in the 1920s it was also known as Linden in the Richmond Highlands area, where the two roads switched places for a time.

A small dirt road had, at one time, entered the Triangle from Aurora on the north side of the Interurban’s trestle. The A.B. Lord Road, known now as 155th, also became colloquially known as Pershing Road near the Interurban. It did not cross the triangle but instead stopped on the east side of Aurora. It was blocked by the Interurban trestle crossing from one side of Aurora to the other. However, that small dirt road on the west side of the North Trunk Road and just north of the trestle became an extension known as “Lord’s Road” and continued at an angle into the Westminster Triangle (see Photo #93). Although the Pershing bridge was dismantled only a month after the Interurban shut down in February 1939, 155th Street was not extended across the tip of the Westminster Triangle until after 1946.⁹⁹



Photo 225 ~ 1995. The Westover Plaza at 15001 Aurora Ave. N. was built in 1984 in the Westover Addition. (SHM-3650)

As noted, the Westminster Triangle also includes some small businesses along the Aurora Avenue corridor, and a few on Westminster Way. A lumber yard office was built in 1941 at 148th Street and Westminster Way. On the Aurora side, small mom-and-pop style businesses sprang up here and there. At the very north end of the Triangle, the “Y” Tavern was built in 1935 and was a landmark for many years. In later days, a Dairy Queen and a C & C Paint store graced the “Y.” Now a large apartment complex stands in that spot.

The Westminster Triangle neighborhood currently has two churches. St. Dunstan’s Episcopal was built in 1960, on 145th. The church property is wooded and has some surface water, which may allude to natural springs in this area. The other church, at the north end of the Triangle, called the Church In Shoreline, was built in 1986. A third church, the Westminster Community Church-Assembly of God, was established in 1943 and once existed on Westminster Way, but is no longer open.

For recreation, Shoreline’s Interurban Trail runs the length of the Westminster Triangle, giving neighbors one continuous park-like path. The Westover Addition was designed with a field for ball sports and two tennis courts, though it is unlikely that current residents have followed the recommendation in Hugh Russell’s ad to flood the courts for ice skating.¹⁰⁰ Today, the forested Westminster Triangle has a relaxed, rural quality for walkers and bicyclists following along the Interurban trail. At the north end of the neighborhood, a beautiful bridge escorts trail walkers and bicyclists over 155th Street. Designed by artist Vicki Scuri and installed in 2007, the bridge is reminiscent of a trolley car passing over the Pershing bridge, harkening back to the neighborhood’s early transportation beginnings. A companion bridge several blocks north, crosses Aurora, and continues the Interurban theme. At the south end of the trail entrance to the neighborhood on 145th, Tony Angell’s 2023 Emissary Raven

once stood for a time, welcoming and watching over everyone who passed by. The Interurban trail is a daily visual reminder of the Westminster Triangle's historical roots in the community.

Contributions, in part, by the Westminster Neighborhood members and lead contacts Paula Anderson, Michele Moyes and John Ramsdell.

¹ Clarence Bagley, *History of King County, Washington, Volume 2*, (Chicago: S.J. Clarke Publishing Company, 1929), 782-7.

² Bureau of Land Management, General Land Office Records, Jacob Frauenthal, BLM Serial Number WAOAA 073118, Document Number 3942, Olympia, WA, Issued, April 24, 1820, <https://glorerecords.blm.gov/details/patent/default.aspx?accession=WAOAA%20%20073118&docClass=SER&sid=gx0bujr3.cog> (Note: Frauenthal's name is misspelled in the BLM records as Franenthal)

³ Barbara L. Drake Bender, *Growing Up with Lake Forest Park, Volume I* (Edmonds: Creative Communications, 1983), 216.

⁴ Plat of Lago Vista, King County, Washington, Crawford and Conover Corporation, King County Recorder's Office, County Engineer Don H. Evans, examined and approved on July 19, 1927, <https://recordsearch.kingcounty.gov/LandmarkWeb/Document/GetDocumentByBookPage/?booktype=PLAT&booknumber=030&pagenumber=045>

⁵ "Lago Vista Marks Growth Northward," *Seattle Times*, June 5, 1927.

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⁷ "Bowling Alley for Mountlake Terrace," *Seattle Times*, July 22, 1956.

⁸ "2 Die as Jet in Fair Flight Hits 7 Homes North of City," *Seattle Times*, April 21, 1962.

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- ¹⁷ Neighborhood Association Map, City of Shoreline, 2025
<https://www.shorelinewa.gov/home/showpublisheddocument/2168/635180312688300000>
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<https://gloreports.blm.gov/details/patent/default.aspx?accession=WAOAA%20%20073183&docClass=SER&sid=bzwu0na1.vww#patentDetailsTabIndex=2>
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Photo 226 ~ 1916. Picnicking at the future Richmond Beach Saltwater Park. The Ronald Methodist Church held an annual event at the beach for its members, with a tent for changing clothes. Photo from the Matt Hansen Collection courtesy of Theresa Vollan.



Photo 227 ~ 1916. Swimming in Puget Sound during a Ronald Methodist Church picnic. The Richmond Beach Sand & Gravel operation is in the background. Photo from the Matt Hansen Collection courtesy of Theresa Vollan.

Chapter 15:

Shoreline Parks and Gardens, Landmarks and Cemeteries

Parks

After Shoreline became a city in 1995, there was a transition period in which staff had to be hired, departments created, and overall policies and procedures established. Transition teams met and made comprehensive recommendations for focus areas required by a new city, ranging from accessibility to zoning. More than a hundred community members and outside professionals came together in these groups to work out all the details. A new city does not have the resources and ability to take over operations of everything, and therefore Shoreline did not immediately take over responsibilities for the parks that were within its boundaries. At last, in 1996, King County turned over the keys to the rich legacy of parks it had been establishing in the Shoreline area since 1939. It was in 1939 when Seattle Trust and Savings Bank donated approximately eight acres to the county for the very first park in what became the city of Shoreline. Following are the stories of the two earliest parks in Shoreline – Hamlin Park and Richmond Beach Saltwater Park – and then summaries of the many other parks here.

The Story of Hamlin Park, the Seattle Naval Hospital, and Other Institutions

Numerous attempts to tell the true story of Hamlin Park have been made, and we're still uncovering its mysteries. Investigators have been guilty in the past of telling only the partial story, thinking the whole kit-and-caboodle was finally revealed. Will this be the final word? Most likely not, but with the help of some determined researchers, a couple of whom are long-time neighbors of the beautifully wooded paradise, we have a better sense of how it all came to be. So, here is the latest effort to bring to light some of the secrets about the mysterious Hamlin Park.

After the Federal government surveyed northwest King County in 1859 and began to portion out the property to be sold or retained for various purposes, 640 acres – all of Section 16, Township 26, Range 4 – was held back as Washington state property. This allowed the state to keep, or trade for, property where a government facility such as a school might be needed. Eventually, as the state made trades here and there, the 640-acre section in question became more like 320 acres, and was bordered by 15th Avenue NE and 25th Avenue NE on the west and east sides, and NE 165th Street and NE 150th Street on the north and south sides,

respectively. The 1907 Anderson map shows how much of the original state allotment had been exchanged by then, in a sort of checkerboard pattern on the east side of the section, as well as showing other property owners nearby.¹

One very prominent property owner shown on the 1907 map is Howard H. Hamlin to the immediate north of the state property. Hamlin owned Section 9, Township 26, Range 4, in its entirety, acquiring it from previous owners and/or the heirs of timber magnate Joseph Williamson. Hamlin, who had two brothers also in the real estate investment business, lived in comfort on Capitol Hill in Seattle. While there have been neighborhood stories for years about “the Hamlin Homestead,” there is no proof that Hamlin ever lived in the rural woods of northwest King County. It also could not have been an actual homestead for Hamlin. That privilege would have belonged to Joseph Williamson, who acquired the property from the United States government in 1871, but paid \$1.25 an acre rather than applying for a land grant. His interest was logging, not homesteading. It’s even possible that H. H. Hamlin never even saw with his own eyes the Section 9 property, as he and his brothers had property far and wide throughout northwest King County. It is known that Hamlin worked with Ole Hanson (developer of Lake Forest Park), Crawford and Conover, and other prominent real estate developers in the area, to come up with plans for bringing development to the area.^{2,3}

An interesting side note might be that when King County acquired the “lower” Hamlin part of the park in 1949, the county, at some point, built (or moved) a small cottage there for the caretaker of the park to live in. Back then, it was King County’s practice to have caretakers for some of their larger parks (and even a few small ones) especially if there were playfields that needed to be reserved and areas requiring constant upkeep. It may be this little house that inspired the “Hamlin homestead” speculation to be repeated by neighbors living on the surrounding streets. Or, possibly, a very early house built just on the edge of what would become the park on the south side of 165th Street at 18th Avenue is the source of the Hamlin homestead stories. People living in Seattle sometimes held a place out in the country for rest and relaxation, and this may have been Hamlin’s. It is visible on early aerial photos, but documents for it have yet to be found.

As transportation to rural areas began to be more practical, thanks first to the Interurban Trolley, and then cars and graded roads, developers began to buy up and plat nearby properties. In the mid-1920s, a proposal was made to the Washington State legislature to develop a state park in northwest King County. The state park system was in its infancy, having enacted the State Park Act in 1921.⁴ Some auto license fees were to be dedicated to forming state parks, but the bulk of the money to acquire land often had to come from fundraising by community groups. There was an immense amount of interest in the burgeoning state park system during the mid-1920s. Recognizing the need to preserve timbered land and scenic places, several organizations lobbied the state to put more thought

into the state parks system, and the Washington Federation of Women's Clubs even mounted their own conservation program, purchasing land and donating it to the state for parks.⁵

The North End, which northwest King County was commonly called, had 36 (or more) community clubs, and they lobbied for a state park here. The site selected was the 320-acre parcel of state land situated on 15th Avenue NE, between 150th Street and 165th Street. That made sense, since it was already state land. However, despite an “okay” for the proposed project and enthusiastic moral support from the state parks board (forerunner of the parks department) which included Secretary of State Grant Hinkle, Land Commissioner Clark Savidge, and State Parks Superintendent Harry Young, community members were told that there just wasn't enough funding.⁶ While much ado was being made at the time over other nascent state parks such as Moran, Deception Pass, Larabee, and Dry Falls, it appears that the state was not about to commit its own 320 acres on 15th Avenue NE for public use as a state park without some compensation. Roland Hartley, Washington's governor from 1925 to 1933, declared that the state was not in the tourist business, and slashed funding for state parks in 1929, threatening to shut the state parks board down completely.⁷ At that point, the whole matter was dropped, as far as the state was concerned. But the desire for a park in that area simply wouldn't die, and as time went on, neighbors continued to yearn for the park that they felt had been promised.

Meanwhile, in January of 1926, Howard Hamlin passed away, not having lived long enough to see if the state would really create the park that so many wanted.^{8,9} His investment properties had been many, and his philanthropic deeds were well known around Seattle. Although the details surrounding the transfer of his property remain clouded in the annals of history (his son Harris Howard Hamlin was the executor of the estate), we know that on December 29, 1939, thirteen years after Howard Hamlin's death, Seattle Trust and Savings Bank donated eight acres of Section 9 to King County for the original Hamlin Park. A newspaper article tells us that:

The Seattle Trust and Savings Bank and two of its officers were thanked today by County Commissioner Tom E. Smith for donation of land for Hamlin Public Park, construction of which with W.P.A. funds were approved last week by President Roosevelt...Smith wrote that the bank's deeding to the county of eight acres at East 168th and 16th Avenue NE 'sets an example.' The W.P.A. will spend \$26,434 for improvements to the site and King county \$15,322. The park will include a community center building, 52 feet by 100 feet, tennis courts, a baseball diamond and handball courts. Work will begin next month...¹⁰

Although the article does not say that the land was donated on behalf of the Hamlin family, that is clearly the case as the name of the park was preordained, and the new park property sat in the middle of what was a Hamlin development in Section 9. The family was active in carrying out the plans of the late Mr. Hamlin in subdividing the rest of that section.

But wait, this only accounts for eight acres and today's Hamlin Park is a lot bigger than that! Obviously, there's more to the story. To the south of the new eight-acre Hamlin Park still lay the unused State land, but not for long. World War II had commenced, and the Federal government took over the use of about 170 acres of the state's property for the new Seattle Naval Hospital, the building of which began in January of 1942. The Navy quickly installed many improvements and attractions on the property: 24 buildings, ball fields, a chapel, officers' residences, and in front of the administration building facing 150th Street NE where the original, grand entrance to the hospital stood, giant guns that had been used on the USS Boston during the Spanish American War.^{11, 12}

When WWII ended, the Navy Hospital was decommissioned and turned over to King County for use as a tuberculosis sanatorium. Patients from the old Firland Hospital on Fremont and 190th were bussed over to the Navy hospital on Thanksgiving Day of 1947.^{13, 14} Three months later, north end neighbors got together and decided to petition the state for the use of 60 acres in the northern part of the property. If their request was granted, it would become an extension of the eight-acre Hamlin Park. They didn't care if the park was state-run or county-run – they felt that this was an opportunity that would pass them by if they didn't seize it.¹⁵

Over a year later in April 1949, the state finally acceded to the wishes of the neighborhood and granted use of the acreage requested. Newspaper reports say that it was finally 80 acres that the state allowed the use of. A ceremony dedicating a much larger Hamlin Park was held on May 8, 1949.¹⁶ The new park came with rudimentary playfields (possibly built earlier by the Navy), but it is unknown when the caretaker's cottage was built, or when the caretaker, Kenneth Nigg, moved into it. The two big guns from the USS Boston were moved to the park from the front of the Navy Hospital Administration building somewhere between 1967–69. The moving of the guns couldn't have been done without the knowledge of the caretaker, but no records have so far been found about their installation in the park. The county operated the park until 1996, just after Shoreline became a city in 1995. Don Sherwood, historian of Seattle Parks fame, made a map of the park, in part because the city of Seattle had requested to put a reservoir in the middle of the original Hamlin Park property (the request was ultimately denied). Sherwood's drawing shows both park pieces, including the amenities of the early park.¹⁷

Third generation resident and area researcher Dale Lyman confirmed the existence of a caretaker's cottage as well as horseback riding through the early park. Both his grandmother

and mother rode the numerous trails found throughout the property. So far, though, it's still a mystery as to exactly when the little cottage was demolished. A 1946 aerial photo shows the park (see page 146) as a diamond in the rough that today has become a jewel in the crown of Shoreline's park system.



