

A

Preliminary Sketch

of

Wallingford's History

1855 - 1985

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Thomas Veith

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Preface

This brief history is only a preliminary effort. In it, I have attempted to assemble information from a number of sources into a coherent sketch of the Wallingford neighborhood as it has evolved in the period from 1855 to 1985; however, much additional work needs to be completed before a comprehensive picture of the neighborhood's history and development can be prepared.

It will be obvious to any reader of this narrative that I have relied heavily on the work of others in its preparation. I am grateful indeed to the many individuals who have investigated the history of the neighborhood before me; their names are recorded in the footnotes and bibliography that accompany this brief history.

I have attempted to provide a thorough accounting of my academic debts and a complete record of the evidence utilized in the preparation of this document. Some may view my use of footnotes as excessive or distracting; however, as an individual who has unfortunately, on occasion, repeated inaccuracies disguised as common knowledge, I have found it necessary to be clear with myself about the sources of my data so that a judgement can be made concerning the adequacy of the foundation upon which I have built my suppositions and preliminary conclusions. I cannot help but feel that the benefits of this accounting accrue not only to myself as a writer, but to the reader as well. In addition to giving credit where credit is due, it has been my hope to make my course through the source material as apparent to the reader as possible and to facilitate the work of others who wish to critique the work at hand or extend the scope of present knowledge.

As a researcher wandering into a forest of available data, I have found it expedient to utilize the guideposts set by previous writers. Their work has marked fruitful lines of inquiry and likely caches of information. However, my first forays into this landscape have left me with as many questions as answers, and some readers may justifiably conclude that this preliminary history is more a list of hypotheses than a set of conclusions.

Like a first time traveler to an exotic destination, I have a strong sense of just how little I know about the place and a powerful desire to return as quickly as possible to become better acquainted. It only remains for me to complete some additional planning and identify the next opportunity to embark.

Acknowledgments

As I noted in the Preface, I am grateful indeed to the many investigators who have studied and analyzed various aspects of Wallingford's history; their names are recorded in the footnotes and bibliography that accompany this brief history.

A major debt of gratitude is due to Caroline Tobin and Dennis Andersen who both reviewed early drafts of this document, offered much constructive criticism and suggested many useful modifications and additions. Stan Stapp, who as a writer and editor for the *North Central Outlook* recorded many of the first hand accounts on which I have relied in the course of assembling this narrative, was also kind enough to review a draft and suggest several adjustments.

Historians would have a difficult job, indeed, if it were not for the help of skillful librarians and curators, and I must acknowledge my debt to several of them. Of particular assistance were the staff at the Special Collections Division, University of Washington Libraries, particularly Kristen Kinsey, and the librarians in the History Department and at the Seattle Room, Central Branch, Seattle Public Library, especially Jodee Fenton. Jon Takemoto and the rest of the crew at the Wallingford Branch, Seattle Public Library were also very helpful, as were staff at the Fremont and Ballard branches.

Thanks are also due to Carolyn Marr at the Museum of History and Industry (MOHAI) who directed me to numerous photographs and an interesting personal recollection of the Wallingford neighborhood.

This work could not have been completed without the help of Warren Chapman and Bob Klein in the Microfilm Library at the City of Seattle Department of Planning and Development, who carefully attended to my numerous requests for microfilm records (and patiently assisted with the operation of various microfilm readers and printers).

This project grew partly out of my desire to participate in the development of a city-wide database of historically significant cultural resources. Thanks are therefore due to Karen Gordon, the City of Seattle's Historic Preservation Officer, who administers the Department of Neighborhood's Historic Preservation Program and is overseeing the development of the database. The Wallingford component of the database has been developed in parallel with this history of the neighborhood, and both have benefitted from Ms. Gordon's guidance and assistance with resource materials. I am also indebted to several other officials in the Historic Preservation Program including Elizabeth Chave, Sarah Sodt, Lisa Melton, Heather McAuliffe and Dena Gazin.

Partial funding for the Wallingford Heritage Project was provided by *4 Culture*, a public development authority financed by King County's Hotel/Motel Tax. Thanks are due to Flo Lentz, Holly Taylor, and Charles Payton of *4 Culture*, whose flexible administration of the contract governing that organization's involvement with the "Wallingford Heritage Project" has made it possible to provide a much better product.

Finally, I must acknowledge the help of Karen Buschow, who as an active member of both the Wallingford Chamber of Commerce and the Wallingford Community Council instigated the "Year of Wallingford" effort, and the "Wallingford Heritage Project" (of which this history is a major component). As the Wallingford Chamber's representative, she helped tremendously with administration of the project, freeing me to spend more time on "the fun part."

Despite the assistance of so many thoughtful colleagues, critics, curators, and administrators, deficiencies remain for which this author must accept full responsibility.

The preparation of this document was undertaken as a component of the Wallingford Heritage Project. Partial funding for the Wallingford Heritage Project was provided by:



The Pioneer Period

1855 - 1899

The Native Americans

When white explorers, traders, and settlers began to arrive in the Puget Sound region in the late 18th century, the area was home to several groups of Native Americans known collectively as the Coast Salish people.

Each of these groups was associated with a specific river system. The people who lived in the Seattle area -- now known as the Duwamish -- were loosely organized in winter-village groups and occupied the watershed drained by the Duwamish, Black, and Cedar rivers and their tributaries, as those watercourses existed before the changes wrought by the U. S. Army Corps of Engineers in the late 19th and early 20th centuries.¹ The Black River, which no longer exists, was Lake Washington's outlet to the Sound before the construction of the Lake Washington Ship Canal, and the Duwamish watershed thus included Lake Washington and Lake Sammamish as well as the slough that connected them. Each winter-village group was established on a particular tributary or bay. All spoke Lushootseed (also called Puget Sound Salish); however, cultural practices varied somewhat from village to village. The lake people were distinguishable from both the river people and the saltwater people because each of these groups utilized resources specific to their respective environments.² For this reason, the lake people were somewhat autonomous from the people living in

¹ Robert H. Ruby and John A. Brown, A Guide to the Indian Tribes of the Pacific Northwest (Norman and London: University of Oklahoma Press, 1986), p. 72.

² David Buerge, "Indian Lake Washington," The Weekly, August 1 - August 7, 1984, p. 30.

the tide flats of Elliott Bay and from those living along the Duwamish and Cedar rivers.

It does not appear that there were any permanent Native American villages in the area now called Wallingford. However, a small settlement by a stream at the south shore of Lake Union was noted by pioneer historians. The longhouse at this location seems to have been occupied at least until 1875, when a tree blown down in a storm nearly destroyed the structure.³ It may be this settlement that was described by Sophie Frye Bass in her account of pioneer days in Seattle:

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 strung to dry over the fire. . . . We would watch the Siwash gamble as they sat in a circle in the big house, or the boys making arrows and spears. The women would be weaving mats and baskets, cleaning fish and drying berries, most of the work about the camp being done by them. When not weaving they were out getting food.⁴

Another Native American community occupied Salmon Bay and, perhaps, the northwest corner of Lake Union.⁵ When the channel was being excavated for the Hiram M. Chittenden Locks, dredges chewed through an enormous midden containing many artifacts of flint and bone that probably originated in a native village located just north of the locks.⁶ The name Shilshole comes from a Lushootseed word that means “threading a bead,” a term apparently descriptive of the manner in which the Salmon Bay estuary threaded its way inland from Puget Sound for a distance of three miles between steep, forested hills in the days before local topography was changed by the Corps of Engineers.⁷

Union Bay, east of the present University of Washington campus, appears to

³Howard Droker, Seattle's Unsinkable Houseboats (Seattle: Watermark Press, 1977), p. 14

⁴Bass, Sophie Frye, Pig-Tail Days in Old Seattle (Portland, Oregon: Metropolitan Press, 1937), p. 167.

⁵Droker, p. 14.

⁶David M. Buerge, “Seattle in Ruins,” The Weekly, March 6-12, 1985, p. 33.

⁷Buerge, “Indian Lake Washington,” p. 30, and David Buerge, “Seattle Before Seattle: We live on ground that has been settled for perhaps 7,000 years,” The Weekly, December 17-23, 1980. pp. 20-21.

have been the site of another Indian community. This settlement, commanding the eastern terminus of the portage to salt water at what is now called Montlake, was the largest of the seven winter villages located on Lake Washington and one of the most influential.⁸ Five longhouses were located on the northern margin of the bay, another near the present University of Washington steam plant, and another near the Talaris Conference Center (formerly the Batelle Institute) just east of the intersection of N. E. 41st Street and Surber Drive N. E.⁹ This group's burial ground was located on Foster Island.¹⁰ A potlatch house associated with this village appears to have stood on the eastern shore of Lake Washington.¹¹

When white settlers began to arrive in the 1850s, the native peoples were already greatly reduced in numbers as a result of the diseases brought by early traders.¹² White settlement and the resulting development of the area further eroded the native culture and population.¹³ Gradually,

. . . the old village and house structure broke up and families drifted away, many going -- or being removed -- to the reservations. When they could, family heads took up claims at places near their old house sites, and a few did so on Lake Washington, but by the 1890s, most of the [Native American] population had disappeared.¹⁴

Sporadic Native American activity continued on the lakes after the turn of the century and Seattleites would occasionally see Indians in canoes fishing, or at camps harvesting wapato. However, by 1916, when Lake Washington was lowered to facilitate completion of the Lake Washington Ship Canal,¹⁵ almost all evidence of Native American habitation in the vicinity of Wallingford had disappeared.

⁸ Buerge, "Indian Lake Washington," pp. 30 - 31.

⁹ Buerge, "Indian Lake Washington," pp. 30 - 31.

¹⁰ Buerge, "Indian Lake Washington," pp. 30 - 31.

¹¹ Buerge, "Indian Lake Washington," pp. 30 - 31. Buerge has indicated in personal correspondence with the author that he believes this structure stood near Edgewater Park on Evergreen Point based on his analysis of the Lushootseed name for the structure.

¹² Droker, p. 14.

¹³ Droker, p. 14.

¹⁴ Buerge, "Indian Lake Washington," p. 33.

¹⁵ Buerge, "Indian Lake Washington," p. 33.

First Survey

The township in which Wallingford is situated was first surveyed between August 1855 and January 1856, only a few years after the arrival of the “Denny Party” in 1851 and the founding of Seattle in 1852, but perhaps 25 years before anyone other than Native Americans would attempt to settle in the area north of Lake Union.¹⁶ Commencement of the survey work had to await conclusion of the Treaty of Point Elliott in January 1855, an agreement which “extinguished” native American title to the lands in the vicinity of Seattle and transferred ownership to the federal government.

The surveyors began their work at a time of increasing tension between American settlers and the native peoples of the region. Some Indians, unhappy with the provisions of the various treaties, agitated for armed resistance, and the tension erupted into open warfare when outlying white settlements on the White River were attacked in the Fall of 1855.¹⁷ The village of Seattle itself was attacked on January 26, 1856. The surveyors completed their field work in September 1855, just in time to avoid the hostilities.¹⁸

Early Settlement on Lake Union and the Naming of the Lakes

Early white settlers on Elliott Bay initially felt “hemmed in so securely by the forest that, until they had time to go exploring, they knew of Lakes Washington and Union only from the Indians.”¹⁹ However, it was not long before the new arrivals made themselves more familiar with local geography, and by 1853, David T. Denny had staked one of the earliest claims on Lake Union.²⁰ His claim included a portion of the shoreline at the southwest corner of the lake. Thomas

¹⁶ Surveyor’s drawing of Township 25 North, Range 4 East, dated 1856. Wallingford is situated in portions of Sections 7, 8, 17, 18, 19 and 20 of the township.

¹⁷ Roberta Frye Watt, Four Wagons West: The Story of Seattle (Portland: Binford & Mort Publishing, 1959), pp. 208-218.

¹⁸ Greg Lange, “The Survey of Sand Point,” History Link.org Online Encyclopedia of Washington State History (<http://www.historylink.org>; accessed March 22, 2005).

¹⁹ Sophie Frye Bass, When Seattle Was a Village (Seattle: Lowman & Hanford Co., 1947), p.33. Ms. Bass lived from 1867 to 1947.

²⁰ According to Roberta Frye Watt, David Denny was not old enough to stake a claim when William N. Bell, Carson Boren and Arthur Denny laid out their claims in what is now downtown Seattle on February 15, 1852 (pp. 65-66). However, David Denny completed a cabin on the property that would eventually become his claim just prior to his marriage to Louisa Boren on January 23, 1853 (p. 89).

Mercer's claim, situated just to the north of Denny's, also included a portion of the shoreline.

Initially, Lake Washington and Lake Union were known to the settlers only by their Chinook jargon names; *Hyas Chuck* or "big water"²¹ and *Tenas Chuck* or "little water."²² When the settlers arrived, the two lakes were separated by an isthmus, although communication between the lakes had been maintained, perhaps for hundreds of years, by a Native American portage trail.

At the northwest corner of Lake Union, a stream joined the lake to Salmon Bay and Puget Sound.²³ This slough, draining Lake Union towards Salmon Bay, was known as "the Outlet."²⁴

Mercer is said to have proposed the current names for the two lakes at a Fourth of July gathering in 1855.²⁵ In naming Lake Union, Mercer was apparently guided by his "faith that some day it would be part of a system uniting the two larger bodies of water."²⁶ His vision was shared by other early settlers and it would not be long before the federal government began to see the advantages as well; indeed, army interest in connecting Lake Washington with the Sound was recorded as early as 1867.²⁷ It would be several years, however, before the Corps of Engineers would begin the process of selecting a route. This did not prevent pioneers from trying to force the issue.

Coal and Industrial Development on Lake Union 1870 - 1880

In 1861, John Henry Pike was hired to design and build a new territorial university (the initial home of the University of Washington) in what is now downtown Seattle.²⁸ His son, Harvey Pike, also found employment on the project and soon acquired a deed for a part of the isthmus situated in what is now the

²¹ Droker, p. 18.

²² Sophie Frye Bass, *When Seattle Was a Village*, p. 159. Also see Paul Dorpat, "81 Lake Union Repose," *Seattle Now and Then: Volume III* (Seattle, Tartu Publications, 1989), p. 185.

²³ Dorpat, "81 Lake Union Repose," *Volume III* (Seattle: Tartu Publications, 1989), p. 185.

²⁴ See photo caption, *North Central Outlook*, February 29, 1952, p. 8

²⁵ Watt, p, 137. Some sources give the year as 1854.

²⁶ Droker, p. 18.

²⁷ Suzanne B. Larson, "Dig the Ditch!" *The History of the Lake Washington Ship Canal* (Boulder, CO: Western Interstate Commission for Higher Education, 1975), pp. 1-2. See also Dorpat, "92 Lake Washington Ship Canal," *Volume III*, p.206.

²⁸ Dorpat, "83 The Montlake Cuts," *Seattle Now and Then* (Seattle: Tartu Publications, 1984).