Photo 228 ~ ca. 1970. The Hamlin Park caretaker's cottage was the residence of park caretaker Kenneth Nigg for many years. Courtesy of King County Archives.

There's always more to the story though, and the history of what remained of the state property and former Navy hospital has its own twists and turns.

As noted, the first authorized use of the state's property was the Navy hospital, which was terminated at the end of WWII. The complex had numerous buildings, quarters for staff, and officer housing, as well as a small sewage treatment facility. After that, many different uses for the buildings and non-park property were found. King County had taken over the operation of Firland TB Sanatorium at its old location on Fremont Avenue N, and in 1947 moved all of the patients to the south portion of the surplus Navy hospital. Soon after, the Fircrest state institution was opened in 1952 on the north edge of the new Firland Sanatorium. The entrance to Fircrest was on 15th Avenue NE at the intersection of 155th Street. When the Navy operations were still on the grounds, this had been known as the "north entrance" near where the Naval Hospital nurses' quarters building was. That spectacular building, very noticeable from 15th Avenue, was often assumed by passersby to have been the "main" building on the Navy campus. The reason for this assumption was probably because the equally magnificent administration building with its main gate and grand entrance was visible only from 150th, a street not nearly as well-traveled as 15th Avenue. That entrance was still being used as the Firland Sanatorium entrance, but most neighbors did not know about it.

At the same time, the Shoreline school district was in desperate need of more schools. The exploding population of the post-war era was quickly outstripping the capacity of the school system. To complicate matters, the city of Seattle was annexing unincorporated King

County territory, and schools that had been in the Shoreline system were being turned over to the Seattle school district. The Shoreline district was able to reach an agreement in 1952 with the state and the county to utilize surplus hospital wards on the north end of the state property and on the edge of Hamlin Park at what would be NE 158th and 20th NE (the address is listed by the county as 2003 NE 160th). The park's driveway at 160th was used to bus children to the remodeled buildings designated as the new Hamlin Park Elementary. Also, in 1953, Shoreline moved its central offices from the Nellie Goodhue building at 90th and Meridian to the Hamlin Park school complex because of the impending Seattle annexation of North End territory. Hamlin Park elementary school was in operation until 1965, but the district offices operated there until 1981, when it was determined that it would be too costly to continue updating the old hospital buildings.¹⁸

Meanwhile, the three once-beautiful officers' housing units had fallen into disuse. Thanks to Erling Ask's tenacious research, we learned that in 1980 two of the homes – the Captain's house and the Commander's house – were sold, and transported by Kunkel Moving to Bainbridge Island, where they were both installed on Bucklin Hill Road and restored. Erling says: "I was amazed that John Kunkel had this in his memory. The current address for the Captain's house is: 8213 NE Bucklin Hill RD, Bainbridge Island (and) the current address for the Commander's house is: 8195 NE Bucklin Hill RD, Bainbridge Island. My speculation about the Admiral's house is that it was surrounded by big trees or it was impossible to move."¹⁹

Many thanks to researchers Erling Ask and Dale Lyman for their great assistance in putting this together, and to Patty Hale and George Shellhorn for their contributions.

Richmond Beach Saltwater Park

The Richmond Beach Saltwater Park is the second park developed by King County in what is now the City of Shoreline. It began as a tract of land originally acquired from the U.S. government in 1872 by A. H. Fletcher. As noted by historian Tracy Tallman in a Richmond Beach Community News article about the park, Fletcher was historically enigmatic, and not much can be said about him except that at some point after 1884, perhaps in 1888, the property was purchased by the Seattle & Montana Railroad under whose auspices the original rail line was built, with a twenty acre portion of Fletcher's property having likewise been acquired by C.B. Klaus, whose origins are also unknown.^{20, 21}

Sand and gravel quarries were essential to the building of railroads, and no doubt the railroad company had this in mind when it obtained the property. A few years after the rail line was completed in 1891, the railroad leased the property to the Richmond Beach Sand and Gravel company, a Seattle-based firm started by Henry Rustad, Louis Jorgensen, and Wesley Compton in 1903.^{22, 23} Brothers Wesley, Jasper, and Samuel Compton were in real estate

together and at some point Wesley Compton and George Virtue became partners in the Richmond Realty Company and developed plats in Richmond Beach.²⁴ Eventually the Compton brothers took over the sand and gravel company with Samuel as president, and it became colloquially known as the Compton Sand and Gravel Company even though that was never the official name. While none of the brothers are known to have ever truly lived in Richmond Beach, according to oral histories they maintained a cabin above the sand pit in what is now Innis Arden.²⁵

The sand and gravel was sluiced from the hillside using fire hoses, and the resulting product was washed and sorted and shipped all around Puget Sound. The sluicing created a large "bowl" and could only cut away the bluff just so far before reaching the property line. The Richmond Beach Sand and Gravel Company was still listed in 1919, with Wesley Compton as the secretary-treasurer, but by local accounts, the business had not been actively mining in Richmond Beach since about 1915 or 1916. Wesley Compton passed away in October 1919, and Samuel had done so two years earlier.^{26,27} A short-lived brick manufacturing plant sprang up near the sand and gravel operation during its heyday; more information can be seen in Chapter 10 in "Ship Burning" on page 159. The sand and gravel pit continued to be used sporadically by the railroad, as it remained their property, but sand and gravel business activity had ceased.

Meanwhile, the sandy shore and wide-open sand pit became an attractive spot for picnicking, camping, and playing, and the property became an unofficial public beach. A number of photographs exist of happy groups enjoying this natural playground. Only a few years later, around 1925 or possibly somewhat earlier, the company of Nieder and Marcus Inc. set up a ship salvaging operation at the site where large boats were burned to the waterline and then hauled ashore to recover as much metal as possible (see "Employment" chapter for more information). Today, pieces left over from this operation can still be found on the beach. People gathered for these spectacular fires, and the beach continued to be used by the public.

An agreement was reached in the early 1950s between the Richmond Beach Community Club and the Great Northern Railroad to lease the property so that the use of the beach could become more official.²⁸ King County was finally convinced by the public to acquire the property and Great Northern agreed, if the county would build a pedestrian bridge to get people from one side of the tracks to the other. In 1959, the county bought the forty acres for \$67,000, and in March of 1960 completed a bridge over the tracks, though years went by without much in the way of other noticeable improvements.^{29, 30, 31} The road into the park was constructed some time in 1963-64. Other improvements were announced at that time, but came to fruition later, and the caretaker's house was finished in 1970.^{32, 33, 34}

When the city of Shoreline took over the parks within its boundaries in 1997, King County had just finished a major county-wide parks improvement project that included

Richmond Beach. As Tracy Tallman relates in her article, three years after the city came into existence, in 1998 a "ten-foot high bronze statue...entitled 'Welcoming Figure' was created ... by artists Steve Brown, Joe Gobin and Andy Wilbur designed in the Coast Salish style to honor the first people of Puget Sound. The Tribal Advisory Board noted at the time that 'for thousands of years the beach was a campsite for local people who traveled in dugout canoes to harvest clams and shellfish.'"³⁵ Since then, the city has made numerous improvements to the park, greatly benefiting residents and out-of-town visitors alike.

Ronald Bog Park

Ronald Bog Park began life as a peat bog. The peat bog was formed over thousands of years due to the actions of glaciation and runoff; there was a peat deposit over 40 feet deep throughout the approximately 25 acre parcel - but wetlands extended well beyond that, continuing much further north to the edge of the watershed near what is today 190th, and south to what is known today as the Twin Ponds area, where another peat deposit formed.

The peat bog had its own ecosystem, which included wild cranberries growing in abundance. The bog became a stopover camp site for Native Americans traveling between Lake Washington and Puget Sound, and the berries were harvested by the Duwamish and other local groups. Later, non-native settlers also discovered the wild crop.

Timeline

- 1859 US government survey team lays out the section lines; the bog and wetlands are catalogued in the survey notes.
- 1900 Keystone Development Company (Philo D. Hamlin's enterprise) owns the property, along with Philo's brothers Howard and William Hamlin, but the bog remains untamed, and pioneer children were encouraged to go there and pick the cranberries. Charles Taylor writes of his childhood experiences at the bog, 1902:

We would get a party together in the fall of the year, take a picnic lunch and head for the bog. It was a very rough trail, over logs and winding through the forest. The bog was soft, bouncy moss. The wild cranberries were small but plentiful. My brothers and myself would pick approximately one half of a fifty-pound flour sack full. There was always bear and deer around the bog as well as blue grouse and smaller ruffed grouse. (from *Shoreline Memories*, vol. 1)

Blueberries, which also thrive in boggy land, were planted to the west of today's current bog pond - the Harold Sill family blueberry farm. Meridian was not a through street and did not go past the bog.

- 1915 A 1000' wooden trestle is built over a portion of the bog to facilitate east-west travel on what would become 175th Street. The road across the north edge of the bog is named "Wells Road" after Charles L. Wells, and extends far beyond the bog area.
- 1923 The Rigg report identifies the area as "a sphagnum bog with numerous western white pines trees as much as 40 feet tall and some small cedars. It had a natural swampy brushy marginal ditch around it and a sedge swamp bordered it on the east." (from Rigg, update, 1958)
- 1925 Ruth School for Girls is given 10 acres of the bog property, a donation from Philo D. Hamlin (Keystone Development), which the school held until about 1935. Their intent was to build a new building to house up to 100 girls.
- 1926 P.D. Hamlin passes on; the new Ruth School for Girls is not yet built.
- 1930 "Peat Profiles in the Puget Sound Basin of Washington" is published, Washington Academy of Science Journal.
- 1931 The wooden trestle is removed.
- 1935 Ruth School for Girls moves from the University district to a colonial structure near Lake Burien. Plans to build on the bog property are called off.
- 1935ca Paul Weller acquires the property and begins mining in 1936 - his operation is noted in "Shoreline Memories." A 1936 aerial photo in King County's iMap system shows the earliest beginnings of mining in the bog.
- 1949 George Webster acquires the north end of the bog, establishes the Plant Food Company, and continues the mining of the northern half of the bog, while another operation, Fuller Soils, mines the southern portion.
- 1949 The Seattle Times features George Webster and the Plant food Company in an article on July 24, 1949, which is the first time the bog is called "Ronald Bog."
- 1958 The updated Rigg survey by the Washington State Division of Mines and Geology called "Peat Resources of Washington" re-identifies the resource, shows the profile, and describes the mining operations. "The bog north (sic) of 175th is covered with a dense growth of Labrador tea and other bog shrubs."
- 1959 Shoreline School District builds Cordell Hull Junior High on the western side of the peat bog, where there had been the Sill family blueberry farm. "This posed a problem because that whole intersection had been a productive peat bog. Locating the building as far to the west as possible and mounting it on pilings driven deep into the earth until solid footings were obtained successfully solved the problem." (Shore to Shore and Line to Line, A History of the Shoreline School District, pg 205)
- 1964 The peat mining is discontinued, and Darwin Bean acquires much of the bog property for his business, Marshall Tippey Landscaping. He begins filling the north and east shores of the pond with the intention of building a small tract of homes there.

- 1965 Citizens of the newly formed Meridian Park Community Club submit a “Ronald Bog Park Proposal” to King County. This is the second time the bog has been called “Ronald Bog,” but it has never been discovered why, or how, they decided to use Judge James T. Ronald’s name for a piece of property he never owned. About a half-mile west of the bog was the Interurban stop at 175th and Midvale, originally on Judge Ronald’s property. It was named “Ronald” and thus the surrounding neighborhood became known as “Ronald Neighborhood.” This may be where the name for the bog originated. The proposal was initially turned down because it did not meet the minimum acreage requirements for a park, but another citizen’s group – Community Development Council “CODE” Shoreline – takes up the cause.
- 1970 - Headway is made by CODE Shoreline; Tora Baker writes an article telling of their progress toward a park at the bog.
- 1974 - The Bog officially becomes a King County Park named “Ronald Bog Park.”

Other Shoreline Parks

Along with the three above chronicled parks, there are 38 other Shoreline Parks at the time of this writing. Some of the parks were established by King County during its governance of the area, and a large initiative called Forward Thrust, which was operational mostly during the 1970s, aided in the creation of quite a few parks. Today, the city of Shoreline continues to regularly add more parks for its citizenry wherever and whenever possible. Following is a list of currently known parks:

1. Ballinger Open Space - 2350 NE 200th St
2. Boeing Creek Open Space - 601 NW 175th St
3. Boeing Creek Park - 17229 3rd Ave NW
4. Brugger’s Bog Park - 19553 25th Ave NE: While the area does have a peat deposit, the name is still somewhat of a mystery. It may be named for the Old English word *brycg*, meaning bridge, which was sometimes also applied as an occupational name to a bridge-keeper. "Brugger" is also found in German and Dutch languages.³⁶
5. Cromwell Park (Park) - 18030 Meridian Ave N.: Named for the Cromwell Park elementary school that had once occupied the property, Cromwell Park (Park) borders a development by the same name. The plat was filed in 1953 by Ellsworth Sherman Lovell and Hazel Lovell of Lovell Homes, Inc. The school opened in 1955 and borrowed its name from the development. Today, the Shoreline branch of the King County District Court stands in the northwest corner of the park. It is believed that the Lovells used the name Cromwell in honor of an acquaintance by the same name..

6. Darnell Park - 1125 N 165th St: Named for WWII Navy veteran, Richard E. Darnell, who perished in a private plane crash in Arlington on October 8, 1979. He is buried at Holyrood.³⁷
7. Echo Lake Park - 19901 Ashworth Ave N.: The park was dedicated in a 1977 ceremony led by King County councilmember Tracy Owen.
8. Edwin Pratt Memorial Park - 1341 N 185th St: New at the time of this writing, not yet developed – named for Edwin T. Pratt, community member and local civil rights leader.
9. Gloria’s Path - Fremont Pl. N to N 163rd St: New at the time of this writing, not yet developed – named for Gloria Bryce, long-time community member.
10. Hamlin Park - 16006 15th Ave NE: See Hamlin Park history in this chapter. Note: there is also a Hamlin Crossing trail, and a Hamlin Park trail. At one time, a Briarcrest Park was to be carved from this area, but as of yet has not been designated.
11. Hillwood Park - 19001 3rd Ave NW: Established in 1962, Hillwood Park is likely the third park to be officially created in Shoreline by King County. This is the only other park besides Hamlin and Richmond Beach Saltwater parks to house and employ an on-site caretaker during the time that King County operated the park.
12. Innis Arden Reserve Park- 17701 15th Ave NW
13. Interurban Trail - Adjacent to Aurora Avenue between N 145th and 205th St.: The trail was originally the track bed for the Interurban trolley.
14. James Keough Park - 2350 N 167th St: Named for community member and activist James Keough, it was proposed by King County Councilmember Tracy Owen and approved by the council on May 1, 1978.³⁸
15. Kayu Kayu Ac Park - 19911 Richmond Beach Drive NW: Proposed by Duwamish tribal elder Edie Loyer Nelson, the park's name is the Lushootseed phrase "place where Kinnikinnick grows." It is also the first park named by the city.³⁹
16. Kruckeberg Botanic Garden - 20312 15th Ave NW: See history under "Gardens" in this chapter.
17. Meridian Park (Park) - 16765 Wallingford Ave N: Named for the Meridian Park school which was named for the Meridian Park development, this park also begs the double “Park” park anomaly. See Paramount Park and Cromwell Park for similar irregularity.
18. North City Park - 19201 10th Ave NE
19. Northcrest Park - 827 NE 170th St
20. Paramount Open Space - 946 NE 147th St
21. Paramount (Park) School Park - 15300 8th Ave NE: Confusion has reigned wherever the school district designated a school to be name for a plat with the word “park” in it, such as the vast Paramount Park development. These developments were identifying features of the neighborhoods and it made sense to name schools for them. But then, when parks

- were formed around the schools, as many were during the Forward Thrust movement, those spaces became double-named, such as the case for this park. Somehow it was forgotten that the school's name was "Paramount Park," rather than just "Paramount."
22. Park at Town Center - East side of Aurora Avenue N at N 178th St.
 23. Richmond Beach Community Park - 2201 NW 197th St: This was once the site of the Richmond Beach school.
 24. Richmond Beach Saltwater Park - 2021 NW 190th St: See Richmond Beach Saltwater Park history in this chapter on page 304.
 25. Seasonal Off-Leash Dog Area at Richmond Beach Saltwater Park:, open November 1st to March 15th
 26. Richmond Highlands Park - 16554 Fremont Ave N: The Ronald School lunchroom/auditorium building was moved here in 1950. A local donor, Anna Wright, contributed funds to purchase the property, and the playfield was originally named for her.
 27. Ridgecrest Park - 108 NE 161st St: In 1957, the Ridgecrest Community Club had originally chosen a park site located at NE 167th Street and 1st Ave. NE. Unfortunately, the new freeway was about to be constructed over that property. Thanks to club member Hugh Runyon, the club was able to purchase a different location at 1st Ave NE between 161st and 163rd Streets for \$11,000. This is the only park that was a direct acquisition by neighborhood residents.
 28. Richmond Reserve - 19101 22nd Ave NW
 29. Ronald Bog Park - 2301 N 175th St: See Ronald Bog Park history in this chapter .^{40, 41}
 30. Rotary Park - NE 185th & 10th Ave NE: Established by the Shoreline Rotary Club.
 31. Shoreline Civic Center - 17500 Midvale Ave N: Adjacent to Shoreline City Hall.
 32. Shoreline Park - 19030 1st Ave NE: This park is next to the Shoreline high school building and contains the Shoreline pool, built as a Forward Thrust project in 1978.
 33. Shoreview Park - 700 NW Innis Arden Way: This was going to be the site of Shoreview high school for the Shoreline School District, but levy failures in the early 1970s closed down the project.
 34. Shoreview Off-Leash Dog Park - 320 NW Innis Arden Way
 35. South Woods Park - 2210 NE 150th St: A new park since the city's inception, Briarcrest neighbors and others lobbied to have this forested piece of property become a city park.
 36. Strandberg Preserve Open Space - 19101 17th Ave: The park is named for the family who once owned the property, and is a natural space with unpaved trails and wildlife. It is owned by the city of Shoreline and is stewarded by the Cascade Land Conservancy.
 37. Sunset School Park - 17800 10th Ave NW: A community garden project exists at Sunset.
 38. Twin Ponds Park - 15401 1st Ave NE: Like Ronald Bog, the Twin Ponds location in the Thornton Creek Watershed was a peat mining operation, as well as the site of a former plant nursery. There is also a community garden program at Twin Ponds.

39. Westminster Park - 709 N 150th St: This is located near the middle of the neighborhood. New at the time of this writing, not yet developed.
40. Westminster Triangle Park - Westminster Way N at N 149th St: This park is also new at the time of writing and is at the west edge of the neighborhood.
41. 195th Street Trail - Meridian & First Ave: New at the time of this writing, not yet developed. Note: besides the seasonal Richmond Beach off-leash area for dogs, there are two other off-leash areas: Ridgecrest Off-leash Area at 108 NE 161st Street and Shoreview Off-leash Area at 700 NW Innis Arden Way. The Spartan Recreation Center located at the Shoreline School District complex is operated by the city jointly with the school district.

Gardens

The Elisabeth Carey Miller Botanical Garden

The Elisabeth Carey Miller Botanical Garden is the former residence of Pendleton and Elisabeth Carey Miller. In 1948, the Millers purchased five acres of land in The Highlands with expansive views over Puget Sound and the Olympic Peninsula. Local architect Daniel E. Lamont designed their home with an exterior of natural materials, including hand split, clear red cedar siding complemented by sandstone walls. The gracious ranch style design provides a subtle backdrop to the surrounding garden.

Travels by the Millers to Japan and China influenced the initial plant selection and design of the garden, combined with an appreciation for the native Western North American flora. Older trees and shrubs show careful pruning, and the canopy of native conifers rises above the garden floor casting shade for a tapestry of woodland plants. Early development of the garden included the acquisition and placing of native stone as well as numerous weathered logs and stumps. Over the course of years, tons of stone and logs were added. The artful arrangement of these elements provides a unique Northwest feel to the garden, and the outcroppings of stone provide locations for a wealth of alpine plants.

Mrs. Miller's expertise in arranging plants based on their texture, form and color may have come from both her background as an art major and her own natural talent. Many of her early compositions form the backbone of the garden today. The garden is divided into several distinct sections, such as the gully garden, the sunny bank and the upper woodland, to name a few.

As a self-taught gardener, Elisabeth Miller found rare and unusual plants challenging and rewarding to grow, and she successfully cultivated many garden treasures, several for the first time in North America. Over her lifetime, she amassed a horticulturally significant collection with 4,000 species, rivaling other, larger botanical gardens. She was a member of over 25 horticultural organizations, received numerous national and international awards, and was regarded as one of the most respected horticulturalists of the world.

Mrs. Miller was not only known for her gardening skills, but also for her community involvement, having served as a driving force for the creation of the Center for Urban Horticulture and the Elisabeth C. Miller Library at the University of Washington Botanical Gardens as well as the Seattle Chinese Garden. The Elisabeth C. Miller Library represents one of the best horticultural book collections available to the gardening public. She was a founder of the Northwest Horticultural Society and an active member of the Garden Club of America and served on numerous boards and as a facilitator of several civic projects. Her generous contributions of time and financial support to public horticulture and the community at large are part of her legacy, which continues not only through the Miller Botanical Garden but also through the Pendleton and Elisabeth Carey Miller Charitable Foundation.

Upon Elisabeth Miller's passing in 1994, the property became a botanical garden to serve as a resource for the horticultural community, as directed in her will. Continuing in her vision, the garden collections focus on new, rare and unusual plants as well as evaluating plants best suited for the climate of the maritime Pacific Northwest. The garden can be contacted through a website, www.millergarden.org, for information and tours.⁴²

Contributed by the staff of the Elisabeth Carey Miller Botanic Garden and Director Richie Steffen, 2019.

Kruckeberg Botanic Garden

Research by Tracy Tallman, historian for the Richmond Beach Community News, provides background on the legacy of the property that became the Kruckeberg Botanic Garden:

The (Krukkeberg) property has a rich history and was a last holdout to the five acre lots originally owned by Mikel Lund, the only true homesteader in Richmond Beach. The 1900 and 1905 King County Assessor's records show the property owned by John P. Johnson and his wife Amilia. The home still on the property was built in 1904 and remodeled in 1938, likely by John P. Johnson whose wife was a relative of Ken Bergquist of Richmond Beach.

By 1910 Bertha M. Thomas, wife of Noah Thomas who worked in a Woodinville shingle mill in 1900, was paying the taxes and farming the property.

The earliest available Kroll plat map shows the property owned by Eloise B. Virtue, daughter of an early developer in the area, George A. Virtue...Eloise owned the land from about 1925 and after she became Mrs. Eloise V. DeVoe. She possibly lost the property in 1937 when it appears to have been taken over by the bank. In 1941, Home Owners Loan Corporation

is the owner and the land is valued at \$580, improvements \$500. Total taxes were \$33.59 paid by Robert Dooley after his purchase on November 15th, 1941. The tax card shows Neal E. Supplee purchased it on June 12, 1947 and sold to Arthur R. Kruckeberg on November 24, 1958 for \$18,000.⁴³

Thus the Kruckeberg Botanic Garden had its beginnings in 1958 when Art and Mareen Kruckeberg moved to the semi-rural farmhouse in Shoreline. Horticulturist Deborah Horn and former Garden director Joe Abken tell the story of how it came about:

Mareen discovered the estate for sale in Richmond Beach, about two miles uphill from Puget Sound. In love with the potential of the land for a garden, legend has it that she agreed to buy the property without even looking at the house itself. Mareen and Art's purchase was about one acre in area, with a two-story house and a separate two-car garage. The house had been built in about 1904 and remodeled in 1938.

The first settlers had arrived in Richmond Beach only about 70 years before, and in the late 1950s the property on 15th Avenue NW was still more rural than suburban, with much nearby pastureland and even a log cabin to the east. Douglas fir trees dominated much of the landscape. It was a place where Art and Mareen could realize a shared, passionate ambition to create a garden in which the native landscape could be brought back to life, complemented with rare and unusual woody and herbaceous plants from other lands.

Dr. Arthur R. Kruckeberg was a professor of Botany at the University of Washington and his wife Mareen S. Kruckeberg was a self-taught botanist who founded the onsite MsK Nursery. Both Art and Mareen Kruckeberg were active with local horticultural societies and helped form several that are still active today, such as the Washington Native Plant Society, the Hardy Fern Foundation, the Northwest Chapter of the North American Rock Garden Society, and the Northwest Horticultural Society. They collaborated on the creation of *Gardening with Native Plants of the Pacific Northwest*, named one of the top 50 gardening books of all time by the American Horticultural Society.

Mareen's interest in plants led to the construction of her first greenhouse, completed in 1970. By then she was known in horticultural circles as an expert in growing and caring for plants, both native and exotic. When Mareen realized that the occasional sale of plants to friends and neighbors was "extra-legal," MsK Rare Plant Nursery was born and certified with a business license for which she paid the grand sum of \$1.00. A second greenhouse was added in January 1976, and the Nursery continued to grow and thrive.

Meanwhile, both Art and Mareen had been busy introducing a wide variety of trees, shrubs and herbs to the property, which had been expanded by several acres. Mareen's father,

Arthur Schultz, had purchased three acres adjacent to the Kruckebergs to the east, and this was eventually added to the Kruckeberg's original acre. While some plants had come with the family in 1958, including a four-foot giant sequoia tree, the growth of the garden depended mostly on cuttings and seed from their own established plants, and seed from various botanic gardens and seed exchanges. The resulting landscape is a mix of native species with choice specimens from other lands, mostly China and Japan. The fruit of the Kruckebergs' labor is a park-like botanic garden that has gained regional significance.

In 1998, friends and neighbors formed the Kruckeberg Botanic Garden Foundation (KBGF), a nonprofit organization dedicated to preserving the Garden and providing assistance with maintenance and events.

On October 14, 2003, Art Kruckeberg signed a Grant Deed of Conservation Easement that protects the property in perpetuity from development. The citizens of Shoreline approved a Parks, Open Space and Trails bond in 2006, which enabled the city of Shoreline to purchase the Garden from Art Kruckeberg in January 2008. The KBGF and the City formed a partnership, charging the Foundation with running the Garden and the on-site MsK Nursery.

Mareen passed away on January 1, 2003 at the age of 78, and Dr. Kruckeberg passed away on May 25, 2016 at the age of 96.⁴⁴

Contributed, in part, by the Kruckeberg Botanic Garden staff, former director Joe Abken, and horticulturist Deborah Horn, 2019.