Montlake neighborhood as payment for painting buildings at the new campus.²⁹ The younger Pike recognized that the property was the ideal site for a waterway connecting Lake Union with Lake Washington. He almost immediately tried digging a channel between the lakes by himself, but “found the excavation of such a ditch a task beyond the efforts of one individual.”³⁰ By 1869, Pike had ambitiously platted his property as “Union City,” and began promoting his vision of linking the lakes.³¹ In his plat he reserved a strip 200 feet wide for a canal.³²

In 1871, Pike deeded his property to the Lake Washington Canal Company.³³ After failing to interest Congress in supporting the construction of its proposed canal, the company instead built a quarter-mile tramway between the lakes.³⁴ By 1872, coal from a mine in Newcastle was being barged up Lake Washington to Pike’s isthmus and then trammed across his Union City to Lake Union where it was loaded onto scows and pulled by steamer to a narrow-gauge railroad at the southern end of the lake.³⁵ From there, the coal traveled by rail along the present Westlake Boulevard and down Pike Street to the Pike Street Coal Bunkers.³⁶ This lake and tramway system was abandoned in 1877³⁷ and the portage rails were torn up in early 1878,³⁸ by which time the Newcastle coal was being transported via the Seattle and Walla Walla Railroad (later the Columbia and Puget Sound Railroad) along the south shore of Lake Washington to the King Street coal wharfs.³⁹

The transportation of coal from the Newcastle mines was the first sustained

²⁹ Dorpat, “83 The Montlake Cuts,” Seattle Now and Then.

³⁰ Larson, p. 1. Larson suggests that this initial effort was made in 1860.

³¹ Dorpat, “83 The Montlake Cuts,” Seattle Now and Then. See Dorpat’s endnote.

³² Droker, p. 19. Droker notes that, with the exception of the Museum of History and Industry, nothing was built on the reserved strip until the freeway construction of the early 1960s.

³³ Dorpat, “89 Log Canal to Portage Bay,” Volume III (Seattle: Tartu Publications, 1989), p. 201.

According to Larson (p. 2), the new company was called the Lake Washington Canal Association and was organized and incorporated by Harvey Pike, J. R. Robbins, J. H. Fairchild, O. Humason and James McNaught.

³⁴ Dorpat, “89 Log Canal to Portage Bay,” Volume III, p. 201.

³⁵ Dorpat, “83 The Montlake Cuts,” Seattle Now and Then. See Dorpat’s endnote.

³⁶ Dorpat, “39 Pike Street Coal Bunkers,” Seattle Now and Then.

³⁷ Droker, p. 22

³⁸ Dorpat, “89 Log Canal to Portage Bay,” Volume III, p. 201.

³⁹ Dorpat, “40 Up Coal Creek” Seattle Now and Then. Also see Dorpat, “11 The King Street Coal Wharf” Seattle Now and Then.

industrial use of Lake Union.⁴⁰ At the time, coal was one of Seattle's two most important exportable commodities (the other was lumber).⁴¹ In 1879 the city exported 132,263 tons of coal,⁴² most of which went to San Francisco.⁴³ Without interior markets and its own railroad link to the Midwest, Seattle's economy remained dependent on the San Francisco trade for several years.⁴⁴

Early Settlement on the North Shore of Lake Union 1870 - 1880

In the short term, little of this industrial development directly affected the area north of Lake Union. Throughout the 1870s, the area that would eventually become Wallingford seems to have remained a dense woodland.

Corliss P. Stone (1838 - 1906), a native of Vermont, arrived in Seattle by way of San Francisco in 1861 or 1862, then worked as a salesman at a store in Port Madison for five years before setting up a grocery business, known as Stone & Burnett, with a junior partner in Seattle in 1867.⁴⁵ Stone was elected Mayor of Seattle in 1872 and took office on July 29 of that year but left town before his one year term was completed.⁴⁶ The reason for this sudden departure is unclear. The Washington Standard reported on March 15, 1873, that Stone had absconded with \$15,000 of partnership funds;⁴⁷ however, it seems unlikely that such a crime would have gone unpunished, and in view of the fact that Stone returned to Seattle in 1878 and opened a new grocery,⁴⁸ his reputation apparently unblemished, it is almost certain that the crime was never actually perpetrated. Stone successfully operated this new grocery until 1884, when "he sold out and became interested in city real estate."⁴⁹ Much of this interest seems to have been focused on the north shore of Lake Union where, by 1872, he appears to have acquired approximately 232 acres stretched out along the shore

⁴⁰ Droker, pp. 19-20

⁴¹ Droker, pp. 19-20

⁴² Droker, p. 22

⁴³ Droker, p. 21

⁴⁴ Droker, p. 22

⁴⁵ A Volume of Memoirs and Genealogy of Representative Citizens of the City of Seattle and County of King, Washington (New York and Chicago: The Lewis Publishing Company, 1903), p. 168. The business is named in "The death of C. P. Stone," The Patriarch (Seattle), September 22, 1906, p. 2.

⁴⁶ Web site of the City of Seattle Archivist.

⁴⁷ "Absconded," Washington Standard, March 15, 1873, p. 2.

⁴⁸ Marjorie Rhodes, Biography Notes on Pioneers of Puget Sound (Seattle: 1992), p. 177.

⁴⁹ A Volume of Memoirs and Genealogy of Representative Citizens of the City of Seattle and County of King, Washington, pp. 167-169.

line from what is now Albion Place N. to the Seattle Freeway (Interstate 5).

William Ashworth bought fifteen acres of land from Stone in 1878, according to Ashworth's daughter Margaret Elizabeth Ashworth Maxson. Maxson later wrote that

[e]arly in the springtime of 1880, [Father] started to build a two room house. He cleared a landing place at the water's edge and a trail through the heavy timber to the top of the hill above it, where he planned to locate the house.⁵⁰

When the little place -- about twenty by forty feet, divided into two rooms with two more rooms ready to be finished upstairs -- was completed, Father brought Mother and me to live there. I was slightly over two years and Mother was nearly fifty-four.⁵¹

According to Sophie Frye Bass,

At the time the Ashworth family moved to Lake Union, they had no near neighbors, and only three houses were visible on the opposite shore of the lake to the south. Since there were no roads and no launches at that time, they had to row across the lake to the south end and then walk to town for their supplies.⁵²

The Ashworth property was often visited by Indians who fished for salmon in a nearby stream.⁵³ Apparently these Native Americans remained the family's only neighbors until

a few brave souls came to the north side of Lake Union in 1885. More followed in 1886, but the real invasion was set rolling by a tremendous advertising campaign printed in midwestern

⁵⁰ Margaret Elizabeth Ashworth Maxson, "Little Old House," Puget Soundings, December 1979, pp. 38-39,41. Maxson (1878 - 1971) wrote this piece in 1942. Bass reports the sale as having taken place in 1876 and states that the property was purchased for \$300.00 (see Bass, When Seattle Was a Village, p.102).

⁵¹ Maxson, pp. 38-39,41. (Census data from 1880 suggest that Ashworth's wife was much younger than this.)

⁵² Sophie Frye Bass, When Seattle Was a Village, p. 103.

⁵³ Maxson, pp. 38-39,41.

newspapers that offered lots in the “Denny Hoyt [sic] Addition to the City of Seattle” for nominal prices. This brought new residents in great numbers. Keeping pace was a fleet of steamers that crossed Lake Union on north-south runs in 1886.⁵⁴

Denny & Hoyt’s Addition spanned the Outlet and includes most of what is now downtown Fremont.

Benjamin Franklin Day, a native of Ohio who had ranched for several years in Missouri before coming to the west coast, arrived in Seattle from Walla Walla in the spring of 1880.⁵⁵ Day and his wife, Frances R. Day, acquired a large parcel of land on the hill above the emerging community of Fremont.⁵⁶ They also owned and developed property on Queen Anne Hill.⁵⁷

By the late 1880s, George M. Boman and his wife, Mary E. Boman, had acquired the westernmost 330 feet of Stone’s north shore property. Their parcel abutted the eastern boundary of Denny & Hoyt’s Addition (corresponding with the eastern margin of Albion Place N.) and was situated either side of what is now Woodland Park Avenue N. between N. 39th Street and what was, in the 1880s, the shoreline of Lake Union.

A military road extending to the north from Seattle was completed in July, 1876.⁵⁸ The road apparently crossed the Outlet near where the Fremont Bridge now stands, then ran north up the hill through heavy timber to what is currently the entry to Woodland Park and continued north, eventually passing through the area presently occupied by the Evergreen-Washelli cemetery on its way to Snohomish County.⁵⁹ At the time, the Outlet was “full of windfalls and brush, impassable even for a canoe, and good only for small-boy fishing . . .”⁶⁰

⁵⁴ Maxson, pp. 38-39,41.

⁵⁵ Rev. H. K. Hines, D. D., An Illustrated History of the State of Washington (Chicago: The Lewis Publishing Company, 1893, p. 365.

⁵⁶ Nile Thompson and Carolyn J. Marr, Building for Learning: Seattle Public School Histories, 1862 - 2000, Seattle: Seattle School District, No. 1, 2002, p. 72. Thompson and Marr state that Mr. and Mrs. Day owned 160 acres but a cursory review of platting records suggests that their holdings in this particular area may not have been quite that extensive.

⁵⁷ Kay Francis Reinartz, Queen Anne: Community on the Hill (Seattle: Queen Anne Historical Society, 1993, 2002), p. 103.

⁵⁸ Droker, p. 23.

⁵⁹ Bass, When Seattle Was a Village, p. 43.

⁶⁰ Bass, When Seattle Was a Village, p. 42.

Lumber and Industrial Development on Lake Union 1880 - 1890

With the demise of the coal tramway at the Montlake isthmus, lumber became the principal industry on the Lake.⁶¹ In 1880 and 1881, the land on the west side of Lake Union, including the Outlet, was logged off.⁶² By 1887, the north shore of the lake had been cleared of its timber. "It was a typical pattern of most pioneer lumbering to take the easier shoreline timber first."⁶³ By 1890 much of the forest on the hills north of the lake had been cleared.⁶⁴

The logs were probably floated to the Western Lumber Mill which had been operating for several years at the south end of the lake. It had been built in 1882 for the Lake Union Lumber and Manufacturing Company and then purchased by David T. Denny in 1884. It later operated as the Brace and Hergert Mill (after Denny sold it to J. S. Brace and Frank Hergert following his financial difficulties in the mid 1890s).⁶⁵

Perhaps in anticipation of his purchase, Denny became involved with a number of other investors in a new canal project at the Montlake isthmus. The Lake Washington Improvement Company was organized on March 3, 1883, the incorporators including (in addition to Denny) J. W. George, C. P. Stone, Thomas Burke, F. H. Whitworth, H. B. Bagley, B. F. Day, E. M. Smithers, G. M. Bowman (probably a misspelling of George M. Boman's name), G. C. Phinney, J. W. VanBrocklin and W. H. Llewellyn.⁶⁶ After a false start in 1883, the company contracted excavation of two canals to the Wa Chong Company, a Chinese labor contractor. The first canal, connecting Lake Union to Salmon Bay, was completed in early 1885;⁶⁷ the second, connecting Lake Union with Lake Washington, was completed in 1886.⁶⁸ These canals were suitable only for the passage of logs and shallow draught vessels.⁶⁹ At the Lake Washington end of

⁶¹ Droker, pp. 30-31.

⁶² Reinartz, p. 63.

⁶³ Dorpat, "81 Lake Union Repose," Volume III, p 185.

⁶⁴ Dorpat, "81 Lake Union Repose," Volume III, p 185.

⁶⁵ Droker, pp. 30-31.

⁶⁶ Larson, p. 3.

⁶⁷ Larson, p. 4. (Larson cites Bagley, p. 375.)

⁶⁸ Droker, p. 25.

⁶⁹ Droker, p. 25.

the Montlake channel, there was a lock and flume for lowering logs from Lake Washington to Lake Union.⁷⁰

At the south end of the lake, other forces were at work. In 1883, Frank Osgood arrived in Seattle from Vermont⁷¹ to seek his fortune and “grow up with the country.”⁷² Osgood believed that building and managing a street railway system would be an excellent way of realizing his dream, and he was encouraged in this belief by Thomas Burke who, with David Denny and George Kinnear, held a franchise to build a road along the downtown waterfront.⁷³

For Burke, Denny and Kinnear,

real estate, rather than transportation as such, seems to have been the real motivation behind the project. It required little imagination to perceive the effect that a street railway would have in raising the value of land lying close to it, especially in those days when all others means of transportation were slow and uncertain and highways were virtually unknown. Osgood alone seems to have been interested in the line simply and solely as a means of earning profits by transporting people.⁷⁴

By the end of 1884, operation of the horse-drawn Seattle Street Railway had commenced in what is now downtown Seattle.⁷⁵ However, Osgood envisioned the street railway as only the first link in an elaborate chain of transportation enterprises which would include a fleet of steamers connecting a regional network of railway lines.⁷⁶ As the second phase of this ambitious program, he extended his horse car line out through “the sylvan solitudes that lay east of the corner of 8th Avenue and Pike Street” to the southern shores of Lake Union.⁷⁷

To increase traffic on his line, Osgood planned to use the Lake Union branch to

⁷⁰ Dorpat, “90 Canal Canoe,” Volume III, p. 203.

⁷¹ A Volume of Memoirs and Genealogy of Representative Citizens of the City of Seattle and County of King, Washington, p. 409.

⁷² Leslie Blanchard, The Street Railway Era in Seattle: A Chronicle of Six Decades (Seattle: typescript, 1966), p. 1.

⁷³ Blanchard, p. 2.

⁷⁴ Blanchard, p. 2.

⁷⁵ Blanchard, p. 3.

⁷⁶ Blanchard, pp. 6-7.

⁷⁷ Blanchard, pp. 6-7.

move farm produce from east of Lake Washington to the city's center.⁷⁸ To facilitate this, in 1885 he joined Burke and Denny on the board of directors of the Lake Washington Improvement Company, the group that held the rights to canal construction at the Montlake portage, and soon became the project's principal advocate.⁷⁹

Once his horse-drawn streetcar line had reached the southern shore of Lake Union in 1885,⁸⁰ Osgood constructed a wharf there with the aim of inaugurating steamboat service across the lake to the rapidly growing community of Fremont.⁸¹ A fleet of launches soon appeared to serve the small settlements on the north shore.⁸² The *David T. Denny*, the *Latona* and the *Maud Foster* delivered supplies and carried passengers around the lake for twenty-five cents.⁸³

The sleek *Latona* was originally built as a pleasure craft for businessman James Colman to use on the Sound. Dr. E. C. Kilbourne, a dentist with extensive real estate holdings north of Lake Union, purchased the *Latona* and took her to Lake Washington by way of the Duwamish River and Black River, the lake's outlet. After a few years of serving farms, mining camps, and logging operations around Lake Washington, the *Latona* came through the narrow channel dug in 1886 to Portage Bay and thereafter served Lake Union.⁸⁴

Seattle, Lake Shore, and Eastern Railroad (1885 - 1890)

Although the channel at the isthmus would provide an effective means of passing logs from Lake Washington to Lake Union for several years,⁸⁵ interest in the "ambitious canal and wooden locks between Lake Washington and Portage Bay," had already begun to flag when the system was completed in 1886.⁸⁶ Some

⁷⁸ Droker, p. 25

⁷⁹ Droker, p. 25 (The date is from Larson, p. 4)

⁸⁰ Droker, p.28.

⁸¹ Blanchard, pp. 6-7.

⁸² Droker, p.28.

⁸³ Droker, p.28.

⁸⁴ Droker, p.28.

⁸⁵ Larson, p.4.

⁸⁶ Droker, p. 25

of the investors may already have begun anticipating the completion of another transportation project which was designed to address much larger concerns than the movement of people and freight across Lake Union.