Landmarks

Along with its parks and gardens, Shoreline also has a legacy of official landmarks that are touchstones for the built heritage of the area. King County's Landmark Ordinance allows citizens to preserve history through designating buildings, parks, farms, cemeteries, bridges, archaeological sites, and occasionally historical transportation as landmarks. When Shoreline became a city, it inherited two King County Landmarks already in place – the 1922 Crawford Store in Richmond Beach at 2411 NW 195th Place, designated as a landmark in 1985, and the 1914 William E. Boeing House in The Highlands which was designated in 1994.⁴⁵

Shortly after Shoreline became a city, it continued the tradition of encouraging the official designation of landmarks by creating an inter-local agreement with King County, which gives Shoreline (and other cities in the county) the ability to use both the county's Landmarks Commission and the county's ordinance as its own.^{46, 47}

Since then, three more important structures have received landmark status. The Ronald Grade School at 749 N 175th Street was designated as a landmark in 2008. The school was built in two parts: the first half in 1912, with the other half being constructed in 1926. In

2010, the Richmond Masonic Center at 753 N 185th Street was awarded landmark status. The iconic building was constructed over a period of two years, 1921 to 1922. The fifth landmark in Shoreline was designated in 2021. The non-denominational Naval Hospital Chapel at 1902 NE 150th Street was built by the Navy in 1942 on the Seattle Naval Hospital campus, which was established on state-owned land. The campus now houses several government functions, both state and county, and is also the home of Fircrest Residential Habilitation Center, a Washington state facility for people with disabilities.⁴⁸

All of these City of Shoreline landmarks preserve an important and interesting part of the community's heritage, and provide context for where we've come from, and are part of the roadmap for our future.

Cemeteries

Cloantha Copass in the “Overview of Shoreline History” points out that cemeteries for late 19th century urban populations across the United States were nearly always sited in rural, undeveloped areas, but were often accessible by trolley lines.⁴⁹ That is the case for at least two of the early cemeteries north of the old Seattle city limits at 85th Street. The first cemetery, now known as Evergreen–Washelli, was established as the Oak Lake Cemetery by the Denny family in 1885, well before the Interurban line's installation through that area. However, when the Interurban came through the Oak Lake area around 1904 or 1905, it ran parallel to the west side of that cemetery, making a trip to that cemetery very convenient for trolley riders. According to Copass, the Interurban owned a funeral car that was put into service just for such occasions.

The second cemetery established in the area was Herzl Ner Tamid Cemetery at Dayton and 167th, founded around 1909 by Joe Cohn, a charter member of the congregation by the same name, according to grandson John Cohn.⁵⁰ Even though it was less than half a mile as the crow flies from the nearest Interurban station to the cemetery, there was not a direct route by road, making the journey less hospitable for those on foot from the Interurban station. Very likely people would have been met at the Interurban by carriages or early motor vehicles to ferry them to the cemetery for funeral services. Two decades later, in 1935, the Seattle Sephardic Brotherhood Cemetery was established right next to the Interurban line at 167th, one block west of Aurora. This cemetery would have been very convenient for Interurban riders, though the line closed in February 1939.⁵¹

Two other cemeteries also came to the far reaches of Shoreline: Acacia Memorial Park on the far eastern edge of Shoreline on Bothell Way, was initially established as a Masonic cemetery in 1926; and Holyrood, a Catholic cemetery, opened on the northern edge of Shoreline in 1954 on Ballinger Way.^{52, 53}

For a city the size of Shoreline, this may seem like a large number of cemeteries, but as earlier noted, the rural nature of the area, even up through the 1950s, made the area suitable for these contemplative endeavors. Thus, the city remains abundant with many cemetery choices today.

¹ Oliver P. Anderson & Co., *Anderson Map Co's King County Atlas* (Seattle, Anderson Map Co., 1907), Seattle Public Library, Seattle Room 9.

² Oliver P. Anderson & Co., Township Plats of King County, Washington Territory, Township 26N, Range 4N, (Seattle, Anderson Map Co., 1889), Seattle Public Library, Seattle Room, 16.

³ "Miller to Open 70 Acre Tract," *Seattle Times*, December 1, 1940.

⁴ "Park Act 1921," *Seattle Times*, January 13, 1929.

⁵ "Federation to Urge State Park," *Seattle Times*, February 7, 1926.

⁶ "North End's Park Plan Given OK," *Seattle Times*, December 6, 1927.

⁷ "State Park Committee in Hard Fight," *Seattle Times*, January 28, 1929.

⁸ "Hamlin," *Seattle Times*, January 13, 1926.

⁹ "Howard H. Hamlin Dies Here," *Seattle Times*, January 14, 1926.

¹⁰ "Bank Is Thanked for Hamlin Park Site," *Seattle Times*, December 29, 1939.

¹¹ "New Navy Hospital Going Up Here," *Seattle Times*, March 21, 1942.

¹² 1942 Map of Navy Hospital Facility, Shoreline Historical Museum archives.

¹³ "Navy Hospital Turned Over to Count for TB Patients," *Seattle Times*, November 3, 1947.

¹⁴ Georgia Franklin, interview by Victoria Stiles, Firland File, Shoreline Historical Museum Archives, 2001.

¹⁵ "Clubs Ask State Tract For Park," *Seattle Times*, February 11, 1948.

¹⁶ "Hamlin Park to be Dedicated this Afternoon," *Seattle Times*, May 8, 1949.

¹⁷ Hamlin Park Plan, Don Sherwood Collection, Seattle Municipal Archives.

¹⁸ Shoreline Public Schools, *Shore to Shore and Line to Line: A History of the Shoreline School District, 1944-2004* (Shoreline: Shoreline Historical Museum, 2007), "Hamlin Park Elementary," 120.

¹⁹ Erling Ask, personal conversation with Victoria Stiles, Shoreline Historical Museum, 2017.

²⁰ Tracy Tallman, "Richmond Beach Saltwater Park," *Richmond Beach Community News*, Shoreline Historical Museum Archives, November 2007.

- ²¹ 1862-1901 Kroll land patent holders working map, Shoreline Historical Museum Archives, Map Collection.
- ²² Tracy Tallman, "Richmond Beach Saltwater Park," *Richmond Beach Community News*, Shoreline Historical Museum Archives, November 2007.
- ²³ Polk's Seattle Directory Co., *Polk's Seattle Directory*, "Richmond Beach Sand and Gravel," (Metropolitan Press, 1905), page 1019.
- ²⁴ Polk's Seattle Directory Co., *Polk's Seattle Directory*, "J Compton and Co." (L.R. Stradley and Co. publishers, 1904), 314, 1056.
- ²⁵ Lois Adams, contributor, "The Adams Family," in *Shoreline Memories Volume 2* (Shoreline: Shoreline Historical Society, 1982), ed. Ruth Worthley, 3-7.
- ²⁶ Polk's Seattle Directory. "Richmond Beach Sand and Gravel." Polk's Seattle Directory Co., Metropolitan Press, 1919) Pg 1500.
- ²⁷ "Wesley Compton Prominent in Business Life of City Passes Away," *Seattle Times*, October 28, 1919.
- ²⁸ "Vandalism May Force Closing of Richmond Beach," *Seattle Times*, May 27, 1952.
- ²⁹ "Way Cleared for Richmond Beach Park," *Seattle Times*, June 19, 1959.
- ³⁰ "Railway Gives County Deed to Richmond Beach Tract," *Seattle Times*, September 1, 1959.
- ³¹ "Park Overpass," *Seattle Times*, March 4, 1960.
- ³² "County will Spend \$400,000 on its Parks," *Seattle Post-Intelligencer*, January 9, 1963.
- ³³ "County Gets \$25 a Month," *Seattle Times*, October 29, 1971.
- ³⁴ "Park Director's \$50 Rent to be Reviewed," *Seattle Times*, October 30, 1971.
- ³⁵ Tracy Tallman, "Richmond Beach Saltwater Park," *Richmond Beach Community News*, Shoreline Historical Museum Archives, November 2007.
- ³⁶ "Brugger" definition, Academic, 2025, https://old_modern_english.academic.com/2999/brycg; "Surname 'Brugger'- Meaning and Origin," iGENEA Ltd, London, 2025, <https://www.igene.com/en/surnames/b/brugger>
- ³⁷ "Body Found in Plane Wreckage," *Seattle Post Intelligencer*, October 9, 1979.
- ³⁸ Motion 03492 introduced by Tracy J. Owen, "A Motion naming the previously named Shoreline Park #80, the James Keough Park," April 21, 1978.
- ³⁹ City of Shoreline Agenda , Shoreline City Council Workshop Dinner Meeting, Motion (f) "Approve 'Kyu Kyu Ac Park' as the Park's Official Name," January 12, 2009, <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/Council/Agendas/Agendas2009/011209.htm>
- ⁴⁰ "Former Peat Bog Rejected as County Park," *Seattle Post-Intelligencer*, April 14, 1965.
- ⁴¹ "County Acts to Preserve Ronald Bog," *Seattle Times*, October 11, 1969.

⁴² Contribution by Staff and Director Richie Steffen, Elisabeth C. Miller Botanical Garden History, 2019.

⁴³ Tracy Tallman, “The Kruckeberg Botanic Garden,” *Richmond Beach Community News*, September 2007.

⁴⁴ Contributions by Joseph Abken, Deborah Horn and Tracy Tallman, Kruckeberg Botanic Garden History.

⁴⁵ King County and Local Landmarks List, King County Historic Preservation Program, Department of Natural Resources and Parks, “William E. Boeing House” and “Crawford Store (Godfrey Building),” p. 8, https://kingcounty.gov/~media/services/home-property/historic-preservation/documents/resources/t06_kclandmarklist.ashx?la=en

⁴⁶ May 2018. Technical Paper Number 1. Landmark and Historic Site Information. Page 5. https://kingcounty.gov/~media/services/home-property/historic-preservation/documents/resources/T01_LandmarkSiteInfo.ashx?la=en

⁴⁷ City of Shoreline City Council Agenda Item, Background of The King County Landmarks Commission, July 15, 2024, p.2, https://shoreline.granicus.com/Viewer.php?view_id=4&clip_id=1793&meta_id=155984

⁴⁸ King County and Local Landmarks List, King County Historic Preservation Program, Department of Natural Resources and Parks, “Naval Hospital Chapel,” p. 8, https://kingcounty.gov/~media/services/home-property/historic-preservation/documents/resources/t06_kclandmarklist.ashx?la=en

⁴⁹ Cloantha Copass, “Overview of Shoreline History” in *Survey and Inventory of Historic Resources in the City of Shoreline* (Seattle: King County Landmark and Heritage Program, 1996), 11.

⁵⁰ May 15, 2001. Interview with John Cohn by Sidney Weiner. <https://digitalcollections.lib.washington.edu/digital/collection/ohc/id/788/>

⁵¹ Seattle Sephardic Brotherhood Cemetery, last updated April 1, 2025, <https://www.rhodesjewishmuseum.org/ssb/cemetery.htm>

⁵² Acacia Memorial Park and Funeral Home, Sci Shared Resources, 2025, <https://www.dignitymemorial.com/funeral-homes/washington/seattle/acacia-memorial-park-funeral-home/7552>

⁵³ Holyrood Cemetery, Associated Catholic Cemeteries of Seattle, 2025, <https://mycatholiccemetery.org/holyrood/>

Chapter 16:

The Shoreline Historical Museum

By 1954, Seattle had finished annexing all the northern territory it wanted, creating a new city limit at 145th. Four years later, in 1959, members of the Lago Vista Community Club (organized in 1929) realized that the history of the area was being lost as those with longtime knowledge of the area passed away. The Club members decided they needed to do something about it before it was gone forever. They formed the “Shoreline Historical Society” with the modest mission of installing historical markers at several important sites around the community and collecting oral histories from as many of the pioneer families as they could. Their intent was to publish a book of these collected memories. They chose the name “Shoreline” for their organization because they intended to cover the history of the territory covered by the school district.¹



Photo 229 ~ 1964. Founders of the Shoreline Historical Society are looking at historical photos. Seated: Grace E. Saxton, Charles Everett "C.E." Frazier, Charles "Chuck" A. Taylor. Standing: Cleo Evelton "C.E." Rostadt, Lena (Holloway) Voreis, David Johnson, John W. Saxton. (SHM-682)

Unfortunately, due to the annexation by Seattle of the Broadview, Haller Lake, Oak Lake, Maple Leaf and Lake City neighborhoods, along with their respective schools – all of which had once been part of the Shoreline School District – the new historical group no longer thought of these areas as relevant to their project. Their stated mission areas were: Echo Lake, Happy Valley, Innis Arden, Lago Vista, Lake Forest Park, Richmond Beach, and Ronald, along with Richmond Highlands, Maywood, Pershing Road and Greenwood Avenue N to 145th. As such, the society set about installing several markers commemorating various locations and events, and began collecting oral histories and writings from long-timers in the communities of these neighborhoods only.

In 1971, the Ronald School, which had been in operation since 1906 – first as a one-room wood building, and then as a handsome 1912 brick structure – closed for good. The school district entertained the notion of tearing the building down, but decided to use it for storage of unneeded school equipment for a while. Photos of the piled-up furniture exist as documentation in the Shoreline Historical Museum Archives. Meanwhile, in 1974, the United States government, through its Bicentennial committee, charged every community across the country with creating something permanent to commemorate the 1976 Bicentennial. Communities throughout the United States planned to erect statues, write books, and dedicate parks.

Kay Bartholomew, a teacher in the school district, attended a Bicentennial meeting in Olympia to gather information and ideas about what kind of a project would be suitable for the Shoreline School District's community. One of the ideas proposed at the meeting was for communities to start their own history museums. Kay was immediately struck by this idea and contacted Shoreline Schools Superintendent Bill Stevenson, who agreed that creating a museum in the historic Ronald School building would be a marvelous community project. Another resident of the area, historian Barbara Monks, who had attended Ronald School and who was selected to be on the new King County Landmarks Commission, also championed the concept of the historic school building becoming a museum. She and Kay became the leaders of the project, creating a force of nature not to be denied.

A committee was assembled through the Shoreline Education Association which included teachers, school board members, PTA members, civic club members, church members, Shoreline Historical Society members, and others interested in preserving the history of the area. King County Councilmember Tracy Owen lent his support and name to the project. A grant application for \$3,000 was submitted to the Washington State Bicentennial Celebration Office by district administrator Tom Traeger, who was the chairman of the Shoreline Bicentennial Committee and the project director. Jim Alderdice, president of the Shoreline Education Association was the Authorizing Official. The main goal of the committee was “to promote and coordinate the establishment of the Shoreline Museum.” A

full board of trustees was chosen to take charge of the new organization and in August 1975, the museum was officially incorporated.²

Photo 230 ~ August 1975. The signing of the museum's incorporation papers signals its beginning. Left to Right, standing: King County Councilmember Tracy Owen, Shoreline Teacher Kay Bartholomew, and King County Landmarks Board member Barbara Burke Monks. Seated: Florence Butzke Erickson, Shoreline Historical Society board member. All were Shoreline community residents and history advocates. (Shoreline Historical Museum Archives, Museum History Files)



Photo 231 ~ August 1975. Kay Bartholomew speaks to the crowd gathered for the signing of the museum's incorporation papers. The museum began as an official United State Bicentennial project. (Shoreline Historical Museum Archives, Museum History Files)



Nowhere is there any record of a discussion of what the name of the museum would be. In fact, the grant application consistently refers to “the Shoreline area” as well as just plain “Shoreline.” The assumption was simply that the Museum would be called “Shoreline.” No one appeared to object. The original historical society members, who by this time had published two books of oral histories and placed historical markers at six important local

historical sites, helped where they could. Volunteers from all corners of the area worked tirelessly to get the Ronald School building back in shape and to determine what would be necessary for exhibits and administration of the new museum.



Photo 232 ~ Autumn 1975. Chief Petty Officer Arlou Hunter of the United States Navy attended the Ronald School as a child. She established the first exhibit at the museum which was about the United States Navy. She enlisted the help of friends from the Sand Point Naval Air Station to create the exhibit. Rear Admiral Stanley attended the opening of the Navy exhibit along with a crowd of enthusiasts. (Shoreline Historical Museum Archives, Museum History Files)

The museum's first exhibit, honoring the United States Navy, opened in the Fall of 1975, even though the museum's official opening was not to be until the following year. Naval officer Arlou Hunter, who had attended Ronald School, was the powerhouse behind the creation of the exhibit, and Rear Admiral Emory D. Stanley, who lived in The Highlands, gave the project his blessing and attended its opening.

Finally, after months of work, the museum officially opened on Saturday June 12, 1976, celebrating with a huge three-day weekend of activities. The event culminated on Flag Day, June 14, 1976. King County councilmember Tracy Owen presided over the ceremony, and the Washelli Evergreen Cemetery towed their Liberty Bell replica to the museum to ring in the community's new Shoreline Historical Museum.³



Photo 233 ~ June 12, 1976. Opening Day of Museum was attended by many dignitaries and community members. For community Bicentennial celebrations, Evergreen Washelli cemetery commissioned the making of a replica Liberty Bell which was present at the museum's opening day festivities. (Shoreline Historical Museum Archives, Museum History Files)



Photo 234 ~ 1977. The Shoreline Chamber of Commerce began not long after the museum opened. A new sign in the museum's front yard heralds the chamber's new office there. (Shoreline Historical Museum Archives, Museum History Files)

The heritage advisor for King County Cultural Resources, Charles Payton, helped the new organization get its feet on the ground. He advocated for a broader generic name, such as Northwest King County Museum. His concern was that the name "Shoreline" would become confining. For example, as previously discussed, despite the Shoreline School District's "shore to shore and line to line" boundaries, the school district had historically encompassed a much larger area, serving children in neighborhoods extending all the way to 65th Avenue and 85th Avenue, respectively. Many had already forgotten that the North Seattle neighborhoods were historically Shoreline School District territory. The word "Shoreline" no longer meant what it once had. It was also suggested that the museum might become confused with the earlier-organized historical society, which was a separate entity, and ultimately disbanded a few years after the museum opened.⁴ The prediction of ensuing confusion has been borne out many times!

The museum took a firm stand that the name Shoreline is an area-wide name, and its historical territory would cover the earliest boundaries of the Shoreline School District which included Lake Forest Park and north Seattle neighborhoods, with a southern border of 65th to the east of 20th Avenue, and 85th to the west side of 20th Avenue. This did not include the Crown Hill or Ballard areas. Although the word Shoreline began to be redefined in the minds of people on both sides of the political fence, its earliest definition continues to describe the museum's inclusive boundaries.

Today, even the school district faces "name erosion." When it was pointed out to a museum visitor recently that Lake Forest Park children attend Shoreline Schools, the person expressed surprise, and then admitted that he'd never heard of a Lake Forest Park school district. And this came from someone who had lived in the area all of his 55 years!

The museum was at first an all-volunteer organization, and they worked hard to make the Ronald School building a comfortable and accessible place filled with history. The school district sold the building to the museum for \$10, but not the property it sat on, which the museum leased for \$1 a year. In exchange, all museum programming was free to children throughout the district, and programs were developed specifically for students. Both in-house and traveling programs were offered, including tours for classes. In 1990, the museum was able to hire its first professional director, Vickie Hinson. In this same year, a portion of the county's hotel-motel taxes became available as grants to cultural institutions, and thus the museum was able to obtain funds to enhance and create its programs and state-of-the-art exhibits.



Photo 235 ~ 1999. The groundbreaking for the Museum's new elevator demonstrated the enthusiastic support of the community for making the museum's 1912 school building accessible to everyone. Left to Right: Lake Forest Park Mayor David Hutchinson, Museum Board President Carolyn Edmonds, Shoreline Schools Superintendent Marlene Holayter, Washington State Representative Ruth Kagi, City of Shoreline Mayor Scott Jepsen, King County Councilmember Maggie Fimia. (Shoreline Historical Museum Archives, Museum History Files)

When a second director, Victoria Stiles, was hired in 1992, improvements were made to the building itself, particularly fulfilling ADA requirements such as accessible restrooms and an elevator to carry visitors to all floors. Architect Les Tonkin and his staff masterminded many of the museum's building projects including restoration of some of the building's historical features. Thanks to him, in 2008 the Ronald School building was officially designated a Shoreline/King County Landmark. Between 1976 and 2008, \$1.3 million in grants and donations was invested in the Ronald School building, making it one of the finest community museums in the county.⁵

The arrangement with the school district had been an equitable one, but in 2008 the school district management announced that it wanted the property for a new high school. After two years of negotiations and numerous attempts to find a way to keep the building, the museum was awarded a settlement and moved to a new location ten blocks north of its historic beginnings.



Photo 236 ~ December 19, 2008. With the baluster and parapet restored on the museum's Ronald School, official Landmark status was granted for the building. The Lakeshore Garden Club sponsored the museum's beautiful front garden for a number of years, adding to the ambience of the restoration. (SHM Archives)

Shoreline Breakfast Rotary president and local construction company SGA owner and CEO Jim Abbott; his company manager, Scott Thompson; and Mr. Abbott's partners, Keith McGlashan and Matthew Fairfax, arranged for the museum to purchase property they owned at the corner of N 185th Street and Linden Avenue N. On the last business day of 2010, the deal was completed, and work began immediately to rehabilitate the two buildings on the site. The museum moved its entire collection, archives, and offices to an offsite location. Moving the collection was repeated two more times over the space of ten years.⁶

The museum was able to continue operating while renovating the buildings that already existed on the site. Dozens of volunteers from the community and particularly from Shoreline Breakfast Rotary pitched in weekend after weekend to make the museum's acquired buildings viable. Through it all, the museum board of trustees and core volunteers stood together, working to keep the museum's reputation for fine exhibits and programs intact. Les Tonkin's architectural firm stepped in once again to assist in renovation and interior design elements. The office building was ready by the beginning of February 2011, just one month after the move, and the exhibit building opened in August.



Photo 237 ~ April 30, 2011. The museum's new office building complete, a ribbon cutting makes it official. Left to Right, Executive Director Vicki Stiles, Board President Henry Reed and City of Shoreline Mayor Keith McGlashan. (Shoreline Historical Museum Archives, Museum History Files)



Photo 238 ~ May 15, 2012. The new Shoreline Historical Museum site shines at the corner of 185th and Linden. (Shoreline Historical Museum Archives, Museum History Files)



Photo 239 ~ April 2015. Groundbreaking for a new Collections and Archives building gets the ball rolling on the museum's most ambitious project ever. Left to Right: Lake Foerst Park Mayor Mary Jane Goss, King County 4Culture Heritage Advisor Eric Taylor, Washington State Heritage Capital Projects Administrator Janet Rogerson, Museum Board President Kevin Sill, City of Shoreline Mayor Shari Winstead, Architect Les Tonkin, and Executive Director Vicki Stiles. (Shoreline Historical Museum Archives, Museum History Files)

From then on, a major focus was to revisit the long-range strategies of the museum and plan the new campus, first adding a collections and archives building, and ultimately replacing the old buildings with a new exhibit building and offices. In September 2021, King County councilmember Rod Dembowski presided over the ribbon-cutting for a new multi-million dollar collections and archives building. It was also the retirement party for long-time director, Victoria "Vicki" Stiles, who served the museum for 29 years (1992-2021) and the official introduction of Executive Director Kenneth Doult. Kenneth ably stepped in to take the reins of the institution until November 2025, when Robby Grillo became the director.⁷

The Shoreline Historical Museum continues to steadfastly preserve the history of our neighborhoods and invites everyone to participate in keeping a sense of place and rootedness in their hearts through the heritage of our community.



Photo 240 ~ 2012. The new exhibit building and sign announce the museum's presence on the corner of 185th and Linden. (Shoreline Historical Museum Archives, Museum History Files)



Photo 241 ~ July 29, 2020. The museum's new Collections and Archives building is ready to meet the needs of the community, researchers and museum staff. (SHM Archives)

¹ Worthley, Ruth, ed. "The Shoreline Historical Society," *Shoreline Memories, Volume I* (Shoreline: Shoreline Historical Society, 1976), 1, 37, 39, 107.

² 1976. "History of the Shoreline Historical Museum" by Barbara Monks. Shoreline Historical Museum Archives, Shoreline Historical Museum history files, 1974-1976.

³ Shoreline Historical Museum Archives, Shoreline Historical Museum history files, 1974-1976.

⁴ Charles Payton, personal conversation with Victoria Stiles, Shoreline Historical Museum, 1992.

⁵ Shoreline Historical Museum Archives, Shoreline Historical Museum history files, 1976-2008.

⁶ Shoreline Historical Museum Archives, Shoreline Historical Museum history files, 2008-2010.

⁷ Shoreline Historical Museum Archives, Shoreline Historical Museum history files, 2011-2021.

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Photo 242 ~ 2017. Vicki Stiles

Index

- A.B. Lord Road, 213, 215, 251, 289
Abbott, Jim, 326
Abken, Joe, 313
Acacia Memorial Park, 114, 211, 215, 315
Adams Nursery, 228
Adams, Lewis “Frank”, 256
Aldercrest Elementary, 209
Alderdice, Jim, 320
Allard family, 235
American Legion Hall, 196, 215
Amundsen, Vern, 125
Anderson, Allen, 191
Anderson, Arthur, 223
Anderson, Janet, 223
Anderson, Marvin, 281
Anderson, Morton, 152, 159
Angell, Tony, 290
Anhault, Frederick, 251
Anthony Electric Farm, 155, 228, 231
Anthony, Eugene, 155
Anti-Tuberculosis League, 141, 143
Apple Tree Lane, 255
Aquarius Tavern, 124, 125
Arden Lanes, 7, 126, 263
Arden Nursing Home, 227
Ask, Erling, 304
Atkinson, Margaret, 208
Attell, Abe, 162, 264
Aurora Avenue, 83–94, 97, 100, 194, 204, 289
Aurora Borealis Restaurant, 123, 124, 239
Aurora Cold Storage, 98
Aurora Corridor Project, 94, 97, 98
Aurora Rents, 100, 239
Aurora Square, 226
Aurora Towing, 252
Aurora Village, 220
AYPE (Alaska Yukon Pacific Exposition),
 141, 153, 154, 166, 181, 234, 264, 281,
 282
Baker, James W., 59
Baker, Tora, 308
Balch, Albert, 249, 278
Ball, John, 114, 225, 282, 283, 286
Ballinger (businesses)
 Bowl, 126, 206, 209, 210
 Commons, 206
 Terrace Shopping Center, 209
 Village, 206, 209
Ballinger (neighborhood), 204–10
Ballinger Island, 206
Ballinger Open Space, 206, 308
Ballinger Way, 205
Ballinger, R.H., 206
Ballinger, Richard A., 205, 206
Ballinger, Richard H., 205
Barber Asphalt Company, 77
Bartholomew, Ira, 205
Bartholomew, Kay, 320
Bass, Sophie Frye, 93
Batdorf, Jim, 192
Bean, Darwin, 307
Bear Reserve, 235
Becker, Charles, 59
Bellingham & Skagit Railway, 133
Bensen, Twin, 219
Berg, Charlie, 104, 286
Bergquist, Ken, 312
Bessie B Cafe, 93, 96, 97
Bessie B Waffle Shoppe, 81, 85, 86, 89, 229
Better Radio and TV, 280
Bicentennial Celebration, 320, 323
Bicentennial Committee, 320
Big 5 Sporting Goods, 220
Bikur Cholim-Machzikay Hadath Cemetery,
 239
Bill Minser Fishing Tackle, 271
Bill Rowe’s service station, 95
Bingham, Larry, 193
Bird, Roz, 196
Bitter Lake, 19, 25, 48, 133, 136, 166