The previous year, in 1885, a group of thirteen Seattle businessmen, led by Thomas Burke and Daniel Gilman, had decided to attempt building a railroad from Seattle through the Cascades to Walla Walla or Spokane Falls.⁸⁷ “The grand purpose of this railroad was . . . to give Seattle its own direct transcontinental connection,” by extending a line across Snoqualmie Pass to meet a transcontinental line in eastern Washington and by building north to connect with the Canadian Pacific.⁸⁸ For those who owned property north of Lake Union, the project promised to make industrial development of the north shore possible and to open the area for suburban growth.

Included among the incorporators of the Seattle, Lake Shore & Eastern were James R. McDonald (president), T. T. Minor (vice-president), John Leary, Henry L. Yesler, David T. Denny, George Kinneer, G. Morris Haller (Burke’s law partner), Griffith Davies, William Cochrane and James W. Currie.⁸⁹ Burke took the position of secretary and Gilman became the road’s manager.⁹⁰ Frank Osgood joined the group as treasurer,⁹¹ perhaps realizing that the new railroad would serve the same areas east of Lake Washington as the canal, diminishing the canal’s importance.⁹²

Railroad construction started in January of 1887 using eastern capital and English made rails.⁹³ The depot was on the downtown Seattle waterfront, at Western and Columbia; from there the line ran northwest along Elliott Bay, then north through Interbay to Ballard, and then east toward Lake Union, serving the new towns of Ross and Fremont. A wooden trestle for the railway was built along portions of the north shore of Lake Union in the summer of 1887,⁹⁴

⁸⁷ Thomas W. Prosch, A Chronological History of Seattle from 1850 to 1897 (Seattle: bound typescript, 1901), p. 324. See also Roger Sale, Seattle Past to Present (Seattle: University of Washington Press, 1982), pp. 63-64.

⁸⁸ Dorpat, “41 The Seattle Lake Shore and Eastern,” Seattle Now and Then. See also Roger Sale, Seattle Past to Present (Seattle: University of Washington Press, 1982), pp. 63-64.

⁸⁹ Prosch, p. 324.

⁹⁰ Prosch, p. 324.

⁹¹ Prosch, p. 324.

⁹² Droker, p. 25

⁹³ Dorpat, “41 The Seattle Lake Shore and Eastern,” Seattle Now and Then.

⁹⁴ Dorpat, “81 Lake Union Repose,” Volume III, p. 185.

making it possible for the line to connect the emerging north shore communities of Edgewater and Latona (two components of what would become the Wallingford neighborhood) and Brooklyn (now the University District). From there the line passed through the present University of Washington campus, reaching Union Bay in the fall,⁹⁵ and then continued around Union Bay to the logging town of Yesler. From Yesler, the rails were extended north along Lake Washington, and the line was able to give 108 pioneers a ride to Bothell by Thanksgiving.⁹⁶

In 1888, a hundred more miles were added to the road, reaching Fall City to the east and stretching north from Woodinville, near the north end of Lake Washington, into Snohomish County.⁹⁷

The eastern branch traveled south along the Sammamish slough and the eastern shore of Lake Sammamish, eventually reaching the coal mines of Gilman (now Issaquah), making it possible to transport coal, as well as timber, directly to the north shore of Lake Union. On July 4, 1889, the first of several popular excursion trains left Seattle for Snoqualmie Falls.⁹⁸ However, it soon became clear that the road would not reach much farther, and the line never made it to the Snoqualmie Pass.⁹⁹

Work on the northern extension had to be halted for a time at Arlington, only halfway to the Canadian border¹⁰⁰ (although the new rail system did ultimately provide Seattle with a transcontinental connection when it later met the Canadian Pacific near Sumas).¹⁰¹

Although it did not get anywhere near its original destination, many Seattleites considered the Seattle, Lake Shore & Eastern a success “because it got far enough to secure for Seattle’s business a significant part of the Puget Sound hinterland,”¹⁰² and because its construction had the effect of inducing the Northern Pacific (a transcontinental line with its terminus at Tacoma) to begin

⁹⁵ Prosch, p. 343.

⁹⁶ Prosch, p. 343.

⁹⁷ Dorpat, “41 The Seattle Lake Shore and Eastern,” Seattle Now and Then.

⁹⁸ Dorpat, “The Ravenna Neighborhood,” Seattle Now and Then.

⁹⁹ Dorpat, “41 The Seattle Lake Shore and Eastern,” Seattle Now and Then.

¹⁰⁰ Roger Sale, Seattle Past to Present (Seattle: University of Washington Press, 1982), pp. 63-64

¹⁰¹ Dorpat, “41 The Seattle Lake Shore and Eastern,” Seattle Now and Then.

¹⁰² Sale, pp. 63-64.

regular service to Seattle at Tacoma rates.¹⁰³

Unfortunately for the local organizers, by 1890 the road was so badly overextended that its eastern financial backers wanted to sell out. The only offer received was from the Northern Pacific, which wanted to keep the S. L. S. & E. from James J. Hill, whose Great Northern was coming steadily west¹⁰⁴ and which also wanted to gain control of the “best thirty feet of right of way on Railroad Avenue.”¹⁰⁵ By July 1890, the Northern Pacific had secured a controlling interest in the S. L. S. & E.¹⁰⁶ The line remained nominally independent for a time, but ran into further economic difficulties after the financial panic of April 1893, and finally met its end in foreclosure on May 16, 1896.¹⁰⁷ On June 30, 1896, the Seattle and International Railway was organized and took over operations on the 164 miles of S. L. S. & E. track west of the Cascades.¹⁰⁸ Then, on April 1, 1901, the Seattle and International Railway became the Seattle Division of the Northern Pacific.¹⁰⁹

Post Railroad Development of Lake Union’s North Shore (1889 - 1902)

For the emerging north shore communities, the construction of the Seattle, Lake Shore & Eastern Railroad had immediate and dramatic effects. The settlements at Edgewater and Latona (two important components of what would later become the Wallingford neighborhood) both experienced a period of rapidly increasing industrial activity after the extension of the line along the north shore of Lake Union.

Fremont

In 1886, David Denny formed a real estate partnership with Judge John P. Hoyt for the purpose of developing the land along the Outlet.¹¹⁰ Denny, as an incorporator of the S. L. S. & E., may have been able to influence the choice of

¹⁰³ Dorpat, “41 The Seattle Lake Shore and Eastern,” Seattle Now and Then.

¹⁰⁴ Sale, p. 64

¹⁰⁵ Sale, pp. 64 and 66

¹⁰⁶ Robert C. Nesbit, “He Built Seattle” A Biography of Judge Thomas Burke (Seattle: University of Washington Press, 1961), pp. 158-159

¹⁰⁷ Kurt E. Armbruster, Orphan Road: The Railroad Comes to Seattle, 1853-1911 (Pullman: Washington State University Press, 1999), pp. 139-140.

¹⁰⁸ Prosch, pp. 411, 481.

¹⁰⁹ Armbruster, p. 140.

¹¹⁰ Reinartz p. 63.

route for the railroad and certainly would have been able to anticipate its construction and the effect this would have on local land values. However, Denny and Hoyt apparently decided not to complete the land development project themselves. Instead, Denny & Hoyt's Addition was platted May 8, 1888 by E. C. Kilbourne, acting as attorney for Edward and Carrie Blewett of Fremont, Nebraska. The plat encompassed the property either side of the Outlet from what is now Third Avenue W. and Third Avenue N. W. on the west to Albion Place N. on the east. It was this plat that established the basis for settlement of the Fremont community.

On May 2, 1888, a few days before the plat was recorded, the Fremont Milling Company was incorporated.¹¹¹ Lyman A. Griffith (1836 - 1909), who had just arrived in Seattle, organized the company and became its first president.¹¹² Although Griffith was a native of Ohio, and for a time a resident of Michigan, he came to the west coast from Fremont, Nebraska, where he had lived for several years following his second marriage in 1874.¹¹³ His son, Luther H. Griffith (1861 - 1925), was the Fremont Milling Company's first treasurer.¹¹⁴ Like his father, the younger Griffith was a former resident of Fremont, Nebraska, where he had worked as a clerk in the First National Bank before leaving to attend college in Ohio.¹¹⁵

The younger Griffith had settled in Seattle in 1886,¹¹⁶ a few years earlier than his father, and had been operating the successful investment brokerage firm of Ward & Griffith with Dillis B. Ward for some time when the elder Griffith arrived.¹¹⁷ The younger Griffith's extensive investment and promotional activities had a profound effect on the development of the the emerging Fremont community. Initially it appears his influence was exercised through his partnership with Ward. Later it was Griffith's land office in Fremont (formally organized in March 1890 as the L. H. Griffith Realty & Banking Company¹¹⁸) that advertised and sold the lots (typically for between \$75 and \$500).¹¹⁹

¹¹¹ Polk's Seattle Directory, 1890, p. 83.

¹¹² Clarence B. Bagley, History of Seattle: From the Earliest Settlement to the Present Time, Volume III (Chicago: S. J. Clark Publishing Company, 1916), p. 287.

¹¹³ Bagley, Volume III, p. 288.

¹¹⁴ Polk's Seattle Directory, 1890.

¹¹⁵ Bagley, Volume II, p. 880.

¹¹⁶ Bagley, Volume II, p. 880.

¹¹⁷ Bagley, Volume II, p. 880.

¹¹⁸ Bagley, Volume II, p. 880.

¹¹⁹ Reinartz, p. 64.

Fremont was still relatively remote from downtown Seattle, and though it was possible to sell property to people who worked there, or who were employed nearby at companies such as Stimson in Ballard,¹²⁰

Griffith understood that the best way to attract buyers was to develop amenities. Thus, to create jobs and start an industrial core, in the summer of 1888 he and Dr. E. C. Kilbourne built the Fremont Mill at the Outlet.¹²¹

Dr. Kilbourne, a native of Vermont, came to Seattle from Aurora, Illinois, in 1883, abandoning the dental practice he had operated there since 1876.¹²² He set up a new practice in Seattle and was soon earning enough to invest extensively in real estate. In addition to becoming an investor and stockholder in the Fremont Milling Company,¹²³ he platted several parcels to the north of Lake Union and, as noted earlier, it was Kilbourne who operated the small steamer *Latona* to ferry people across the lake.¹²⁴

It was not long before “the Pacific Iron Works relocated to Fremont following the great fire of 1889, becoming one of the north shore’s largest industries.”¹²⁵ Other businesses soon located in Fremont including a tannery, Shorey House (a hotel where many mill workers lived), the Guthrie - Alexander Bakery (next to the Shorey), Crow’s Hardware, Carter’s Grocery, and Murphy’s Meat Market. The Fremont Opera House was used for many kinds of entertainment and public meetings.¹²⁶ Fremont could also boast of a newspaper, the *Lake Union Sentinel*.¹²⁷

Edgewater

¹²⁰ Sale, p. 61

¹²¹ Reinartz, p. 64.

¹²² Bagley, Volume II, p. 767.

¹²³ A Volume of Memoirs and Genealogy of Representative Citizens of the City of Seattle and County of King, Washington, p. 35.

¹²⁴ Blanchard, p. 13. Among these parcels were “Kilbourne’s Supplement Plat” filed September 5, 1889 by Edward and Leila Kilbourne, apparently an adjustment to about 36 acres of Stone’s Lake Union Addition, and “Kilbourne’s Division of the Green Lake Addition” which is closer to 80 acres in size.

¹²⁵ Droker, p. 29. Note, however, that this assertion does not appear to be supported by Polk’s Seattle Directory.

¹²⁶ “Fremont, In 1890s, Was A Busy Industrious Community, By The Lake, North Of The City Of Seattle,” North Central Outlook, February 29, 1952, p. 9.

¹²⁷ Droker, p. 29.

To the east of Fremont, Corliss P. Stone began converting his substantial real estate holdings into the town of Edgewater (apparently named after the famed Edgewater Beach in Chicago¹²⁸). In fact, this process had begun March 9, 1883 when Stone, together with a number of other property owners, platted the Lake Union Addition.¹²⁹ Despite this early start, the experience of William Ashworth's family suggests that there was very little significant development prior to the arrival of the railroad in 1887.

When the young Jake Lough moved with his family to what was then called the Edgewater District, he recalls finding little other than four big "farms" belonging to Day, Bowman (another misspelling of Boman), Stone, and Ashworth.¹³⁰ Lough's parents bought a lot for \$125 and built a house at 3417 Wallingford¹³¹ in the Lake Union Addition, one of the earliest, if not the first house erected on Wallingford Avenue (then called Elmer Street).¹³² The home was built in the summer of 1888 by Jake's father, George Lough. On August 16 of that year the Lough family moved to the new structure.¹³³ A house was built next door about the same time by Charles Gilbert.¹³⁴

Jake Lough worked at a pharmacy in Fremont in the early 1900s. He bought the business with another employee in 1908, ran it until 1948,¹³⁵ and then, a few

¹²⁸ Droker, p. 30.

¹²⁹ Alexa L. Berlow, "Enduring Elements of Neighborhood Urban Form: The Case of the Corner Store in Wallingford, Seattle" (Seattle, Masters Thesis, University of Washington, 1994), pp. 175-176.

¹³⁰ "Fremont, In 1890s, Was A Busy Industrious Community, By The Lake, North Of The City Of Seattle," North Central Outlook, February 29, 1952, p. 9. The assertion that the Day, Boman, Stone and Ashworth families had settled farms along the north shore in the 1870s is almost certainly inaccurate. However, this assertion is repeated by Folke Nyberg and Victor Steinbrueck in Wallingford: An inventory of Buildings and Urban Design Resources (Seattle: Historic Seattle Preservation and Development Authority, 1975), and by Droker (p. 23).

¹³¹ "Fremont, In 1890s, Was A Busy Industrious Community, By The Lake, North Of The City Of Seattle," North Central Outlook, February 29, 1952, p. 9. Polk's Seattle Directory, 1901, gives George Lough's address as 3715 Wallingford

¹³² See photo captions, North Central Outlook, February 29, 1952, p. 8. This assertion is echoed in Nyberg and Steinbrueck as the stronger, though perhaps inaccurate, claim that "The first non-farm residence was built at 3417 Wallingford Avenue in 1888."

¹³³ See photo captions, North Central Outlook, February 29, 1952, p. 8. According to the caption, by 1952 a porch had been added to the Lough residence that extended half way around the home, and street grading had changed the front elevation considerably, requiring the construction of retaining walls, steps, and a terrace. The house was apparently destroyed when the Egyptian Apartments were built.

¹³⁴ See photo captions, North Central Outlook, February 29, 1952, p. 8. The house was later owned by John Yerkes, former owner and founder of the Lincoln Pharmacy.

¹³⁵ "Fremont, In 1890s, Was A Busy Industrious Community, By The Lake, North Of The City Of Seattle,"

years later, retired to Mercer Island.¹³⁶

Stone and Ashworth filed their plat for the Edgewater Addition on June 22, 1889, a tract which appears to have included the 15 acres Ashworth purchased from Stone in 1878.

Boman filed his plat for the Edgemont Addition, which covered only a portion of his property, on January 18, 1890. That same year, Boman and his wife built a mansion on an unplatted parcel adjacent to his plat. The house was designed by noted Seattle architect Willis A. Ritchie¹³⁷ and stood at the southwest corner of what is now Woodland Park Avenue N. and N. 36th Street (the structure is no longer extant).