Shoreline, Washington

- Bitter Lake Station, 136
- Blackburn Veterans Hall, 278
- Blaine, E.F., 282
- Blinn, Marshall, 274
- Blue Heron Reserve, 235
- Bob Wheeler's Dance Hall, 252
- Boeing (local places)
 - Creek, 41, 43, 60, 111, 196, 226, 272, 273
 - Creek Open Space, 308
 - Creek Park, 271, 308
 - Creek Reserve, 235
 - Mansion, 283
 - Shopping Center, 226
- Boeing Creek, 111
- Boeing, Bertha, 235, 288
- Boeing, William, 233, 234, 236, 288, 293
- Bookey family, 230
- Bookey's Fuel and Feed, 221
- bootlegging, 204
- Bothell Way, 75–82, 83, 108, 185, 211, 212, 213
- boxing match, 264
- Boy Boarding House, The, 208
- Briarcrest (neighborhood), 210–15
- Briarcrest Elementary, 211, 215
- Briarcrest Grocery, 212
- Briarcrest Park, 309
- Briercrest, 211
- Briercrest Bridge, 75, 212
- Broadview, 177, 179, 320
- Brown, Steve, 306
- Brugger's Bog, 206, 308
- Bryce, Gloria, 192, 309
- Bubb Hotel, 255
- Bubb, Anna, 151
- Budschat Motors, 101
- Budschat, Bob and Val, 101
- Burch's Shoe Store, 280
- burial grounds, 1, 22, 33, 35
- burned areas, 4, 5, 6, 7, 15, 21, 30, 43, 45, 46, 216
- Butler Junior High, 272
- Butler, Patty, 192
- Butzke, Florence, 206, 222
- Butzke, Herbert, 219, 222
- Butzke, Herman, 144, 218, 221
- Butzke, Louise, 222
- Butzke, Minnie, 218, 222
- C & C Paint, 290
- C & H Market, 280
- Cabin Tavern, 90
- canoe
 - freight, 30
 - shovelnose, 30, 50
 - war, 30
- Carkeek Park Riding Academy, 214
- Carleton, William, 216
- Carlson Hill, 112, 273
- Carlson Spring, 62, 70, 72, 269, 273
- Carlson, John and Emma, 251
- Carlton, William H., 41, 57, 66
- Carmelite Monastery, 215
- Carpenter, William, 274
- Carroll, J. L., 278
- Carson, Inez, 92
- Carter's Cabins, 90, 91, 271
- Cass, Frank E., 281
- Castellow, Laura, 192
- cedar bark, 4, 26, 34, 40, 44, 45, 47
- Cedarbrook Elementary, 248
- cemeteries, 315–16, *See also* burial grounds
- Center for Urban Horticulture, 312
- Central Market, 226
- Chamber of Commerce, 191
- Charles Wells Road, 111
- Charlie Berg's store, 270
- Charmland, 124
- Chesterson, George, 254
- chicken farms. *See* farms
- Christenson, Sam, 86
- Christoe, David, 244
- churches

- Alhadeff Chapel, 239
 Apostolic Church, 230
 Assembly of God, 290
 Aurora Church of the Nazarene, 239
 Berean Bible, 239
 Bethel Lutheran, 248, 279
 Bosnian Islamic Center, 209
 Bread of Life Missionary Baptist, 272
 Calvin Presbyterian, 230
 Carmelite Monastery, 215
 Christian Science, 272
 Chung Tai International Buddha Jewel
 Monastery, 279
 Church of Shoreline, 290
 City Calvary Chapel, 279
 CRISTA Ministries, 230
 Evergreen Baptist, 222
 First Christian Reform, 215
 First Lutheran, 151, 260, 272
 Holy Apostles Greek Orthodox, 222
 Iglesias ni Cristo, 252
 Jehovah Witness, 209
 Lake Forest Park Presbyterian, 207, 245
 Latter Day Saints, 214
 Prince of Peace Lutheran, 215
 Reformed Episcopal, 252
 Richmond Beach Congregational, 151, 260
 Richmond Highlands Baptist, 230
 Richmond Assembly of God, 239
 Richmond Chapel, 239
 Ronald Methodist, 113, 183, 268, 272, 298
 Seattle Korean Zion Presbyterian, 239
 Seventh Day Adventist, 279
 Shorecrest Baptist, 248
 Shoreline Christian, 222, 252
 Shoreline Community, 239
 Shoreline Covenant, 222
 Shoreline Methodist, 215, 248
 St. Barnabas Anglican, 252
 St. David's Episcopal, 185, 222
 St. Dunstan's Episcopal, 290
 St. Luke Catholic, 112, 272
 St. Mark Catholic, 246, 248
 St. Stephen Lutheran, 222
 Tabernacle Baptist, 279
 Trinity Presbyterian, 252
 Westminster Community, 290
 City of Shoreline, 189, 190, 193, 195
 City Vacuum and Sewing, 220, 232
 Civilian Production Administration, 278
 clamming, 39
 Clark Street, 111
 Clark, Ezra, 111, 131
 Clark, Sr., Morton, 134
 CODE Shoreline, 308
 Coffield, Agnes, 183
 Coffrin, Earl, 123
 Cohn, Joe, 315
 Cohn, John, 315
 Colgrove's Restaurant, 96, 109
 Colonial Gardens Condominiums, 277
 community clubs, 200
 Community Development Council "CODE",
 308
 Community Food Center, 212
 Compton Sand and Gravel, 157, 158, 235, 305
 Compton, Samuel, 304
 Compton, Wesley, 304, 305
 Conklin, Herman H., 157
 Connie King Skateboard Park, 279
 Conover, Charles Talmadge "C.T.", 114, 165,
 207, 242, 244, 300
 Copass, Cloantha, 137
 Corbus, Art, 100
 Cordell Hull Junior High, 237, 307
 Corinne Simpson and Wilson Small Farms,
 277
 Corlett, B.E., 75
 Cornish, George, 85
 Cornish, Russell, 85
 Costco, 220
 Cotterill, George, 93

Shoreline, Washington

- covenants, 174, 175, 208
- Cox Garage, 98, 99, 238
- Cox, Harvey, 238
- Cox, Helen, 145, 146
- Coyote Reserve, 235
- cranberry bog, 12, 19, 47, 206, 249, 306
- Crawford & Conover Realty, 165, 207, 242, 244, 300
- Crawford & Conover Road, 114
- Crawford Store, 262, 314
- Crawford, Clayton, 114, 165, 207, 242, 244, 300
- Crawford, Langford and Eva, 151, 262
- Crest Theater, 174, 275, 279
- CRISTA Ministries, 146, 147, 230
- Cromwell Park, 238, 239, 308
- Cross, Henry A., 245
- Cross, Mildred, 245
- Curtis, Asahel, 75
- Cusick, Jack, 154
- Daher, George, 232
- Daher, Joe, 232
- Daily, Robert, 223
- Daily, Thelma, 223
- Dairy Queen, 247, 290
- Dalquist Hall, 258
- Dan McGrew and Lady Lou, 243
- Darnell Park, 239, 309
- Darnell, Richard E., 309
- David Buerge, 57
- Dembowski, Rod, 328
- Den Adel, Abe, 209
- Denny, Louisa, 93
- Detweiler Building, 143
- DeVoe, Eloise V., 312
- dibble sticks, 40, 43
- Dick Parker's Pavilion, 102, 125, 271
- digging stick, 43
- Dinner Bell restaurant, 100
- Discovery Bay, 46
- Dobson, Rose, 114
- Donation Land Claim Act of 1850, 58
- Dooley, Robert, 313
- Door Store, The, 115, 247
- Doutt, Kenneth, 328
- Drag Inn, 118, 121
- Dreamland, 123, 124
- Drew, Fred, 59
- Drew, Michael, 59
- Drift On Inn, 124
- drumlins, 28
- Ducati, 101
- duck hunting, 15, 34
- Duffey, Lewis, 122, 225
- Dunn Lumber, 109, 221
- Duwamish River, 29
- Duwamish, First People, 200
- Duwamish, First People, 1–26
- Dye Home Bakery, 110
- Dye, William and Hannah, 89, 110
- Eagle Reserve, 235
- Earl's Garage, 278
- early roads, 69
- Ebbinghaus, Charles, 59
- Echo Lake, 45, 47, 49, 50, 62, 84, 90, 135, 143, 165, 216, 220, 222, 309, 320
- Echo Lake (neighborhood), 215–22
- Echo Lake Bathing Beach, 92, 218, 220, 221, 222
- Echo Lake Elementary, 222
- Echo Lake Park, 222, 309
- Echo Lake station, 138
- Edmonds, Carolyn, 325
- Edmount Island, 206
- Edward Yenne Grocery, 245, 246
- Edwin Pratt Early Learning Center, 185, 187, 237
- Edwin Pratt Memorial Park, 309
- Einstein Middle School, 230
- electricity, 201, 244, 269
- Elisabeth C. Miller Botanical Garden, 311
- Elisabeth C. Miller Library, 312

- Ellis, Everett, 252
 Ellsworth, Claudia, 192
 Emissary Raven, 290
 Emme, Henry and Amelia, 218
 Erickson, Welton, 241
 Etta Jones Brackett, 50
 Evans, Dudley, 216
 Everett, Charles "C.E.", 319
 Evergreen School, 252
 Evergreen Washelli Cemetery, 315, 323
 F.E. Smith Feed Store, 89, 270
 F.W. Vance Road, 111
 Fairfax, Matthew, 326
 farms
 blueberry, 238, 306
 chicken, 155, 228, 231, 251, 268, 269, 276
 fruit trees, 269
 mink, rabbits, foxes, 155, 156
 orchard, 281
 salmonberries, 44
 strawberry, 44, 264
 fighter jet crash, 210
 Fimia, Maggie, 325
 Fircrest, 215, 303
 Fircrest Residential Habilitation Center, 315
 Firland Hospital, 302
 Firland TB Sanatorium, 76, 141–50, 149, 151,
 166, 203, 215, 218, 221, 229, 230, 303
 Firland's Way, 77, 84, 143, 219, 220, 228, 229,
 230, 267
 First People
 Duwamish, 29
 Inland People, 31
 Lake People, 30, 31, 36
 Lake Union People, 1, 34
 Salmon Bay People, 30, 33
 Snohomish, 31
 Snoqualmie, 31
 Split-River People, 29
 Stickeen People, 49
 Suquamish People, 31
 Union Bay People, 35
 Willow People, 50
 Firth, Gladys, 173, 269
 Fish, Barbara, 231
 Fish, Bessie, 155
 Fish, Byron, 225
 Fish, George, 223
 Fish, Joan, 231
 Fisher, George C., 59, 253
 Fisher, John, 253
 fishing, 12, 13, 15, 37, 41, 42, 135, 151, 234,
 256
 Fletcher, A. H., 304
 flooding, 258
 Florence Henry Chapel, 142, 284
 Flying Horseshoe Stables, 214
 Forward Thrust, 222, 308, 310
 Foster Island, 35
 fourteen neighborhoods, 204
 Foy Community Hall, 252
 Foy Improvement Club, 252
 Foy Interurban Station, 62, 223, 252, 285
 Foy neighborhood, 200, 249
 Foy, Henrietta, 114, 287
 Frank Lumber Company, 115, 247
 Frauenthal Brothers, 207
 Frauenthal, Jacob, 206
 Frederick and Nelson, 220
 Frye, George, 93
 Fuller Soils Company, 307
 garbage dump, 241
 Gartley's Cabins, 90
 Gateway Shopping Center, 110, 239
 Gau, Mickie, 191
 Gay, Henry, 157
 Gehr Erickson Road. *See* Bothell Way
 geoduck, 40
 gillnets, 14
 glaciation, 28
 Gloria's Path, 309
 goat, Mrs. McGinnis's, 183

Shoreline, Washington

- Gobin, Joe, 306
Goldie's Casino, 252
Good Roads Association, 75
Goodhue, Nellie, 304
Goodwill Industries, 215
Goss, Mary Jane, 328
Gough, Dorothy, 114
Grand Canyon of Shoreline, 272
Graves family, 269
Graves, Morris, 269
Great Northern Railway, 255, 257, 281, 305
Greenwood Avenue, 70, 72, 224
Greenwood Place, 269
Gregoire, Christine, 175
Grillo, Robby, 328
Grouse Reserve, 235
Gruhn, Mary, 256
Guie, Edwin and Hettie, 165
Guinn, Vera, 123
Haines, Bessie B., 81
Haines, Herb, 96
Haines, Roy, 85, 139
hairs on his penis. *See* geoduck
Hale, Patty, 278, 280, 304
Halecrest Veterinary, 227
Hall, Carlyle E., 70
Hall's Lake, 133, 267, 268
Haller Lake, 19, 21, 25, 47, 48, 49, 60, 69, 177, 179, 320
Hamlin Park, 172, 214, 242, 248, 274, 299–304, 299, 301, 302, 309, 316
Hamlin Park Elementary, 304
Hamlin Road, 115
Hamlin, Harris H., 301
Hamlin, Harris H., 242
Hamlin, Howard, 306
Hamlin, Howard H., 300, 301
Hamlin, Philo D., 238, 306, 307
Hamlin, William, 306
Hansen, Matt, 60, 268
Hansen, Matt and Anna, 156
Hansen, Ron, 193
Hanson, Ole, 75, 208, 300
Happy Valley, 71, 112, 173, 200, 233, 235, 266, 268, 269, 273, 320
Harbert, Walter, 214
Hardy Fern Foundation, 313
Hartley, Roland, 301
Hauan, Harold and Marie, 153
Hawkins, Roberta, 186
Haycox, Sarah, 186, 187
Hedges Nursery, 110
Henry Sanatorium, 143
Henry, Horace, 141, 143, 268, 282
Henry, Susan, 284
Henry, Walter, 142
Herzl Ner Tamid Cemetery, 271, 315
Hidden Creek, 111, 112, *See* Boeing Creek
Hidden Lake, 13, 16, 19, 234
Hideaway Tavern, 105, 286
Highland Gardens, 223
Highland Ice Arena, 127, 269
Highland Terrace (neighborhood), 222–27
Highland Terrace Elementary, 223
Highway 99. *See* Aurora Avenue
Hill, Carl, 95, 110
Hill, Samuel, 75
Hillman, Lovilla, 253
Hilltop Café, 287
Hilltop Inn, 89, 104, 286
Hillwood (neighborhood), 227–32
Hillwood Elementary, 228, 230
Hillwood Park, 230, 309
Hinkle, Grant, 301
Hinson, Vickie, 324
Holayter, Marlene, 325
Holiday Resort, 218
Holloway (places)
 Avenue Bridge, 111
 Grocery, 258
 Hotel, 255, 258
 Richmond Hotel, 260

- Road, 111
Street, 142
Holloway, Cora, 254
Holloway, George, 154
Holloway, James and Ida, 151, 254
Holloway, John Thomas "J.T.", 111, 151, 254, 267
Holloway, Lena, 254
Holloway, Martin and Priscilla, 254
Holloway, Retta, 254
Holloway, Sadie, 151, 253, 254
Holman Road, 285
Holman, Axel, 114
Holyrood Cemetery, 315
Home Depot, 220
Home Owners Loan Corporation, 312
Homestead Act of 1862, 57, 58
Horizon School, 264
Horn, Deborah, 313
Horn, Skip, 125
House of Values, 252
Howard, Willis, 59
Hugh Russell Realty, 235, 288, 290
Hunter, Arlou, 322
hunting, 15, 21, 23, 30, 46, 48, 135
Hutchinson, David, 325
Hykes, Lew, 278
Ilahee Water System, 203
improvement clubs, 200
Ingraham High School, 179
Innis Arden, 19, 174, 200, 232–36, 305, 320
Innis Arden Reserve Park, 235, 309
Innis Arden Way, 224
Inslee, Jay, 175
interstate highway, 84
Interurban Railway Company, 133, 266
Interurban Traction Company, 217
Interurban Trail, 238, 239, 290
Interurban Trail Park, 309
Interurban trolley, 81, 82, 89, 131–40, 166, 212, 217, 221, 229, 267, 269, 276
Isham, Don, 126
Isham, Don and Edwina, 249
Jackson Park Public Golf Course, 277
Jacobs, Lewis, 216
James Keough Park, 239, 309
Jardin El Norte, 168, 174, 200, 213, 246
JC Penney, 220
Jepsen, Scott, 193, 325
jet crash, fighter, 210
Johnson, Amilia, 312
Johnson, David, 319
Johnson, Don, 249
Johnson, Franklin, 246
Johnson, Howard, 223
Johnson, John P., 312
Johnson, Maudie, 223
Johnson's Grocery, 118, 247
Jorgensen, Louis, 304
Judge Ronald. *See* Ronald, James T.
Kagi, Ruth, 325
Kayu Kayu Ac Park, 264, 309
Kellogg Junior High, 149, 206, 209
Kellogg Middle School, 215
Kellogg Park, 206
Kelly, Ed, 162, 264
Kennedy Hotel, 262
Kennedy Store, 65
Kennedy, Elizabeth, 151
Kennedy, John A., 63, 90, 151, 261, 262
Keough, James, 309
Kerry, A.S., 281, 282
Keystone Development Company, 306, 307
Kildruff, Christine, 175
King County District Court, 308
King County Library System, 260
King County Sheriff, 204
King, Connie, 191, 192, 193, 194
King's Garden. *see* CRISTA Ministries
King's High School, 230
kinnikinic, 43
Kinsey, Clark, 60

Shoreline, Washington

- KJR radio tower, 246
- Klaus, C.B., 304
- Koo, Bob, 192
- Kroll Maps, 57, 174, 213
- Kruckeberg Botanic Garden, 264, 309, 312–14
- Kruckeberg, Art and Mareen, 312–14
- Krystad, Oluf, 112
- Kunkel Moving, 304
- Kunkel, John, 304
- Lago Vista, 115, 165–76, 200, 207–8, 207, 208, 242, 244, 246, 276, 319, 320
- Lago Vista Clubhouse, 207, 245
- Lago Vista Community Club, 319
- Lago Vista Improvement Club, 245
- Lago Vista Spring, 207
- Lake Ballinger, 14, 19, 22, 26, 36, 41, 42, 45, 47, 49, 50, 51, 205, 206, 216
- Lake City, 26, 177, 179, 320
- Lake City School District, 177
- Lake City Way. *See* Bothell Way
- Lake Forest Park, 14, 28, 60, 77, 108, 115, 129, 167, 174, 188, 190, 192, 207, 208, 242, 244, 300, 320, 324
- Lake Forest Park Elementary, 185, 207
- Lake Forest Park School District, 177
- Lake Serene, 217
- Lakeshore Garden Club, 326
- Lamont, Daniel E., 311
- land speculation, 57, 58
- Landmarks Commission, 314
- Langeberg, Bill, 95, 110
- Lapierre, Albert, 278
- Lard Valley, 200
- Lee, Cheryl, 193
- Leland family, 246
- Leland, Beatrice and Charles, 118
- Leland, Don, 118
- Leland's Grocery, 118
- Lem, Halfdan, 94, 230
- Lewis, John D., 216
- Liberty Bell (replica), 322
- Licton Springs, 19, 20, 25, 47, 106, 237
- Lincoln High School, 144, 177
- Lindberg, Charles, 234
- Lindgren, Burt, 125
- Lindsay, John, 255
- Lindsay's Boathouse, 261
- Lindsley, Edward, 60
- Little family, 277
- Little, Rolla, 114, 287
- Little's Creek, 277, 280
- Lobberegt, Bert and Elizabeth, 249
- log home kits, 277
- logging, 61, 62, 63, 66
- Lord, Albert B., 114
- Lovell Homes, 278, 308
- Lovell, Ellsworth and Hazel, 308
- lumber mills, 64
- Lund, Anna, 59, 255
- Lund, Mikel, 7, 59, 70, 255, 260, 312
- Lushootseed, 24–26, 27
- Lyman, Dale, 302, 304
- Lyon Creek, 30, 36
- M.J. Rood Grocery, 89
- Ma Butler's Restaurant, 221
- Mackies' place, 201
- Maddy's Garage, 104
- Magnuson, Andrew Craig, 277
- mammoths, 51
- Mansfield, Alta, 231
- Maple Leaf, 179, 320
- Maple Leaf School District, 177
- Market Street, 258, 259
- Markley, Bob, 125, 204
- Markley, Dave, 125, 204
- Marshall Tippey Landscaping, 307
- Martin, Mike, 146
- Masonic Cemetery, 315
- Mattson's Hardware, 125
- Mau, Ray, 95, 110, 230
- Maxwell, W.R., 286

- Mayo, Clarence, 118, 120
 Maywood, 200
 Maywood Interurban Station, 268
 McAleer Creek, 1, 2, 14, 19, 26, 30, 36, 41, 45, 216
 McAleer Lake. *See* Lake Ballinger
 McCall Street, 103
 McCall, Harry and Mary, 202
 McCall, Maggie, 59
 McCall's pumphouse, 103, 202
 McGlashan, Keith, 326, 327
 McKean's Finer Foods, 247
 McRea, Andy, 282
 Meacham, George, 276, 281
 Meacham's Grocery, 121
 Meany, Edmund, 253
 Melby, Carl, 92, 221
 Melby's Echo Lake Tavern, 92, 221
 Meridian Park, 81, 241, 270, 309
 Meridian Park (neighborhood), 236–41, 241
 Meridian Park Community Club, 308
 Meridian Park Elementary, 237, 238, 309
 Metras, Louis H., 113
 Metro Bus North Base, 241
 Military Road, 51, 69
 Millan family, 221
 Millan, Theodore, 92
 Miller, Elisabeth, 311, 312
 Miller, Pendleton and Elisabeth, 311
 Mills, Eugene, 253, 281
 Mills, JoAnn, 191
 Mills, Lucia, 281
 Mills, Sherman, 101
 Mills' Marina, 101
 Minser, Bill, 271
 Mister Donut, 247
 Mitchell, Jim, 118
 Mitten, Allen and Sarah, 276
 Moeller, Ludwig, 122
 Monarch Appliance, 97
 Monks, Barbara, 320, 330
 Monte Vista, 200, 242, 276
 Monte Vista Community Club, 244
 Montgomery, Linda, 193, 194
 Montlake Cut, 29
 Moose Lodge, 252
 Morrill Act of 1862, 59
 Morrow, Peter Frank, 71
 Mosquito Fleet, 70, 255, 256, 257
 Motorcycle Hill, 220
 Moulton, Rush, 219
 Mountain Trail Stables, 214
 Mowat sawmill, 135, 217
 Mowat, Arthur W., 62
 Mowat, Lolly "Lottie," "Diana", 216
 Mr. Donut, 247
 MsK Nursery, 313, 314
 Mud Run, 220
 Murphy, Katharine, 276
 Murphy's Interurban Acres, 276
 Murray, Henry, 154
 Mutual Realty, 209
 Nason's Cash Grocery, 208, 210
 national highway system, 84
 Native Americans. *See* First People
 Naval Hospital Chapel, 315
 Navy Hospital Administration, 302
 neighborhood association, 200
 Neighborhood Map, 199
 neighborhoods
 Ballinger, 204–10
 Briarcrest, 210–15
 Echo Lake, 215–22, 320
 Foy, 200, 285
 Happy Valley, 71, 156, 200, 233, 266, 267, 269
 Henry, 237, 266, 267, 268
 Highland Terrace, 222–27
 Hillwood, 227–32, 270
 Innis Arden, 232–36
 map, 199
 Maywood, 237, 266, 267, 320

Shoreline, Washington

- Meridian Park, 236–41
- North City, 241–48
- Parkwood, 248–52
- Richmond Beach, 252–65, 264, 320
- Richmond Highlands, 265–73, 320
- Ridgecrest, 273–80
- Ronald, 267, 268
- The Highlands, 280–84
- Westminster Triangle, 284–98
- Nellie Goodhue Building, 179
- Nelson Drug Store, 96
- Nelson, Edie Loyer, 309, *back cover*
- nettles, 42
- Newkirk, Mae, 107
- Newkirk, Roberta, 107
- Nieder and Marcus Inc., 160, 305
- Nigg, Kenneth, 302, 303
- Nordstrom, 220
- Noreen, Ken, 186
- North American Rock Garden Society, 313
- North City
 - Community Club, 246, 248
 - Elementary, 248
 - Food Center, 247
 - Lounge, 115, 117, 120, 121
 - Park, 248, 309
 - Post Office, 247
 - Tavern, 118, 120, 121, 246
 - Water District, 203
- North City (neighborhood), 220, 241–48, 276
- North City Tavern, 121
- North District Council of Clubs, 200, 277
- North Seattle Improvement Company, 242
- North Trunk Road, 71, 73, 75–82, 84, 89, 94, 131, 139, 140, 152, 204, 218, 229, 270
- Northcrest Park, 279, 309
- Northwest Horticultural Society, 312, 313
- Northwestern Floral Company, 99
- Novak, Paul, 65
- Oak Lake, 48, 179, 320
- Oak Lake Cemetery, 315
- Oak Lake School District, 177
- Old Bothell Road Station, 267
- Olmsted Brothers, 281, 282
- Olympic Place, 90
- Olympic Riding Stables, 214, 277
- Owen, Tracy, 246, 309, 320, 322
- Owens-Brown, Letha, 192
- P. F. Morrow Road, 71
- Pacific Highway, 84, 114
- Pacific Highway 99. *See* Aurora Avenue
- Pacific Northwest Traction Company, 133
- Papendick, John, 253, 281
- Paramount Open Space, 277, 279, 309
- Paramount Park, 63, 200, 279
- Paramount Park Community Club, 277, 278
- Paramount Park Elementary, 278, 279
- Paramount School Park, 279, 309
- Park at Town Center, 310
- Parker's Ballroom, 125
- Parker's Pavilion, 124
- parks, 299–318
- Parkwood (neighborhood), 248–52
- Parkwood Elementary, 248, 249
- Parkwood Plaza, 252
- Parry, Henry, 153, 154, 264
- Paschall, Bertha Marie Potter, 234
- Patterson, Jean, 155
- Patty Pan Cooperative, 212
- Payton, Charles, 324
- Pealy, Dorritt, 192
- peat bogs, 238, 249
- Penfield, Alice, 235
- Penfield, Helen, 235
- penny candy, 208
- Penny Profit Market, 104, 286
- Peppan family, 220
- Perkins, William and Cora, 266, 267
- Perkins, William D., 108, 230
- Pershing Bridge, 91, 135, 140, 251, 285, 289, 290
- Pershing Interurban Station, 251

- Pershing Road, 251, 289
 Petersen, Tom, 264
 Picnic Point, 217
 Pinehurst Community Club, 278
 Pinehurst Park Nursing Home, 214
 Pinkerton, Dee, 192
 Piper Creek, 25
 Plant Food Company, 307
 Playland Amusement Park, 136
 Point Wells, 25, 61, 161–64, 161, 162, 256,
 261, 264
 police, 204
 Polk Gazetteer, 258
 Pope & Talbot, 58, 211, 233
 Pope, Andrew J., 59
 Portage Bay, 1, 25, 29, 35
 Postmark Apartments, 247
 potatoes, 42, 43
 potlatch, 1, 12, 32
 Pratt, Edwin T., 185, 309
 Price Mart, 104
 Price's Hardware, 280
 pronunciation, 27
 Prosch, Thomas W., 141
 Prosser Music, 110, 229
 Puget Mill, 58, 59, 211, 233
 pump houses, 201, 239, 250, 269
 Queen City Motorcycle Club, 220
 Queen City Poultry Ranch, 155, 225, 226, 228
 railroad funeral car, 315
 railroads, 257
 Rainwater, Jimmie, 214
 Ransom, Bob, 193
 Ray Mau's Gas Station, 95
 Red and White Store, 262
 Red Crown Gas Station, 271
 Red Dog Saloon, 246
 Red Sentry Gasoline, 83
 Red Tamanous, 32
 Reed, Henry, 327
 Reid, Alexander, 185
 restrictions, racial, 201
 restrictions, religious, 201
 Reynolds, Delwin, 82
 Reynolds, Floyd, 82
 Richards, Luella, 151, 158
 Richards, Marjorie, 158, 202
 Richards, Max, 158
 Richards, Wella, 151, 258
 Richfield Gas Station, 110, 139, 280
 Richmond Beach
 Cabin Tavern, 90
 Community Club, 305
 Community Park, 260, 310
 Crawford Store, 314
 Drive, 90
 Elementary, 185
 fishing, 13
 Hotel, 255
 hunting, 52
 Improvement Company, 165
 Library Association, 260
 logging, 63
 Mosquito Fleet, 70
 neighborhood, 151, 189, 203, 233, 252–65
 Road, 62, 90, 107, 267
 Saltwater Park, 157, 233, 261, 299, 304, 310
 Sand and Gravel, 304, 305
 School, 180, 181, 182, 264, 310
 School District, 177
 ship burning, 160
 Shipbuilding Company, 163
 trails, 21, 69
 Richmond Beach Saltwater Park, 298
 Richmond Beauty strawberry, 264
 Richmond Highlands
 Bessie B. Waffle Shoppe, 78
 Commercial Club, 196
 Dunn Lumber, 96, 109, 221
 firewood, 65
 Garage, 85, 96, 139
 Interurban Station, 78, 142, 216, 229, 267