The Edgewater depot of the S. L. S. & E. was located at the foot of Depot Street (a now-vacated street that ran south from mid block on N. 35th Street -- between Interlake and Ashworth -- to N. 34th Street; it is presently a part of the North Transfer Station property). One of the Northwest's largest tanneries was established at Edgewater in 1889.¹³⁸ The tannery processed 20,000 hides and kips, and 125,000 sheep and deer skins in 1894, employing thirty men.¹³⁹

William Ashworth became the community's first postmaster when the Edgewater Post Office opened on May 20, 1889. Ashworth's tenure was short lived, however; the office closed January 5, 1891,¹⁴⁰ a little over two weeks after the opening of another post office in the nearby settlement at Latona.

Fremont and Edgewater were connected across a small bay by a footbridge called "Bridge Three-and-a-half." Beneath the bridge was a float where men who

North Central Outlook, February 29, 1952, p. 9.

¹³⁶ See photo captions, North Central Outlook, February 29, 1952, p. 8.

¹³⁷ Jeffrey Karl Ochsner, "Willis A. Ritchie," in Jeffrey Karl Ochsner (ed.), Shaping Seattle Architecture: A Historical Guide to the Architects (Seattle: University of Washington Press, 1994), p. 42.

¹³⁸ This assertion is taken from Droker, p. 30. According to Polk's Seattle Directory, the Fremont Tannery relocated to Edgewater in 1898. After that year, it is listed as the Edgewater Tannery (H. F. Norton & Company, proprietors). The Fremont Tannery first appears in Polk's Seattle Directory in 1893; Hibbard & Norton are listed as proprietors. Hibbard had operated a tannery business in Seattle prior to 1893, though only the Elliott Bay office location is listed in Polk's Seattle Directory before that date.

¹³⁹ Droker, p. 30.

¹⁴⁰ "Wallingford Beginnings: Edgewater Post Office opens on May 20, 1889," History Link.org Online Encyclopedia of Washington State History, <http://www.historylink.org> (accessed December 5, 2004), citing Guy Reed Ramsey, "Postmarked Washington 1850 -1960," Microfilm (Olympia: Washington State Library, 1966), 617-618.

worked in Seattle caught the little steamer *Maud Foster*.¹⁴¹

After the area was incorporated into the City of Seattle in 1891, both Fremont and Edgewater were served by a school in the Good Templars Hall at N. 35th Street and Albion Place North. On May 2, 1892, the students and faculty moved to their new permanent facility at B. F Day School, named for Benjamin Franklin Day and his wife, Francis R. Day, who had contributed the site.¹⁴²

Latona

Latona was a quick-stop station on the Seattle, Lake Shore & Eastern.¹⁴³ The railroad station was located at the northwest corner of Latona Avenue N. E. and the Seattle, Lake Shore and Eastern right of way,¹⁴⁴ which ran along what is now N. Pacific Street.

The town boomed after the arrival of the railroad. By the end of 1890, its boat landing had been joined by sawmills and a post office. One of the larger establishments was the Latona Mill Company built in 1888.¹⁴⁵ The Post Office opened at the foot of Latona Avenue on December 20, 1890 with John M. Dewey as the first postmaster,¹⁴⁶ apparently replacing the Edgewater Post Office which closed about two weeks later.

The plat of the Latona Addition was filed November 4, 1889 at the request of James A. Moore, apparently acting for owners G. Morris Haller and his wife, Annie Haller who had dedicated the plat the previous October 28th.¹⁴⁷ The

¹⁴¹ Droker, p. 30 (apparently quoting Bass, When Seattle Was a Village, pp. 100-101).

¹⁴² Nile Thompson and Carolyn J. Marr, Building for Learning: Seattle Public School Histories, 1862 - 2000, Seattle: Seattle School District, No. 1, 2002, pp. 71 - 72. Previously, Fremont schools had operated in a store space in the Nichols Building at 36th and Whitman, or in private residences.

¹⁴³ Dorpat, "71 Gas Works," Seattle Now and Then.

¹⁴⁴ See "Map of the City of Seattle Washington" (Seattle: Polk's Seattle Directory Co., 1891). The location suggested by Nyberg and Steinbrueck appears to be incorrect.

¹⁴⁵ Nyberg and Steinbrueck, "Wallingford." The Latona Mill is listed in Polk's Seattle Directory, 1890.

¹⁴⁶ "Wallingford beginnings: Latona Post Office opens on December 20, 1890," History Link.org Online Encyclopedia of Washington State History, <http://www.historylink.org> (accessed December 5, 2004) citing Guy Reed Ramsey, "Postmarked Washington 1850 -1960," Microfilm (Olympia: Washington State Library, 1966), 632. According to Ramsey, the post office closed July 15, 1901.

¹⁴⁷ See plat. Berlow (p. 175) indicates the Latona Addition was platted by "G. Morris; Annie Haller." However, this is clearly a mistaken transcription of the name of Thomas Burke's law partner G. Morris Haller whose wife's maiden name was Annie Cox. G. Morris Haller was also one of the incorporators of the S. L. S. & E.

addition stretched from the waterfront to Lincoln Avenue (now N. E. 42nd Street) and from a half block west of Bismarck Street (now 1st Avenue N. E.) to a half block east of Clough Street (now 5th Avenue N. E.).¹⁴⁸ It is another of the parcels that was originally part of C. P. Stone's north shore property.

Unfortunately for Haller, his association with Latona's development was very short lived; on December 2, 1889, Haller, T. T. Minor and Haller's brother-in-law, E. Louis Cox, were drowned attempting to cross the Sound in a small boat while on a shooting expedition.¹⁴⁹ It is perhaps for this reason that the development of Latona is, instead, associated almost exclusively with James A. Moore, who came to Seattle from Nova Scotia in 1886¹⁵⁰ and became one of Seattle's most successful real estate developers.

The dark haired, round faced Moore advertised his town as "the new suburban village laid out at the north shore of Lake Union . . . An excellent site for home builders." Initially at a loss for a name for the development, Moore's problem is said to have been solved one day when the launch *Latona* pulled up at the boat landing.¹⁵¹

Additional Early Platting and Incorporation

A great deal of platting activity took place in 1889, and at least 20 plats had been filed in the area now known as Wallingford by the time the area was annexed by the City on June 1, 1891.¹⁵² These plats included Wallingford's Division of the Green Lake Addition, filed July 26, 1889 by John and Annabelle Wallingford.¹⁵³ It has often been suggested that it was Wallingford's plat, located just east of lower Woodland Park, that eventually gave its name to all the developments that grew together to form the Wallingford community.¹⁵⁴

John N. Wallingford (1833 - 1930) was born in Maine on July 4th. He spent his

¹⁴⁸ The original street names are from "Map of the City of Seattle Washington." The east boundary of the addition corresponds with what is now the west margin of Interstate 5.

¹⁴⁹ Theodore N. Haller, "Life and Public Service of Colonel Granville O. Haller, Soldier, Citizen and Pioneer," The Washington Historian, April 1900, p. 109.

¹⁵⁰ A Volume of Memoirs and Genealogy of Representative Citizens of the City of Seattle and County of King, Washington, p. 748.

¹⁵¹ Droker, p. 30

¹⁵² Prosch, p. 397. This action had been approved by voters on May 4.

¹⁵³ Based on data tabulated in Berlow, p. 32

¹⁵⁴ See, for example, Nyberg and Steinbrueck, "Wallingford."

young adulthood in Minnesota, served as a volunteer in the Minnesota Infantry through most of the Civil War, and then returned for a time to Minnesota before coming west. He initially relocated to Napa City California in 1873, where he established a lumber business, and then came to Seattle in 1888.¹⁵⁵

In addition to managing his real estate interests, which included not only Wallingford's Division of the Green Lake Addition, but also additional property in the Green Lake neighborhood, Wallingford served two terms on Seattle's city council and two terms as police commissioner.¹⁵⁶

The prices of lots north of Lake Union were considered quite reasonable in 1890. "[I]n Dr. Kilbourne's Green Lake Addition 25 x 50 foot lots went for \$100 to \$150. B. F. Day was asking \$200 to \$300 for lots in his large subdivision just north of Fremont."¹⁵⁷ Prices in Queen Anne and Capitol Hill could be much higher.¹⁵⁸

Platting activity in Wallingford continued into the early 1920s (the Hope Addition, a plat apparently associated with the property occupied by the Home of the Good Shepherd, was filed August 29, 1922¹⁵⁹) and a few very small parcels remain unplatted today. However, most of the neighborhood was platted before the turn of the century.

Development of the Uplands: The Electric Street Railroad Comes to Green Lake (1889)

Despite the great incentives the railroad must have provided for those building homes or businesses in the industrial area along the lake shore, the arrival of the railroad may have been somewhat less encouraging for those who wished to develop property located farther from the water. Certainly, to reach a lot at the northern end of C. P. Stone's Lake Union Addition at what is now N. 45th Street would have required an uphill hike from the depot along muddy, ungraded streets; the Green Lake area must have seemed quite remote.

¹⁵⁵ A Volume of Memoirs and Genealogy of Representative Citizens of the City of Seattle and County of King, Washington, pp. 268-269.

¹⁵⁶ A Volume of Memoirs and Genealogy of Representative Citizens of the City of Seattle and County of King, Washington, p. 269.

¹⁵⁷ Reinartz, pp. 74-75.

¹⁵⁸ Reinartz, p. 74.

¹⁵⁹ Berlow, pp. 175-176.

However, this situation was about to change, for although the completion of the Seattle, Lake Shore & Eastern had put an end to many of Frank Osgood's grandiose schemes for a regional transportation web, it gave additional impetus to his ambitious and technically challenging plan to electrify the Seattle Street Railway.¹⁶⁰ In fact, through Osgood's efforts, Seattle became the fourth city in the world to operate electric streetcars.¹⁶¹ His experiment was given a large boost by the need for transportation to and around Lake Union.¹⁶²

Despite Osgood's efforts to educate himself concerning the required technology, his scheme lay dormant until 1888, when F. T. Blunck arrived from Davenport, Iowa to make his fortune in real estate and met the similarly inclined L. H. Griffith. With Victor Hugo Smith and Dr. E. C. Kilbourne, Griffith and Blunck put together the West Street, Lake Union and Park Transit Company, which quickly acquired a franchise to operate an electric street railway from the foot of Pike Street to Lake Union.¹⁶³

Frank Osgood soon approached Griffith, Blunck, Kilbourne and Smith with a proposal to combine their efforts. As a result, the Seattle Electric Railway and Power Company was formed with Griffith, Blunck, Kilbourne and Smith as directors, along with Morgan J. Carkeek, G. Morris Haller and Thomas Burke; Osgood became president and general manager.¹⁶⁴ Consolidation of the two efforts was finalized on November 1, 1888.¹⁶⁵

The system had to be invented almost from scratch, as there was very little precedent anywhere in the world for an electric railway system; however, the persistence of the organizers paid off and the first car was operated on the completed system on March 30, 1889; full scale commercial operations commenced on April 5.¹⁶⁶

L. H. Griffith . . . bought out the holdings of all the other directors, including Osgood, shortly after the commencement of service on

¹⁶⁰ Blanchard, pp. 6-7.

¹⁶¹ Droker, p.28

¹⁶² Droker, p.28

¹⁶³ Blanchard, p. 13.

¹⁶⁴ Blanchard, p. 16. Blanchard renders Haller's name as L. Morris Haller and spells Carkeek's name with an initial "K," almost certainly transcription errors.

¹⁶⁵ Bagley, Volume II, p. 880.

¹⁶⁶ Blanchard, pp. 17-18.

the line. He was primarily concerned with real estate development; consequently his views did not always coincide with those of . . . Osgood, who was interested in the system chiefly as a means of meeting legitimate transportation needs.¹⁶⁷

Griffith looked upon the fledgling electric railway system almost solely as a means of building up the value of his real estate holdings.¹⁶⁸

In the beginning of 1890, Griffith found himself in competition with two cable lines to extend electric street car service to the south end of Lake Union. In order to secure the franchise for his own operation, Griffith built an extension to his electric railway in just five days, thereby precluding extension of the cable lines.¹⁶⁹ Griffith soon began extending his line further north on pile-supported trestles along the west shore of Lake Union to Fremont.¹⁷⁰

His line had already become the first to reach what is now known as Wallingford when, in November 1889, Griffith secured a franchise to extend his line from Fremont north to a logging railroad in the Green Lake area that had only recently been reorganized as the Green Lake Electric Railway Company (the incorporators, apparently acting on Griffith's behalf, were W. D. Wood, James Laddy, C. E. Chapin and Victor Hugo Smith, with E. C. Kilbourne as General Manager).¹⁷¹

Wood, like Kilbourne, was by this time a property owner in the Wallingford area, having platted "Wood's South Addition of Green Lake Addition"¹⁷² just to the east of Wallingford's addition. Both owned land in the Green Lake area as

¹⁶⁷ Blanchard, pp. 20-21. Dr. Kilbourne's loss of his interest cannot be viewed as a setback. Never one to let an opportunity slip through his fingers, Kilbourne proceeded to devote much of his energies to the electrical business. He organized the Pacific Electric Company and within a few months was distributing light and power to Seattle. (Blanchard, p. 93) (For more on Luther H. Griffith, see Dorpat, "64 The Electric Bridge to Fremont.")

¹⁶⁸ Blanchard, pp. 20-21.

¹⁶⁹ Blanchard, p. 39.

¹⁷⁰ Blanchard, p. 39.

¹⁷¹ Blanchard, p. 43 (see footnote 6; Blanchard is apparently quoting Grant's History of Seattle, p. 281).

¹⁷² According to the drawing of the plat recorded at King County, the plat is bounded by Meridian Avenue N., N. 55th Street, 5th Avenue N. E., and N. 50th Street. Wood and his wife Emma apparently acquired an interest in this property from W. S. Ladd and his wife Caroline A. Ladd, who had purchased the property from the government in 1870. The plat was filed in early October, 1889, by William D. Wood and Emma Wood in King County, Washington Territory, and W. S. Ladd and Caroline A. Ladd in Multnomah County, Oregon. Emma Wallingford Wood was the daughter of developer John Wallingford.

well,¹⁷³ and both were no doubt interested in the street railway as a way of accelerating development of their properties.

Griffith built a connector between the line coming up the west side of Lake Union and the small line at Green Lake. From Fremont, the route traveled east along Ewing Avenue (now called N. 34th Street), north on what is now Woodland Park Avenue N., then east on N. 45th Street and north on Interlake Avenue to East Green Lake Way, then around the north end of the lake to about what is now N. 70th Street.¹⁷⁴

Erhart “Green Lake John” Siegfried, is thought to have been the first non-native to settle in the Green Lake area; he built his cabin on the north shore of the lake in 1870.¹⁷⁵ Soon, A. L. Parker built a sawmill on the lake.¹⁷⁶ Siegfried sold his property to E. C. Kilbourne and W. D. Wood in 1888.¹⁷⁷

By 1890, the homes of a number of North End pioneers stood on Green Lake’s eastern shore. These “fine residences” included the home of Dr. Kilbourne. A gravel pit lay between the Kilbourne home and the Wells residence to the south. Farther south were the Rex home and the F. A. McDonald home.¹⁷⁸ The latter structure still stands at 5722 E. Green Lake Way N.¹⁷⁹ Even further to the south, at the Coryell residence, a windmill was employed to pump water into the house.¹⁸⁰ By the year 1900, 1,500 people are said to have moved into the Green Lake area, and in 1901, George W. Hill and George Green built the area’s first general store.¹⁸¹

The Electric Street Railroad Comes to Latona (1892)

¹⁷³ Wood and his wife Emma filed their plat of “Wood’s South Shore Division of Green Lake Addition,” along the southeastern shoreline of Green Lake, on December 5, 1889, according to Berlow (p. 175). “Kilbourne’s Division of Green Lake Addition” is located immediately to the north of “Wood’s South Division of Green Lake Addition” and immediately east of “Wood’s South Shore Division of Green Lake Addition” (see Kroll Map 14W).

¹⁷⁴ Blanchard, p. 43 (see footnote 6).

¹⁷⁵ Arthur W. Bell, A Brief History of the East Green Lake District and Adjacent Areas (Seattle: Green Lake Chamber of Commerce, 1979).

¹⁷⁶ Bell.

¹⁷⁷ Bell.

¹⁷⁸ See photo caption, North Central Outlook, February 29, 1952, p. 19.

¹⁷⁹ “Green lake links past and present,” North Central Outlook, June 27, 1973, p. 1. The author confirmed the the remodeled house was still standing in April 2005.

¹⁸⁰ See photo caption, North Central Outlook, February 29, 1952, p. 19.

¹⁸¹ Bell.

In 1891, Griffith's Seattle Electric Railway and Power Company was reorganized as the Seattle Consolidated Street Railway Company.¹⁸² Griffith was bought out by David T. Denny and Sons on August 3, 1893, who following Griffith's example, had set up the Rainier Power and Railway Company.¹⁸³ This latter line was organized in 1891 and built in three sections: The first of these (authorized by the City of Seattle in 1890) ran south from E. Lynn Street in the Eastlake neighborhood (at the time, the city's northern boundary) along the east shore of Lake Union to Howard Avenue and Filbert Street. The second section (authorized by the City in 1892) connected the first with Third Avenue and Yesler Way in downtown Seattle. The third section (authorized by King County in 1891) extended the first section north across a drawbridge at Lake Union.¹⁸⁴ This was the wooden Latona Bridge, completed in 1891¹⁸⁵ and located slightly west of the current University Bridge, more or less where the Freeway Bridge now stands.¹⁸⁶

After crossing the lake, the line turned east along Northlake Way and N. E. 38th Street to what is now University Way, then north to N. E. 45th Street, "beyond which was uninhabited and for the most part unplatted wilderness."¹⁸⁷ The line extended north about a mile from this point to what is now the intersection of University Way and Ravenna Boulevard and then looped in a southeasterly direction through Ravenna Park to N. E. 58th Street, terminating at about 22nd Avenue N. E. and N. E. 55th. Street.¹⁸⁸

It extended David Denny's electric trolley into a region all expected would soon be booming with a land rush.¹⁸⁹ However, this "street car line to nowhere consistently lost money from the time its first section was placed in operation."¹⁹⁰ The line reached its Ravenna terminus just in time for the

¹⁸² Blanchard, p.41.

¹⁸³ Blanchard, p.41.

¹⁸⁴ Blanchard, p. 63.

¹⁸⁵ Priscilla Long, "Latona Bridge across Seattle's Lake Union is dedicated on July 1, 1891," History Link.org Online Encyclopedia of Washington State History (<http://www.historylink.org>; accessed December 5, 2004). Paul Dorpat dates the bridge from 1892 in Dorpat, "37 Denny's Bell," Seattle Now and Then.

¹⁸⁶ Nyberg and Steinbrueck. (Also see Baist Maps.)

¹⁸⁷ Blanchard, p. 63.

¹⁸⁸ Blanchard, p. 63.

¹⁸⁹ Dorpat, "37 Denny's Bell," Seattle Now and Then.

¹⁹⁰ Gordon Newell, Westward to Alki: The Story of David and Louisa Denny (Seattle: Superior Publishing

financial panic of 1893 which left Denny bankrupt.¹⁹¹

Denny's operation was reorganized in 1895 under the name of Third Street and Suburban Railway.¹⁹² A second reorganization was soon required, but when the company was born again as the Seattle Traction Company on January 1, 1897, it was able to undertake a "vigorous and ambitious program of extension and improvements," which continued until the Seattle Electric Company took over the operation a few years later.¹⁹³

Woodland Park and Woodland Park Railway (1891 -1899)

Guy C. Phinney came to Seattle in 1881¹⁹⁴ and after successfully dealing in real estate for ten years, moved to what is now Woodland Park in 1891¹⁹⁵. He apparently hoped to build a large, private country home on the property following the pattern of the residential estates being built at the turn of the century by wealthy members of the emerging upper middle class in both Britain and the United States. However, the most significant of his initial improvements to the property may have been a hotel known as "Woodlands."

Visitors came to the park to see the beautiful wooded areas and the attractive flowers arranged in beds.¹⁹⁶ Phinney facilitated their travel to the estate by building the Woodland Park Railway. Completed in 1890, it ran on Fremont Avenue from Fremont to the Park. Luther H. Griffith's street railroad company obligingly built a connecting spur to this line.¹⁹⁷

The financial panic of 1893 almost wiped out Phinney's fortune¹⁹⁸. After his death that same year, his wife struggled to keep the park open.¹⁹⁹ In 1897 or 1898 Griffith's corporate successor, the Seattle Traction Company, bought the Woodland Park Railway²⁰⁰ and the City of Seattle bought the estate itself in

Company, 1977), p. 99.

¹⁹¹ Dorpat, "37 Denny's Bell," Seattle Now and Then.

¹⁹² Blanchard, p. 63.

¹⁹³ Blanchard, p. 42.

¹⁹⁴ Dorpat, "68 Woodland Park: From Country Estate to African Savanna," Seattle Now and Then.

¹⁹⁵ Dorpat, "68 Woodland Park: From Country Estate to African Savanna," Seattle Now and Then.

¹⁹⁶ See photo caption, North Central Outlook, February 29, 1952, p. 6

¹⁹⁷ Blanchard, pp. 66 -67.

¹⁹⁸ See photo caption, North Central Outlook, February 29, 1952, p. 17.

¹⁹⁹ Dorpat, "68 Woodland Park: From Country Estate to African Savanna," Seattle Now and Then.

²⁰⁰ Blanchard, pp. 66 -67.

1899.²⁰¹

Seattle's First Golf Course

Seattle's first golf course "was a three-holed affair laid out in the mid-1890s in a Wallingford cow pasture. There the holsteins did the groundskeeping, and a tent was pitched for a clubhouse." Josiah Collins, one of the founders of this course, visited a well manicured course in Victoria in the summer of 1900, and upon his return, collected 54 additional golf enthusiasts to subsidize a more civilized course in Laurelhurst as the Seattle Golf and Country Club.²⁰² The Wallingford links were apparently abandoned.

The Pioneer Period Comes to an End

By the last decade of the 19th century, there were many factors encouraging rapid growth and development in the Puget Sound region. The area no doubt became more appealing as a possible destination for home seekers when Washington became the forty-second state to enter the Union on November 11, 1889. In addition, the successful effort to bring transcontinental railways to the region made travel from the east to Puget Sound safer and more convenient. Toward the end of the decade, the Klondike Gold Rush brought thousands through Seattle on their way to the gold fields, and thousands more joined Seattle's population, where outfitting miners had become a major source of work and income.

Local factors were encouraging development in the area that would become Wallingford. The construction of the Seattle, Lake Shore & Eastern had strengthened the foundation for industrial development along the north shore of Lake Union and made it possible to travel from downtown Seattle to the emerging north end settlements without transferring from one mode of transportation to another. Although the communities on the north shore of Lake Union were incorporated into the City of Seattle in 1891, the lots platted there in the last fifteen years of the 19th Century remained relatively inexpensive. By the early 1890s, the Green Lake Line stretched along the western edge of the future Wallingford neighborhood and Denny's Rainier Power and Railway Company had reached its southeast corner, immediately

²⁰¹ Dorpat, "68 Woodland Park: From Country Estate to African Savanna," Seattle Now and Then.

²⁰² Dorpat, "85 A Golf Course in Laurelhurst," Seattle Now and Then.

making Edgewater and Latona viable suburbs. The relocation of the University of Washington to its present campus in 1894 gave additional impetus to the growth of the northern part of the city.

By the turn of the century, most of the area that would become Wallingford was platted, expansion of the street railway system was under way, a railroad (the Seattle and International) was operating regularly on the old Seattle, Lake Shore & Eastern right-of-way, and industries lined Lake Union. The pioneer period was over, and a thirty year era of growth and development was about to begin.

The First Big Boom

1900 - 1916

Streetcar System Consolidation

Streetcar system consolidation occurred in the years from 1899 to 1903, as the

street railway enterprisers who had once thought of trolley lines primarily as means of building up land values were beginning . . . to realize that real estate speculation and good investment from a traffic standpoint did not always go hand in hand. This was a lesson that David Denny, in particular, had learned to his sorrow; and while few of the street railway investors suffered losses as staggering as his -- not less than \$3 million -- there was hardly a car line in the city that had not felt a financial pinch at one time or another.²⁰³

The first steps towards consolidation, under the auspices of the eastern engineering and investment firm of Stone and Webster, took place in 1899 but were resisted by populist anti-monopoly groups in Seattle. "The consolidation of the local street railway properties under the management of eastern capitalists was regarded by the municipal ownership advocates as a severe setback -- all the more so because an almost complete monopoly of existing electric

²⁰³ Blanchard, p.86. Blanchard notes that Denny "lost everything but his shirt" in his street railway venture and retired to a modest farm where he died in 1903. The extent of his loss is reported by Blanchard on p.62.

generating facilities was included in the deal.”²⁰⁴ However, preparatory work was successful and acceptance of the Stone and Webster consolidation plan was made official on March 9, 1900 when a blanket 40 year franchise was granted by the City to the Seattle Electric Company for the consolidated system. The system included the entire Seattle Traction Company operation. The Green Lake Electric Railway Company was absorbed in 1902,²⁰⁵ and consolidation was completed by the end of 1903.²⁰⁶

Improvements to the Streetcar System Serving Edgewater in 1902

By 1902, the Green Lake Line had served the western edge of Edgewater for a little over 12 years. From downtown, the cars followed the route L. H. Griffith had built along the west side of Lake Union to the Fremont Bridge, “at the north end of which they turned east on N. 34th St. to Woodland Park Avenue.”²⁰⁷ From there, Griffith had “built on a zigzag route to the southern tip of Green Lake over streets already platted and parceled out to him and to his confreres in the real estate business; his subsidiary Green Lake Electric Railway taking the cars the rest of the way around the northern tip of the lake.”²⁰⁸

In 1902, the Seattle Electric Company extended the trackage of the Green Lake Line south along the west side of Green Lake and then through Woodland Park to “Park Junction” where is rejoined the trackage coming up Woodland Park Avenue at about North 45th Street, thus “originating one of the most scenic and pastoral trolley services ever to operate in the city of Seattle.”²⁰⁹ Crossing Aurora Avenue at about N. 64th Street on a trestle, the cars ran up a steep hill, plunged between two sheer rock walls and then came out over a high trestle that spanned a ravine; near the end of this structure was a platform that served during the summer months as a regular stop. Careening into dense woods on the other side, the cars shortly emerged back into the light of day at about N. 50th Street and Woodland Park Avenue, there to rejoin the prosaic stream of city traffic.²¹⁰

²⁰⁴ Blanchard, pp. 88-89.

²⁰⁵ Blanchard, p. 98.

²⁰⁶ Blanchard, p. 96.

²⁰⁷ Blanchard, p. 104.

²⁰⁸ Blanchard, p. 103.

²⁰⁹ Blanchard, p. 104.

²¹⁰ Blanchard, p. 196.

Running through Woodland Park on high fills and trestles through scenery of unequaled beauty and variety, this line was from the very beginning a favorite with visitors, sightseers and local residents. In those halcyon days when a trolley trip to the park was regarded as the ideal way to spend a Sunday or holiday, the Green Lake line, lightly patronized under ordinary circumstances, more than made up for its small weekday financial return with the special sightseeing trips that were run over the Woodland Park trackage on Sundays and holidays, and on special occasions for entourages of visitors to Seattle.²¹¹

Industrial Development Along Lake Union's North Shore (1900 - 1920)

In the early years of the 20th century, Lake Union seemed destined to become one of the city's prime industrial and commercial areas. Several engineering studies, a number of small Congressional appropriations, and the resolution of several local siting controversies made it appear more and more likely that a canal capable of handling large ships would be built connecting Lake Washington and Lake Union with Puget Sound.²¹² This promise of a ship canal became a major influence on the business and residential development of Lake Union during the first two decades of the 20th century.

Still, sawmilling remained the most important industry on Lake Union until after the First World War.²¹³ The Brace and Hergert Mill at the south end of the lake, and several north shore mills including the Fremont Milling Company (operated as the Bryant Lumber and Shingle Mill after 1898²¹⁴), the Edgewater Mill at Northlake and Kilbourne (now N. 36th Street) in Edgewater, and the Latona Mill at Northlake and N. E. 1st Avenue in Latona, continued operation through this period.²¹⁵ Holmes Lumber straddled Northlake on the west side of Latona Avenue from at least the turn of the century at a site now occupied by

²¹¹ Blanchard, p. 104.

²¹² Larson, pp. 13-22.

²¹³ Droker, p. 50.

²¹⁴ Polk's Seattle Directory, 1898 and 1899. Bagley's assertion (v. 3, p. 287) that L. A. Griffith continued to operate the company after it was reorganized as the Bryant Shingle and Lumber Mill does not appear to be supported by the listing of the firm's management in Polk's Seattle Directory for 1898 and the following years. Also, E. C. Kilbourne is listed as president of the company in Polk's Seattle Directory for 1893.

²¹⁵ Polk's Seattle Directory, 1901-1912.

Dunn Lumber.²¹⁶ Furniture manufacturers, box and barrel makers, board and paper processors, and other wood-processing factories located close to the mills.²¹⁷

The Edgewater Tannery, operated by H. F. Norton & Company at the foot of Woodlawn Avenue since at least 1898,²¹⁸ expanded its operation in 1908.²¹⁹

New industries unrelated to wood were attracted to the area by the prospect of deep-water shipping. The Pacific Iron Works continued operation at 929 Ewing Street in Fremont, and Pacific Ammonia and Chemical began production near the corner of Blewett (now N. 35th Street) and Northlake in 1906.²²⁰ By 1912, Barber's Asphalt plant was operating in Edgewater²²¹ on the waterfront just east of Stone Way.²²² The Fremont Barrel Manufacturing Company, established in 1897²²³ and located on the shoreline next to Barber's Asphalt, became the Western Cooperage in 1907.²²⁴ Other north shore industries included a tar plant and a garbage incinerator.²²⁵ Several north shore industries completed fills along the lake and plans were made for a Northern Pacific rail line encircling the lake.²²⁶

A number of other industrial concerns appeared just off the waterfront. In 1908, the Seattle Varnish Company moved in at 1428-30 Ewing Street (now N. 34th Street).²²⁷ By 1912, the Scandinavian Cabinet Works were located at the southeast corner of Meridian and N. 34th Street.²²⁸ A handsome, block-long factory building for the Zimmerman-Degen Shoe Company, designed by the well regarded Seattle architectural firm of Saunders & Lawton, was completed in 1912 at the northeast corner of Wallingford Avenue N. and N. 34th Street.²²⁹

²¹⁶ Polk's Seattle Directory, 1901-1912.