Shoreline, Washington

- Library, 110, 273
- Masonic Lodge, 270
- neighborhood, 223, 228, 233, 265–73
- Park, 271, 310
- Realty Co., 83
- Recreation Center, 182, 266, 268
- Richmond Inn, 85
- Road, 107
- Waterworks, 203, 230
- Richmond Inn, 85
- Richmond Masonic Center, 315
- Richmond Reserve, 310
- Richmond School, 254
- Ride & Dine, 123
- Ridgecrest
 - Community Club, 278, 279, 310
 - Elementary, 186, 275, 278, 279, 280
 - Homes, 174
 - neighborhood, 273–80
 - Park, 279, 310
- Ridgefield Drive, 236
- riding academy, 214
- Rightway Academy, 214
- Rightway Stables, 214
- Robinson, James C., 59
- Robison's General Store, 270
- Robison's Grocery, 99, 100
- Rogers General Store, 77, 87, 229, 270
- Rogers, Earl and Marion, 229, 267
- Rogers, Jack, 186
- Rogers, Marion, 73, 77, 83, 85, 86
- Rogerson, Janet, 328
- roller skating, 252
- Ronald
 - Bog, 12, 19, 21, 22, 47, 49, 64, 237, 238, 239, 240, 249, 310
 - Bog Park, 239, 306–8, 310
 - Elementary, 88
 - Grade School, 314
 - Place, 81
 - School, 113, 125, 166, 177, 183, 184, 185, 217, 230, 232, 249, 267, 268, 269, 320, 322, 324, 325
 - School District, 177
 - Sewer District, 203
 - Station, 82, 134, 140, 267, 268, 270, 272
 - Store, 270
- Ronald Bog Park, 193
- Ronald, Eva and Norma, 134
- Ronald, James T., 84, 131, 134, 183, 205, 268, 269
- Rood, Fred, 203, 219, 230
- Rood, Marion, 85, 86, 230
- Rood, Marion, 203
- Roosevelt High School, 177
- Rosaia, Richard, 241
- Rostadt, Cleo Evelton "C.E.", 319
- Rotary Park, 310
- Rowe, Bill, 95, 110
- Roy Haines' Garage, 89
- Running Water Reserve, 235
- Runyon, Hugh, 279, 310
- Russell, Hugh, 235, 288, 290
- Rust, Richard, 87
- Rustad, Henry, 304
- Ruth School for Girls, 238, 307
- Safeway, 247
- Salmon Bay, 1, 18, 24, 28, 29, 31, 33, 34, 37, 39
- Sand Point, 4, 23, 25
- Sander, Fred, 132, 134, 217, 266, 267
- Save-Rite Groceries, 87
- Savidge, Clark, 301
- sawmills, 269, 277
- Saxton, Grace E., 319
- Saxton, John W., 319
- Schneider, Richard, 269
- Scholtens, Marie, 119
- Scholtens, Sie and Alice, 119
- school districts
 - Lake City, 177

- Lake Forest Park, 177
- Maple Leaf, 177
- Oak Lake, 177, 178
- Richmond Beach, 177
- Ronald, 177
- Seattle, 178
- Shoreline, 177, 178, 179, 189
- Schultz, Arthur, 314
- Schwehm, Wilson, 112
- Scotty's Paradise Resort, 90, 92, 218
- Scrip Warrant Act of 1855, 59
- Scuri, Vicki, 290
- Sears and Roebuck, 105, 224, 226
- Seasonal Off-Leash Dog Area, 310
- Seattle & Montana Railroad, 233, 254, 304
- Seattle Chinese Garden, 312
- Seattle Country Club, 281
- Seattle Golf Club, 70, 114, 122, 141, 224, 225, 233, 281, 282, 283, 286
- Seattle Naval Hospital, 146–50, 149, 172, 215, 242, 274, 278, 299–303, 302, 315
- Seattle Public Library, 260
- Seattle Trust and Savings, 99, 301
- Seattle World's Fair, 210
- Selgelid's Drug Store, 271
- Senour, Ralph, 108
- Sephardic Brotherhood Cemetery, 239, 315
- septic tanks, 203
- Serpentine Place, 111
- 7-11 store, 280
- sewer system, 203
- Shell gas station, 252
- Shell Oil, 164, 256, 264
- Shellhorn, George, 304
- Sheppard, Bee, 277
- Sheppard, Bob, 277
- Sheridan, Mimi, 93
- Sherwood, Don, 302
- shingle mill, 62, 63, 64, 216, 277, 312
- shipbuilding, 163
- ships, burning, 159, 160, 265
- Shorecrest High School, 180, 215
- Shoreline
 - Arts Council, 196
 - Bicentennial Committee, 320
 - Breakfast Rotary, 326
 - Chamber of Commerce, 196, 323
 - Christian School, 215
 - City Hall, 239
 - Civic Center, 310
 - Community College, 227
 - Community Development Council, 308
 - Education Association, 320
 - Full Gospel Fellowship, 279
 - Health and Rehabilitation Center, 215
 - High School, 180, 221
 - Historical Museum, 319–30, 232, 327
 - Historical Society, 137, 164, 319, 320
 - Library, 276
 - Motel, 239
 - Park, 222, 310
 - Rotary, 195, 310
 - Rotary Park, 248
 - School District, 189
- Shoreline (area)
 - boundaries, 1, 28, 75, 324
 - early roads, 69, 83, 107
 - geography, 9
 - land speculation, 57
 - landmarks, 314
 - maps, 1
 - named groups, 31
 - plating, 76, 88, 166, 213
 - topography, 28
 - trees, 11
- Shoreline Historical Museum, 319–30
- Shoreline School District, 172, 176–88, 189, 303
- Shoreview Off-Leash Dog Park, 310
- Shoreview Park, 227, 310
- Shorewood High School, 272
- Sill, Anina, 260

Shoreline, Washington

- Sill, Harold, 82, 238, 306, 307
Sill, Kevin, 328
Sky Acres, 208, 209
Sky Nursery, 221
Skyline Auto Camp, 89, 286
Skyline Windows, 81, 239
slaves, 33
Smith, C.J., 282
Smith, Charles Wesley "C.W.", 165, 253, 254, 259
Smith, Clarissa Angeline, 165, 253, 254
Smith, Edward F., 122
Smith, Henry Allen, 34
Smith, Lillian, 210
Smith, Ray and Hannah, 112, 234
Smith, Raymond, 210
Smith, Tom E., 301
Sno-King Garage, 85, 204
snowstorm, 258
Sourdough Days, 243, 246, 279
South Woods Park, 214, 310
Spartan Recreation Center, 311
Spencer, John, 253
Spin Alley, 126, 263
Spiro's Pizza, 95, 96, 271
Spring Beach, 281
St. John, Edith, 151
St. Joseph's Carmelite Monastery, 215
Standard Oil, 61, 163, 164, 256, 264
Stanley, Emory D., 322
Starlight Dome, 115, 118, 120, 246, 247
Starr Sutherland Jr. American Legion, 196
State Park Act, 300
State Route 1. *See* Aurora Avenue
State Route 104. *See* Ballinger Way
Stedman, C.D., 282
Stephens, Jim and Dorothy, 127
Stevenson, Bill, 186, 320
Stewart, Katherine, 85
Stiles, Victoria "Vicki", 325, 327, 328
Still, Ezekiel, 59
Stimson, C. D., 282
Stith, Dr. Robert M., 145
Stone and Webster, 133, 267
Stone Avenue, 200
Stone Castle, 122, 225
Stop and Save, 95
Store At Your Door, 270, 286
Strandberg Preserve, 264, 310
Strawberry Festival, 264
Strawberry Huskers Baseball, 152, 154, 264
streets
 145th Street, 114
 150th Street, 114
 155th Street, 114, 289
 15th Avenue NE, 115, 146, 167, 215, 244, 277, 301, 303
 15th Avenue NW, 90, 114, 255
 165th Street, 103
 175th, 307
 175th Street, 111, 270
 185th Street, 107, 327
Struve, F.K., 282
Stucky, Dick, 186
Sunset Elementary, 272
Sunset School Park, 310
Supplee, Neal E., 313
Sutherland Jr., Starr, 196
Sweley, William and Flora, 151
Sweley's Grocery, 259
swimsuits, wool, 218
Syre Elementary, 264
Talbot, William C., 59
Tallman, Tracy, 304, 306
Taylor, Bill, 154
Taylor, Charles "Chuck", 62, 154, 235, 236, 306, 319
Taylor, Dorothy, 236
Taylor, Eric, 328
Taylor, Walter, 154
telegraph lines, 256
telephones, 201, 244, 256

- television, 280
- Texaco Gas, 208
- The Highlands (neighborhood), 280–84
- Thielke, John, 192
- Thomas Hunt Morgan Junior High, 215
- Thomas, Bertha M., 312
- Thomas, Noah, 312
- Thompson, Scott, 326
- Thomson, Conway, 59, 255
- Thornton Creek, 1, 12, 14, 18, 19, 21, 24, 26, 30, 36, 41, 64, 213, 220, 238, 240, 241, 249, 251
- thoroughbred horse farm, 220
- Thorsen, Thor, 80
- Thorsen's Gas Station, 80, 89, 95, 110, 270
- Thrifttime Drug Store, 125
- timber cruisers, 64, 162
- Tobin, Carol, 93
- Tom Bookey Feed and Fuel, 65
- Tommy Tucker's restaurant, 98
- Tonkin, Les, 325, 326, 328
- Tradewell Grocery, 278
- Traeger, Tom, 320
- trail system, 17, 37
- transfer stations, 241
- Treat, H.W., 282
- Tribal Advisory Board, 306
- Trillium Heritage Award, 277
- tripod weir, 42
- tuberculosis, 141
- tumplines, 44
- Twin Ponds, 238, 249
- Twin Ponds Park, 251, 310
- Umbrite Drugstore, 259
- US Plywood Association, 280
- USS Boston, 302
- UW Botanical Gardens, 312
- Van Deen, Judy, 191, 196
- Vance, Frank W., 111
- VFW (Veterans of Foreign Wars), 196
- Victory Way. *See* Bothell Way
- Virtue, Eloise B., 312
- Virtue, George A., 305, 312
- Vision Shoreline Committee, 192
- Voight, Herb, 154
- Voreis, Grove, 65, 154
- Voreis, Lena Holloway, 253, 319
- Wacker, Arlene, 246
- Wacker, Russ, 246
- Walker Trunk Factory, 255
- Wallace, Scott, 190
- Walloch, John, 90, 151, 154
- Walloch's Auto Park, 90
- Walloch's Community Hall, 263
- Walloch's Hall, 90
- Walloch's Hardware, 65, 259
- Wanamaker, Pearl, 178
- Washelli Evergreen Cemetery, 322
- Washington Cooperage, 163
- Washington Federation of Women's Clubs, 301
- Washington Native Plant Society, 313
- Washington State Patrol, 204
- water districts, 202
- water towers, 201
- Watson sawmill, 269
- Watts, George, 241
- Webster Point, 25
- Webster, George, 307
- Welch Lake. *See* Haller Lake
- Welch, John, 60
- Weller, Paul, 238, 307
- Wells, Charles, 111
- West and Wheeler, 101, 268, 276
- West Woodland Pharmacy, 244
- Western Land Company, 249, 252
- Westminster
Avenue, 105
Park, 311
Place, 115, 287
Triangle (neighborhood), 270, 284–98
Triangle Park, 311

Shoreline, Washington

- Way, 114, 115, 224, 285, 287, 288, 290
- Westover
 - covenants, 175
 - neighborhood, 288
 - Plaza, 290
- Wetter Construction, 228
- Wetter, Robert and Muriel, 228
- Wheeler, James, 101
- White River, 29, 30, 31
- White, P. Kennard, 118, 242, 245, 246
- Whitham, John, 142, 270
- Whuljootseed. *See* Lushootseed
- Wilbur, Andy, 306
- Wilde, Red, 154
- Wilkenson, James, 223
- Wilkinson, Gertrude, 223
- William E. Boeing House, 314
- Williams, Jeanette, 191
- Williamson, Joseph, 300
- Winstead, Shari, 328
- winter village, 32, 35, 42, 50, 52
- Winters, Walter, 190
- Women's Auxiliary, 245
- Womer's Market, 110, 229
- Wood, Georgie W., 274
- Wood, Myrick R., 274, 277
- Woolworth, 220
- World's Fair, 210
- WPA (Works Progress Administration), 145, 203
- Wright, Anna, 271, 310
- Wunderlich's Store, 246
- Wurdemann, 185
- X marks the spot, 114
- Y Tavern, 290
- YMCA, 222
- Yost Auto Company, 73, 80
- Young, Harry, 301
- Zornes, Leon, 191, 192