²¹⁷ Droker, p. 50.

²¹⁸ Polk's Seattle Directory.

²¹⁹ Droker, p. 51.

²²⁰ Droker, p. 50. Pacific Ammonia first appears at this address in Polk's Seattle Directory, 1909.

²²¹ Droker, p. 51.

²²² See Baist Maps, 1912.

²²³ Caroline Tobin, "Shifting Tides," The Weekly, December 9 - December 15, 1987, p. 47.

²²⁴ Polk's Seattle Directory, 1906 - 1907.

²²⁵ Nyberg and Steinbrueck.

²²⁶ Droker, p. 51.

²²⁷ Droker, p. 51. Seattle Varnish appears at this address in Polk's Seattle Directory, 1908 and 1909.

²²⁸ See Kroll Map, 1912.

²²⁹ Microfilm Library, Seattle Department of Planning and Development. See also Baist Maps, 1912, and Polk's Seattle Directory, 1913 - 1921. This building is now occupied by Avtech.

The Gas Works (1906 - 1956)

Perhaps the largest, and certainly the most noticeable industrial enterprise was the gas works operation. The Seattle Gas Light Company began to purchase property for a new gas production facility on the southernmost point of Lake Union's north shore in 1900.²³⁰ The present 20.5 acre promontory (now occupied by Gas Works Park) consisted of only about 12 acres of land area when the area was first surveyed in 1855. The gas plant began operations in 1906, although property continued to be purchased until 1909.²³¹ The Lake Union facility immediately became

. . . the largest private utility then existing in Seattle. It operated as "Seattle Lighting Company" until 1930, when the name was changed to "Seattle Gas Company." Its primary product was illuminating gas (so called because it was used for lighting) manufactured from coal. The gas was later used for cooking, refrigeration, and heating homes and water. It was also called city gas to distinguish it from natural gas.²³²

Coal was delivered to the plant by trains running on the old Seattle, Lake Shore and Eastern right of way. Spectacular fires at the Gas Works occasionally brought crowds to the waterfront.²³³

Schools

The rapidly expanding population of Seattle's "north side" led to the construction of several schools.²³⁴

Latona School

²³⁰ Friends of Gas Works Park, "Gas Works Park Landmarks Nomination" (1998), p. 1.

²³¹ Friends of Gas Works Park, p. 1.

²³² Friends of Gas Works Park, p. 2.

²³³ Interview with Wallingford resident Gordon Peek in 2004.

²³⁴ Nyberg and Steinbrueck assert that the 1900 community population of 1,500 had grown to 9,000 by 1910 and would grow to 20,000 by 1920. However, it seems unlikely that these figures apply to the Wallingford area alone since the population of the Wallingford area was several thousand less than 20,000 in 1990.

Residents in the Latona community may have petitioned for a school as early as 1882, a time when the area was very sparsely settled and still heavily forested.²³⁵ However, the first school actually organized in the area did not open until 1890. It was called the Lake Union School, and it was located in a rented portion of what was then the new First Christian Church.²³⁶ The church building is no longer extant, but was located at 4040 2nd Avenue N. E.²³⁷

The following year, in 1891, the Seattle School District purchased six lots in Latona and a new Latona School was built.²³⁸ This structure was located on the east side of 4th Avenue N. E. south of N. E. 42nd Street²³⁹ and opened in 1892.²⁴⁰ “The building had a wooden tower with arches and a weather vane. It opened with over 100 students and four teachers. The district set the school’s boundaries as ‘All that portion of the city east of Elmer Street [Wallingford Avenue] and north of the old city boundary,’”²⁴¹ presumably the boundary at E. Lynn Street in what is now the Eastlake neighborhood.

The student population grew to over 300 in 1900-01. A structure known as the Kima Building became an annex when it was rented in December 1900 and the church site that had been used earlier was purchased by the School District in August 1901, becoming the Latona Church Annex and housing two classrooms for pupils in grades 3 and 4.²⁴²

The 1892 era structure itself became an annex when a new, larger Latona School was opened in 1906.²⁴³ The new building was one of several wood frame “model schools” built in the 1903-06 period. Only a few of these structures survive as schools today (these include Hay Elementary and Stevens Elementary).²⁴⁴ All

²³⁵ Thompson and Marr, p. 166; also see sidebar p. 167.

²³⁶ Thompson and Marr, p. 166.

²³⁷ Baist Map, 1905.

²³⁸ Thompson and Marr, p. 166.

²³⁹ Sanborn Maps, Seattle 1904-1905, Volume 4, Sheet 450. Thompson and Marr locate the building at N. E. 42nd Street and 5th Avenue N. E., the site of the Blair addition to Latona School (see note 249 below).

²⁴⁰ Thompson and Marr, p. 167; see sidebar.

²⁴¹ Thompson and Marr, pp. 166 - 167.

²⁴² Thompson and Marr, p. 167; also see sidebar.

²⁴³ Thompson and Marr, p. 167; see sidebar.

²⁴⁴ Thompson and Marr, p. 167.

were designed by architect James Stephen.²⁴⁵

In 1917, an American Renaissance-style brick building was erected at the north end of the school property, its long axis perpendicular to that of the wooden structure built in 1906. The new building contained large playrooms and an auditorium on the first floor and classrooms on the upper two floors.²⁴⁶ It was one of seven similar “fireproof” masonry additions designed by architect Edgar Blair and opened between 1917 and 1919.²⁴⁷

With this greatly enlarged space, enrollment at Latona jumped to over 600 students. The 1892 schoolhouse continued in use as an annex for manual training and home economics and, later, for drawing instruction. In 1921, the district purchased lots south of the school to expand the playground area.²⁴⁸

The 1892 school building was closed by 1924 and demolished by 1932.²⁴⁹ The older church building returned to its original use, was eventually sold, and then demolished or moved in the 1930s.²⁵⁰

In the memory of former Wallingford resident Paul Alexander, the openings and closings of the various buildings were more sequential. Writing in 1952, Alexander recalled “the old Latona School that was torn down to make way for the Latona School that was torn down to make room for the new Latona School, which is now old.” He also noted that his older brother “used to walk from the family home at 3831 Bagley Ave[nue] to that school and to the University

²⁴⁵ Patricia C. Erigero, Consultants, Seattle Public Schools Historic Building Survey (Seattle: Historic Seattle Preservation and Development Authority, 1989), p. 112.

²⁴⁶ Thompson and Marr, p. 167.

²⁴⁷ Erigero, p.116.

²⁴⁸ Thompson and Marr, p. 167.

²⁴⁹ I have adopted the dates suggested by Thompson and Marr, p. 167 (sidebar) though these dates may be open to question. According to Patricia C. Erigero (p. 112), the 1892 structure was located at the north end of the present Latona site, an assertion that seems to be confirmed by Thompson and Marr’s representation (p. 167; see sidebar) that the 1892 structure was located at 42nd and 5th. If both these statements were true, the 1892 school house would have stood just north of the surviving 1906 structure and would have had to have been destroyed when the masonry Blair addition to the 1906 structure was built in 1917. However, as noted earlier, Sanborn Maps for the area indicate that the 1892 structure was located west of the surviving 1906 building and faced onto 4th Avenue rather than 5th, making it possible for the 1892 structure to have survived construction of both the 1906 and 1917 structures.

²⁵⁰ Thompson and Marr, p. 167; see sidebar. The church building may have been destroyed earlier; it is not shown in Kroll atlases at the Seattle Public Library dating from 1920 and 1939, although curiously, it is shown in the Kroll atlas dating from 1924.

Heights School and B. F. Day for manual training. That was before Interlake School was built in 1904.”²⁵¹

Interlake School

Alexander himself apparently attended Interlake.²⁵² The proposal to build this new school -- at the southwest corner of N. 45th Street and Wallingford Avenue N. -- was put before the Seattle School Board on February 1, 1904. The plans, formally approved a week later, were based on district architect James Stephen’s “model school” design that called for a rectangular building with four classrooms on each floor.²⁵³

The Interlake building was constructed in two phases; the first included the central portion of the existing structure and the western halves of both the north and south wings.²⁵⁴ The resulting 12-room building was ready for the opening day of the school year in September of 1904.²⁵⁵ The name of the school referred to its location midway between Lake Union and Green Lake.²⁵⁶

At the time of the Interlake School’s construction, the adjacent neighborhood was still partially forested and there were streams nearby.²⁵⁷ According to Theodore Waarich, who lived at the corner of Densmore and N. 45th Street from 1901 until at least 1946, there was a marsh between Woodlawn and Interlake, west of the school.²⁵⁸ Waarich donated a day and a half of his labor (and the use of his horses) to improve the footpath from Stone Way to the Interlake School by “hauling gravel and clearing away stumps and brush.,” noting that “[y]ou had to be an expert driver in those days not to hit stumps on North 45th Street, the

²⁵¹ Paul Alexander, “Rainier Publisher, Born on Bagley, Recalls Youth Spent in Wallingford,” North Central Outlook, February 29, 1952, p. 15.

²⁵² Alexander. According to this account, Alexander attended Interlake in the years when George Richard Austin was principal.

²⁵³ Thompson and Marr, p. 148.

²⁵⁴ “Landmark Nomination Form: Lincoln High School Annex (formerly Interlake Public School),” (Seattle, Office of Urban Conservation, Seattle Department of Community Development, 1980), p. 3.

²⁵⁵ Thompson and Marr, p. 148.

²⁵⁶ Thompson and Marr, p. 148.

²⁵⁷ Thompson and Marr, p. 148.

²⁵⁸ Margaret Pitcairn Strachan, “Up-to-date Wallingford District,” The Seattle Times: Pacific Parade Magazine, May 26, 1946, p. 6. Waarich first appears in Polk’s Seattle Directory in 1904; the listing indicates that he lived at 1700 N. 45th Street.

street was so crooked.”²⁵⁹

The expanding streetcar system soon brought more businesses and residents to the North End. In order to accommodate the resulting larger enrollment, eight new classrooms were added to the Interlake School by extending the north and south wings to the east, creating the existing H-shaped building.²⁶⁰ The additions were completed by 1908.²⁶¹

Lincoln High School

Early in the spring of 1906, Seattle School Board members crossed Lake Union in search of a site for a new high school to serve the north end of the city. The student population at Seattle’s first high school, Broadway, had exceeded the building’s capacity after only four years.²⁶² That same year the Interlake Improvement Club was organized “to improve streets and to get Lincoln High School built.”²⁶³

The residents of Fremont had wanted the school in their neighborhood, and the Green Lake community had hoped the school would be located in their community; however, the site on Interlake Avenue, covered by brush and stumps left by logging operations and described by Waarich as a marsh, was chosen because of its central location and proximity to streetcar lines.²⁶⁴ At the time, the outbound cars of the Green Lake line, traveling east on 45th Street, turned north onto Interlake just a little over a block from the proposed school site, and the school board members may have known that within a year, another line would be running north and south on Wallingford Avenue, just two blocks to the east.

²⁵⁹ Strachan, p. 6.

²⁶⁰ “Landmark Nomination Form: Lincoln High School Annex (formerly Interlake Public School),” (Seattle, Office of Urban Conservation, Seattle Department of Community Development, 1980), p. 3.

²⁶¹ This is the date provided by Thompson and Marr (p. 148); however, in “Landmark Nomination Form: Lincoln High School Annex (formerly Interlake Public School), the dates 1905 and 1906 are given for the two extensions (see p. 3.) Since the Landmark Nomination Form offers a more coherent description of the phased construction -- and one that corresponds closely with the appearance of the original building as illustrated in the photograph provided by Thompson and Marr (p. 149) -- one is tempted to accept the dates for the additions provided in the Landmark Nomination Form as well.

²⁶² Thompson and Marr, p. 177.

²⁶³ Nyberg and Steinbrueck, probably repeating a similar assertion made by Theodore Waarich, as quoted in Margaret Pitcairn Strachan, “Up-to-date Wallingford District,” The Seattle Times: Pacific Parade Magazine, May 26, 1946, p. 6.

²⁶⁴ Thompson and Marr, p. 177.

Some citizens requested that the new school be named Interlake High School, a move that would have associated the structure more closely with the street on which it was located, and with the elementary school that had just recently been built a few blocks to the east. However, the School Board decided to name the school after the nation's sixteenth president.²⁶⁵ Had the citizens' request been honored, the surrounding neighborhood might have become known as Interlake rather than Wallingford.

The School district employed another model school plan developed by architect James Stephen.²⁶⁶ Construction of the 30-room, Jacobean style brick building began in 1906; it housed a study hall and a single gymnasium in addition to classrooms.²⁶⁷ Despite (or because of) the district's attempt to landscape the site (a number of tiny trees were installed), many observers felt, at the time, that the building loomed over the hillside.²⁶⁸

The new structure, Seattle's second high school, opened its doors in 1907, with 900 pupils from all over the North End, and from Queen Anne Hill.²⁶⁹ By its second year of operation, Lincoln's enrollment had nearly doubled and it became necessary to turn every available space into a classroom. In addition, five rooms in nearby Interlake School were used by high school students until Lincoln's enrollment dropped with the opening of Queen Anne High School in 1909.²⁷⁰

By 1913, the number of students had again increased. The district superintendent reported that over 1,068 students attended Lincoln and 200 more were expected to enter at mid-year. Several "portables" were used until, in 1914, the center section of the building was remodeled and a north wing was added containing an auditorium, library, and two gymnasiums. The expanded building proved adequate for only a few years, however, and in 1920, a 10-room

²⁶⁵ Thompson and Marr, p. 177.

²⁶⁶ Katheryn Hills Krafft, "James Stephen," in Jeffrey Karl Ochsner (ed.), Shaping Seattle Architecture: A Historical Guide to the Architects (Seattle: University of Washington Press, 1994), p. 61.

²⁶⁷ Thompson and Marr, p. 177.

²⁶⁸ See photo caption, North Central Outlook, February 29, 1952, p. 15.

²⁶⁹ Thompson and Marr, pp. 177 - 178. In a photo caption in the North Central Outlook (February 29, 1952, p. 15) it is asserted that some students came from Capitol Hill

²⁷⁰ Thompson and Marr, p. 178.

wooden annex had to be built.²⁷¹

House of the Good Shepherd

The Sisters of the Order of the Good Shepherd arrived in Seattle in 1890, at the invitation of the Bishop of Nisqually, who was seeking a group to care for orphaned girls. The sisters soon outgrew their initial facility and were compelled to seek larger quarters.

A building committee composed of prominent citizens, which reads like a list of 'Who's Who in Early Seattle,' acquired a vast tract of land in Wallingford and in 1906 laid the cornerstone of the present building. On July 31, 1907 the Sisters of the Good Shepherd and their charges took possession of the facility, which had been erected at a cost of \$125,000.²⁷²

The structure is located "approximately at the center of the Wallingford - Meridian community, crowning the highest point of land between Lake Union and Green Lake."²⁷³

The building was designed by the short-lived architectural partnership of Breitung & Buchinger, whose commissions from the Catholic Archdiocese also included the Academy of the Holy Names, which is still standing, and a number of other buildings that have since been destroyed.²⁷⁴

"The land was divided into beautiful orchards and vegetable gardens, poultry houses and root cellars, allowing the sisters some degree of independence and [financial] security."²⁷⁵

New Streetcars Serve the Heart of Wallingford 1907 - 1909

²⁷¹ Thompson and Marr, p. 178.

²⁷² "National Register of Historic Places Inventory - Nomination Form, Home of the Good Shepherd," prepared by Historic Seattle in August, 1977. See "Statement of Significance," pp. 1-2.

²⁷³ "National Register of Historic Places Inventory - Nomination Form, Home of the Good Shepherd." See "Geographical Data."

²⁷⁴ Dennis A. Andersen, "Breitung & Buchinger," in Jeffrey Karl Ochsner (ed.), Shaping Seattle Architecture: A Historical Guide to the Architects (Seattle: University of Washington Press, 1994), pp. 86-87.

²⁷⁵ "National Register of Historic Places Inventory - Nomination Form, Home of the Good Shepherd." See "Statement of Significance," p. 2.

Two further street car lines completed, for a time, the Seattle Electric Company's comprehensive program of service to the northern suburbs of the city. In January 1907 the Wallingford Avenue Line began carrying passengers up the west side of Lake Union to Fremont Avenue, then east on Ewing Street (now N. 34th Street), north on Wallingford Avenue, and then east on N. 45th Street to a terminus at about 45th and Latona.²⁷⁶ As further development occurred along the 45th Street corridor, the line was extended east to 14th Avenue (now University Way) in what would become the University District.

On July 19, 1908 the Meridian Line began service from downtown to Fremont Avenue, then east on N. 34th Street, north on Wallingford Avenue, east on N. 45th Street, north on Meridian Avenue, east on N. 56th Street, and then north on Latona Avenue to 65th Street.²⁷⁷

Freight Service

Freight service soon became a major source of revenue for the street railway system. Two or more freight "drags" a day rolled out over fields and woods to the outlying communities in the University, Ballard and Fremont areas, each consisting of dinky wooden box motors slowly trundling two or three miniature boxcars over the rails.²⁷⁸ This continued until the mid 1920s when the increasingly efficient and adaptable motor truck replaced electric rail for freight delivery.²⁷⁹ Mail transportation and even street cleaning was also done by special electric rail cars.

Alaska-Yukon-Pacific Exposition

In 1952, early Wallingford resident Paul Alexander could still recall when he "received a 50c admission from George B. Worley, contractor and later city councilman, to attend the Alaska-Yukon-Pacific Exposition."²⁸⁰ The A-Y-P was officially opened on June 1, 1909 and by the end of its 138-day run, it had

²⁷⁶ Blanchard, p. 105.

²⁷⁷ Blanchard, p. 105.

²⁷⁸ Blanchard, p. 117.

²⁷⁹ Blanchard, p. 117.

²⁸⁰ Alexander. Although Alexander himself served on the city council from 1956 until his death in 1969, his assertion that Worley filled a similar role is mistaken (see website of the Seattle Municipal Archives).

attracted 3.7 million visitors and had made a profit of \$63,000.²⁸¹ The A-Y-P helped secure Seattle's reputation as a major port city, but its legacy also included several new buildings and extensive landscaping at the largely undeveloped University of Washington campus (which had been designated as the site of the fair) and increased visibility for Wallingford and other Seattle neighborhoods north of Lake Union.

Streetcar service through Wallingford increased between June and October of 1909 as a result of the A-Y-P. The increase in traffic led to an expansion in rolling stock²⁸² as the line became one of two popular excursion routes for visitors to the Exposition.

Nothing nearly as spectacular or symbolic as the monorail, the A-Y-P "rapid transit" consisted merely of an extension of the Wallingford Avenue car line from its . . . terminus at 14th Ave. NE. and [N.] E. 45th St., down 14th to E 40th St. and then in a southwesterly direction to the A-Y-P loading platform on Brooklyn Avenue. No fares were collected enroute from the exposition grounds to the city center; a turnstile operated by a coin provided entrance to the cars, which required approximately one hour to make the circuitous journey from the fair grounds around the north end of Lake Union, across the Fremont Bridge, then south on Westlake Avenue to the terminal on Second Avenue and Jackson St. The fairgrounds being still far from completely redeemed from their pristine state, it was deemed advisable to build cattle guards at the entrance to the loading platform, the better to prevent one of the cows, horses or goats that still roamed the more secluded areas of the campus from wandering into the terminal and perhaps boarding a car unawares.²⁸³

When planning for the Alaska-Yukon-Pacific Exposition began in 1905, the concept was to demonstrate the enormous value of Alaska and the importance of Seattle as its main port of entry. While it is difficult to view the Exposition's effect on north end neighborhoods as anything other than positive, the scheme

²⁸¹ James R. Warren and William R. McCoy, Highlights of Seattle's History (Seattle: Historical Society of Seattle and King County, 1982), p.32.

²⁸² Blanchard, p.115.

²⁸³ Blanchard, p. 116.

devised for funding the Exposition did have an unanticipated impact on development along Wallingford's Lake Union waterfront.

Shore Lands Sale of 1907

In 1907, Seattle area legislators asked the state to appropriate one million dollars for the Alaska-Yukon-Pacific Exposition (\$600,000 for permanent buildings to be used by the University following the event, and \$400,000 for the state's own exhibit).²⁸⁴ However, legislators from Eastern Washington stood in the way of a statewide tax to pay for a Seattle fair. To secure adequate state funding for the A-Y-P, State Senator George U. Piper of Seattle introduced Senate Bill 101 which directed that the state fund the fair through the sale of Lake Union and Lake Washington shore lands. Upland owners were guaranteed preferential rights of purchase for property abutting their lands, although this assurance could hardly have eased the pain of those owners who believed that they already possessed rights of access to the water.²⁸⁵

State policy towards publicly owned waterways, which included all navigable rivers, lakes, and harbors according to the State Constitution, had been clouded from the beginning by private claims to underwater property. Upland owners operated on the assumption that their piers and fills over shore lands gave them special rights, if not outright ownership of abutting underwater shore lands.²⁸⁶ In legislating the Shore Lands Sale of 1907, the state legislature inadvertently forced a resolution of some of these issues, although in the view of historian Howard Droker, the sale itself was instigated without regard for state land use policy or the protection of public resources.²⁸⁷

The Post-Intelligencer headline for February 3 read: "Shore Lands Must Bring \$10 a Foot: Owners Will Not Fight." The waterfront property owners, forced to buy the adjacent underwater lots in order to protect their access to the water, probably consoled themselves with the expectation that the ship canal, still only a promise, would soon make the cost of \$10 per front foot seem a bargain price.²⁸⁸

²⁸⁴ Droker, p. 54.

²⁸⁵ Droker, pp. 54-55.

²⁸⁶ Droker, p. 52.

²⁸⁷ Droker, p. 52.

²⁸⁸ Droker, p. 55.

As they waited for the coming ship canal to increase the value of their newly acquired property, many of the owners began looking for ways to make a small return on their investment.²⁸⁹ Although houseboat moorages were not considered to be the “highest and best use” of the shorelands, this use came to be viewed as an acceptable temporary source of income. Houseboats began to proliferate on Lake Union, and when the canal failed to bring immediate opportunities for industrial development, houseboat moorages became established as an expedient use of shore lands for property owners as well as houseboaters.²⁹⁰

Ship Canal (1906 -1917)

Army interest in connecting Lake Washington with the Sound was first recorded in 1867.²⁹¹ However, the Federal government provided little support for the project until, in 1898, the Army Corps of Engineers recommended the Shilshole Bay route (extending from Union Bay on Lake Washington, through the Montlake isthmus to Lake Union, along the Outlet to Salmon Bay and on to Shilshole Bay on Puget Sound) as the best of five routes that were studied.²⁹²

Then,

[t]he canal’s most effective friend, Hiram Chittenden, arrived in 1906 as the Seattle district’s new corps engineer. Chittenden later recalled that “when I examined the list of public works in the district I had no hesitation in estimating this as the most important of any.”²⁹³

Soon, a serious effort was underway.

The Rivers and Harbors Act passed by Congress in 1910 provided \$2,275,000 for construction of locks at Shilshole as long as King County agreed to finance and build a ship canal connecting Lake Washington with the locks.²⁹⁴ King

²⁸⁹ Droker, p. 55.

²⁹⁰ Droker, p. 55.

²⁹¹ Larson, p. 1.

²⁹² Dorpat, “92 Lake Washington Ship Canal,” *Volume III*, p. 206.

²⁹³ Dorpat, “92 Lake Washington Ship Canal,” *Volume III*, p. 206.

²⁹⁴ Larson, pp. 22-23. Paul Dorpat reports the appropriation as \$2,750,000 in Dorpat, “83 The Montlake

County was able to commit itself to building the canal because \$250,000 of “excess funding” had been raised in the Shore Lands Sale of 1907. This money was immediately passed into the canal fund and the remaining \$750,000 required to complete the work was appropriated by King County voters in 1908.²⁹⁵

Construction of the Lake Washington Ship Canal began in September 1911.²⁹⁶ Nearly five years later, on July 12, 1916 the lock’s gates were finally closed and the filling of Salmon Bay began.²⁹⁷ The water level rose for thirteen days, reaching the level of Lake Union on July 25, 1916.²⁹⁸ The small lock was placed into operation on July 30, 1916 and the large lock began service on August 3, 1916.²⁹⁹ By October 12, 1916, a navigable channel had been opened through to Lake Union.³⁰⁰

In the period from July 12 (when the lock’s gates were first closed) to October 21, 1916, Lake Washington was lowered 8.8 feet³⁰¹ to the level of Lake Union, exposing thousands of acres of bottom land.³⁰² For a few local residents, the lowering of the lake level was an ecological disaster.

The marshes that had sheltered vast populations of waterfowl were left to dry out and be overgrown with willow and cottonwood, and even though they eventually restored themselves at a lower level, the birds never returned in anything like their former numbers. Nor did the muskrats, the sockeye, and any of the other fish whose gravel spawning beds were exposed to the air. The waterlillies and cattails took years to reestablish themselves, but the wapato seems to have disappeared all together. And so, the wading [Native American] root gatherers and the flickering lights of the [Indian] duck hunters were seen no more.³⁰³

Cuts,” Seattle Now and Then.

²⁹⁵ Larson, p.21.

²⁹⁶ Larson, p.23.

²⁹⁷ Dorpat, “92 Lake Washington Ship Canal,” Volume III, pp. 206-207

²⁹⁸ Larson, p.23.

²⁹⁹ Larson, p.24.

³⁰⁰ Larson, p.23.

³⁰¹ Dorpat, “82 Wetmore Slough,” Seattle Now and Then.

³⁰² Dorpat, “83 The Montlake Cuts,” Seattle Now and Then.

³⁰³ Buerge, “Indian Lake Washington,” p. 33.

However, for most Seattleites, the lowering of the lake represented completion of the ship canal and the fulfillment of a long cherished dream.

The channel between Lake Union and Lake Washington officially became navigable on May 8, 1917.³⁰⁴ When the Ship Canal was dedicated on July 4, 1917, “the canal’s 825-foot-long, 80-foot-wide, 50-foot-deep main lock was big enough to accept the largest ship ever seen in the Pacific Ocean;” however, in the years since its completion, “the canal that was promoted to open a cleansing inland harbor for American dreadnoughts and the big ships of the working world has been used primarily by pleasure craft.”³⁰⁵

The Fremont Bridge and the Stone Way Bridge (1911 - 1917)

Just after the turn of the century, when travelers on the Ballard-Fremont line arrived at the old Fremont Bridge, they beheld

a rickety wooden bridge of antediluvian ancestry [that] spanned a turbid and sluggish stream. from which small boys of the Fremont area snared salmon with bent pins fastened to broomsticks. A hundred feet or so to the east stood the steam powered sawmill of the Bryant Lumber Company, with its waste-burning tower soaring cumbrously, albeit commandingly up out of the surrounding landscape.³⁰⁶

Construction of the ship canal offered an opportunity to replace the inadequate bridge structure, which had to be razed in any case to allow the Army Corps a freer hand to work on its canal.³⁰⁷

An access route to the north side of the Outlet would be needed until the canal was completed and it was this necessity that resulted in construction of the Stone Way Bridge. The new bridge was a temporary structure built on piling across the west side of the Lake.³⁰⁸ The Seattle Electric Company, which ran the street cars, split the cost of building the bridge with the City, and the new route

³⁰⁴ Larson, p.23.

³⁰⁵ Dorpat, “92 Lake Washington Ship Canal,” Volume III, p. 207.

³⁰⁶ Blanchard, p. 101.

³⁰⁷ Dorpat, “66 Tampering with Lake Union,” Seattle Now and Then.

³⁰⁸ Blanchard, p. 102.

was opened to traffic on May 31, 1911.³⁰⁹ A year later, a second bridge -- this also a temporary wooden structure -- was built over the partially completed canal and the street cars returned to their old route through Fremont.³¹⁰ This arrangement lasted until September 9, 1915, when the temporary Fremont Bridge was razed and the street cars resumed running over the Stone Way span.³¹¹ The Stone Way Bridge completed its short lived service on June 15, 1917. The next day the Seattle Post-Intelligencer reported that the city "acting on orders from the War Department" was tearing out the Stone Way Bridge.³¹²

The present Fremont Bridge had been completed the year before, in 1916.³¹³

Wallingford Emerges

Seattle's entire north end enjoyed rapid growth in the years between the turn of the century and the First World War. Home construction in what is now Wallingford surged most noticeably in the years from 1906 to 1915, somewhat later than the comparable residential building booms in Ballard, Fremont and Greenlake that occurred between 1900 and 1910.³¹⁴

It is probably no accident that Wallingford's boom began just as the Wallingford and Meridian street railway lines were being completed. The two car lines almost certainly facilitated the rapid growth on the hill between the Lake Union and Green Lake that eventually drew the community's commercial center away from the waterfront. However, extension of the street railway was not the only factor in the area's speedy development. The expansion of local waterfront industries and the success of the 1909 A-Y-P Exposition gave additional impetus to growth in the north end of the city and the pace of construction in Wallingford certainly quickened as a result.

"While industry's jobs attracted many residents to the neighborhood, its smoke

³⁰⁹ Dorpat, "66 Tampering with Lake Union," Seattle Now and Then. Although Nyberg and Steinbrueck assert that "by 1900, a wooden trestle bridge at Stone gave direct street car access to downtown Seattle," this is almost certainly incorrect. The bridge does not appear on the 1905 or 1908 Baist maps for Seattle, though it does appear on the map dated 1912.

³¹⁰ Blanchard, p. 102.

³¹¹ Blanchard, p. 102.

³¹² Dorpat, "66 Tampering with Lake Union," Seattle Now and Then.

³¹³ Nyberg and Steinbrueck.

³¹⁴ Janet D. Ore, "Constructing the modern home: Domestic architecture and cultural change in Seattle neighborhoods, 1890 - 1940" (Dissertation, University of Utah, 1993), p. 212.

and pollution discouraged the settlement of Seattle's wealthier citizens."³¹⁵ The Gas Plant was certainly a major offender, but it was not the only one. As has been noted, Wallingford's Lake Union shoreline had become home to the Barber Asphalt Company, a tar plant, a garbage incinerator, and the Pacific Ammonia Chemical Company, as well as numerous lumber mills and a variety of wood product factories.

Residential growth was accompanied by commercial development along the new electric car routes on Woodland Park Avenue N. and Wallingford Avenue N. and neighborhood corner stores became a characteristic feature along the paths of the street railways. Although the character of N. 45th Street seems to have remained primarily residential in the years prior to World War I, the first commercial and mixed use buildings had begun to appear there by 1909. The Green Lake, Wallingford and Meridian cars all ran along N. 45th Street for a least a few blocks.

By the end of the growth spurt, the residential areas of the community were still a long way from being densely settled. Anyone who had viewed the neighborhood from the upper floor of Lincoln High School prior to the First World War would have noted that "there were nearly as many vacant lots in the district as there were houses."³¹⁶ Paul Alexander, who lived in the neighborhood and played football at Lincoln High in 1920 and 1921, remembers making "hazel nut forays among the trees where blocks and blocks of homes now stand."³¹⁷

The Naming of Wallingford

It is unclear when the neighborhood straddling the hill between Fremont and the University District became known as Wallingford. Although the Wallingford Commercial Club is said to have been founded in 1910,³¹⁸ this group is just as likely to have originated as an alliance of merchants situated along the Wallingford Avenue streetcar line as it is to have been organized to represent the entire Wallingford business community as it exists today.

³¹⁵ Nyberg and Steinbrueck.

³¹⁶ See photo caption, North Central Outlook, February 29, 1952, p. 22.

³¹⁷ Alexander.

³¹⁸ Nyberg and Steinbrueck.

There is little other evidence that the neighborhood itself had been called Wallingford prior to 1912. Up to that time, most maps identified only two communities along the north shore of Lake Union between Fremont and the University District: Edgewater, abutting Fremont on the west, and Latona, abutting the University District to the east.³¹⁹ The appearance of the Interlake School on 45th Street suggests that local sentiment was moving towards identifying the area as the community between the lakes. Indeed, this seems to be the direction in which local residents were headed when “the Interlake Improvement Club was organized in 1906 to improve streets and to get Lincoln High School built.”³²⁰

By 1912, the Wallingford Church (a Presbyterian congregation) and the Wallingford Hill Baptist Mission had both appeared on North 45th Street.³²¹ In fact, this is the first year that a listing including the word “Wallingford” as anything other than the name of an individual occurs in the city directory. The two congregations may have included the descriptor “Wallingford” in their listings because of their convenient access to the Wallingford Line, or because of the proximity of the main north-south street on which the line operated, Wallingford Avenue.

Wallingford Avenue itself was probably named for developer John Wallingford. It is worth noting that the portion of Wallingford Avenue N. between N. 50th Street and North 55th Street precisely bisects Mr. Wallingford’s plat (called Wallingford’s Division of the Green Lake Addition). Certainly there was already a well established pattern in the area of naming streets for prominent local developers. Stone Way, for example, was named for C. P. Stone, Kilbourne Street (now N. 36th Street) for Stone’s nephew, E. C. Kilbourne. Corliss is Stone’s first name and Kilbourne’s middle name. Ashworth Avenue is named for William Ashworth, Burke Avenue for Thomas Burke.

The Meridian Line appears to have given its name, at least for a time, to the community it served lying either side of Meridian Avenue north of 45th Street (although other explanations for this way of describing the area have been

³¹⁹ Baist Maps, 1905, 1908, 1912.

³²⁰ Nyberg and Steinbrueck.

³²¹ Polk’s Seattle Directory, 1912. The Wallingford Church was at N. 45th St. and Wallingford Avenue, the Baptist Mission at 1929 N. 45th St.

offered).³²²

Wallingford Fire and Police Station

The new name for the community must have quickly gained citywide usage and acceptance, for when the City completed a new public safety facility at the southwest corner of 45th and Densmore in 1913, it was called the Wallingford Fire and Police Station. The facility itself made quite an impression on district resident Paul Alexander, who in 1952 still remembered “the fire station at 45th and Densmore where horses would rush out of their stalls at the sound of the bell, into their places, and harness would be dropped around them” as the firemen slid down their brass pole.³²³

The First Flowering of Houseboat Communities

Residential development on Lake Union itself also appears to have begun in the years between the turn of the century and the First World War, although Howard Droker has noted that “Lake Union was probably the last body of water in the city to have houseboats.”³²⁴ The earliest evidence of houseboats on Lake Union may be found in Polk’s Seattle Directory, 1904, which lists the address of Rodney Allaback, a hominy salesman, as “boat house, Lake Union”³²⁵ It is also clear that, by 1909, there were several houseboats on Portage Bay near the southern end of the Latona Bridge.³²⁶

Droker has suggested that “the first flowering of houseboat colonies on Lake Union probably coincided with construction of the ship canal. beginning in 1911 and ending in 1917” and notes that “by 1914 Lake Union had several hundred houseboats, the largest collection in the city.”³²⁷

Although the floating homes on Lake Union were most likely “built and

³²² In an interview with the author in February 2005, Stan Stapp asserted that he and his brother Milton invented the name Meridian for the portion of Wallingford north of N. 45th Street in order to distinguish that “district” from Greenlake -- and from Wallingford south of 45th Street -- in their news articles for the North Central Outlook. The Meridian Line had been operating for about 15 years when the North Central Outlook began publication in 1922.

³²³ Alexander.

³²⁴ Droker, pp. 49-50.

³²⁵ Droker, pp. 55-56.

³²⁶ Droker, p. 56.

³²⁷ Droker, p. 57.

occupied mainly by employees of the lake's sawmills and other industries,"³²⁸ it seems unlikely that very many of them were located along the north shore which was much more densely populated with industrial concerns than other areas of the lake.

³²⁸ Droker, p. 56.

Growth and Consolidation

1917 - 1939

World War I (1917 - 1918)

American participation in World War I in 1917 and 1918 gave a boost to Seattle's economy and population. While Lake Union did not share in the phenomenal, if temporary, growth of the ship building industry, many of the lake's existing industries flourished and attracted new workers.³²⁹ Perhaps as a result of this influx, the number of north end housing starts began to increase again after a few years of reduced construction activity.³³⁰

Gasoline was rationed during the war using the time honored "first come - first served" approach. M. P. Clausen, who operated a fuel business in Fremont, said that

each automobile was allowed three gallons of gasoline a day, while the supply lasted. Along about 9:30 each morning a three-horse tank car brought the gas to Clausen's, one of the few places in the district to supply the fuel. By that time, of course, cars from all over town were lined up for the gasoline!³³¹

Other commodities in short supply during the war included wheat flour (white flour could be bought infrequently and then only with "substitutes") and

³²⁹ Droker, p. 59.

³³⁰ See "Figure 9, Building Booms for Combined Sample Areas" in Ore, p. 279.

³³¹ See photo caption, North Central Outlook, February 29, 1952, p. 14.

sugar.³³²

Industrial Development Along Lake Union's North Shore (1920 - 1930)

According to one writer, “[t]he war’s sudden conclusion pulled the bottom out from under the city’s shipbuilding industry, leaving surplus wooden ships to rot” in Lake Union.³³³ However, this same writer also notes that “Lake Union after World War I was the scene of . . . a developing marine industry. The dominant lumber industry was superseded by the new boat business as [lumber] profits declined and mills were periodically ravaged by fire.”³³⁴ Other businesses suffered from fire as well. In June 1925, a fire at the Western Mattress Company plant, at N. 34th Street and Interlake Avenue, did \$65,000 damage and is said to have attracted 15,000 people to the scene.³³⁵ Still, “[t]he small boat repair and building industry, which appeared in scattered locations around Lake Union, gave the city one of its few economic bright spots during these generally lethargic years.”³³⁶

After the 1917 opening of the Lake Washington Ship Canal, five- and six-masted lumber schooners regularly slipped in to the fresh waters of Lake Union for a winter’s rest and cleansing.³³⁷ Ships continued to use the lake for this purpose far into the 1930s, although completion of the Aurora Bridge in 1932 limited passage to those whose masts could slip beneath the bridge’s steel trusses.³³⁸

Several small boatyards, such as N. J. Blanchard Boat Company in Eastlake, Jensen Motor Boat Company and Howard and Son on the north shore of Portage Bay, Grandy Boat Company on Westlake, and McKinney Brothers opened for business in the 1920s.³³⁹ “Established as repair yards, these boat companies turned to building pleasure craft in the slack season to keep their work crews busy.”³⁴⁰

³³² See photo caption, North Central Outlook, February 29, 1952, p. 14.

³³³ Droker, p. 61.

³³⁴ Droker, pp. 70-71.

³³⁵ North Central Outlook, February 29, 1952, p. 7. The building is labeled “Empire Furniture” in a Kroll Map published between 1920 and 1924.

³³⁶ Droker, pp. 70-71.

³³⁷ Dorpat, “85 1934 Crew on Lake Union,” Volume III, p. 192.

³³⁸ Dorpat, “85 1934 Crew on Lake Union,” Volume III, p. 192.

³³⁹ Droker, pp. 70-71. Neighborhoods were assigned to each business according to the listing for that business in Polk’s Seattle Directory (the McKinney Brothers operation is not listed in the directory).

³⁴⁰ Droker, p. 70.

Just west of Stone Way, a group of boat builders operated along the Fremont waterfront in the 1920s. These included Schertzer Brothers Boat and Machine Works (1115 Northlake Avenue), Frank and McCrary (later Victor Franck Boat Company; 1109 Northlake Avenue), and Bear Motor Boat Service Company (later V. C. Webster's Fremont Boat Market at 1059 and/or 1101 N. 34th Street).³⁴¹ According to Droker,

The Fremont Boat Company was established by Captain Webster in 1917 and eventually became the springboard for the career of O. H. "Doc" Freeman, one of the lake's premier businessmen and property owners. "Doc" went to work for Webster in 1928, bought out his employer within a few years, and went on to dabble in several properties around the lake, including houseboat moorages.³⁴²

Compared with other areas of Lake Union, boat repair businesses were relatively sparse along Wallingford's waterfront. Kana Boat Works located for a time, beginning in the late 1920s, at 2117 Northlake Avenue, just east of the gas works, and Latta Brothers Marine Machine Shop, together with two boat dealers (Russ Gibson and Arne Vesoja) and an outfit known as Yacht Sales and Charters appeared at 2309 Northlake Avenue in the late 1930s.³⁴³ For the most part, however, the Wallingford shoreline remained dominated by large manufacturing operations. Additional industrial concerns began to appear near the north shore in the period after the First World War. One of these, the Standard Oil distributing and filtering center at N. 34th and Densmore Avenue "was being rushed to completion at a cost of \$435,000" in July 1924.³⁴⁴

Prohibition in Wallingford 1916 - 1933

Prohibition became state law on January 1, 1916 after an effective grassroots campaign led by the Western Washington branch of the Women's Christian Temperance Union (WCTU), and particularly by its president, Emma Wallingford Wood (daughter of developer John Wallingford and wife of developer William D.

³⁴¹ Polk's Seattle Directory, 1920, 1925, 1928, 1929, 1935, 1940.

³⁴² Droker, pp. 70-71.

³⁴³ Polk's City Directory, 1929, 1935, 1938, 1940.

³⁴⁴ North Central Outlook, February 29, 1952, p. 5.

Wood).³⁴⁵ The somewhat porous restrictions of the state law were much tightened in 1919 by the “bone dry” provisions of the 18th Amendment to the United States Constitution which made strict Prohibition the law of the land.

In the view of Howard Droker,

Prohibition turned out to be one of the primary resources of the twenties for the poor and unemployed. Bootleggers and home-brewers mined the demand for illegal alcohol, and the business enriched a few and helped many more to get by during hard times.³⁴⁶

Droker recounts the experiences of Daniel Dygert who

. . . carried on a lively trade in bootleg alcohol as a young teenager from 1927 until Prohibition ended in 1933. Born within a few blocks of the north shore of Lake Union in 1916, most of his life . . . centered around water-related work, from hauling cargo in his own launch in his early teens to boatbuilding, tugboating and fishing on Bristol Bay. Dygert left home at the age of eleven to live on a launch he got in trade for an outboard motor and \$10. Dygert moored his boat on the lake's north shore and used it for an after-school and weekend transport business. His principal cargo was delivered to Lake Union's and Lake Washington's numerous floating speakeasies.³⁴⁷

Dygert apparently started his business hauling home-brew for a city fireman. His only trouble with the law came in the form

. . . of two harbor patrolmen out of the Wallingford Police Station. According to Dygert, they harassed him because he was cutting into their own profitable traffic in bootleg alcohol. They tormented him for months, taking him into the station for grilling and beating, and tearing up his boat-home. But they could not arrest him for fear he

³⁴⁵ Mildred Andrews, “Prohibition,” History Link.org Online Encyclopedia of Washington State History (<http://www.historylink.org>; accessed December 5, 2004).

³⁴⁶ Droker, p. 75.

³⁴⁷ Droker, p. 75.

would blow the whistle on the whole operation. The arrest of a teenaged bootlegger was sure to attract attention.³⁴⁸

Legitimate businesses benefitted from Prohibition as well. In fact, international bootleggers were probably the best customers for the fast cruisers turned out by Lake Union boatyards. “Roy Olmstead, the ‘king of the rumrunners’ in the Pacific Northwest, had his famous *Three Deuces* built at J. K. Farrow’s boatyard on Portage Bay.”³⁴⁹ The first large building contract acquired by the Lake Union Dry Dock and Machine Works Company (founded 1920 and located in Eastlake) called for the construction of fifteen Coast Guard cutters for rum-chasing on Puget Sound.³⁵⁰ Although the Coast Guard vessels never quite matched the speed of the rumrunners,

they still managed to disrupt the illicit trade considerably. While Lake Union Dry Dock kept the rum-chasers in good repair, the smaller boatyards took care of their victims. For instance, after Olmstead’s *June* was hit seven times by the Coast Guard cutter *Arcata*’s gun fire in Admiralty inlet, it was located by the Coast Guard tug *Scott* in a Lake Union boatyard.³⁵¹

Drinking certainly wasn’t the only lake shore activity frowned upon by the “more respectable” elements of society. “A two story houseboat just east of the Gas Plant . . . was a combination brothel-casino-saloon, with slot machines and a bar downstairs and ‘work benches’ up.”³⁵²

If Lake Union had become a center of unlawful activity in the city -- its less than respectable lifestyle tolerated by its working-class population and facilitated by its built-in transportation system³⁵³ -- it would be unfair to view the illegal activities associated with the production, transportation and consumption of alcohol as purely water related endeavors. Uplanders were also involved in the illicit trade. On August 7, 1924, the North Central Outlook reported that a “government dry squad raided a home in the 1400 block of N. 50th, seizing a still with a 60 gallon a day capacity. Also confiscated [were] 2,500 gallons of

³⁴⁸ Droker, p. 76.

³⁴⁹ Droker, p. 71.

³⁵⁰ Droker, pp. 70-71.

³⁵¹ Droker, p. 71.

³⁵² Droker, p. 76.

³⁵³ Droker, p. 75.

mash, and 90 gallons of liquor.”³⁵⁴

To the relief of many law abiding citizens, Prohibition was repealed when Utah ratified the 21st Amendment to the Constitution on December 5, 1933.

The Unpleasant Lake Shore Environment

The moral climate on the lake was not the only problematic aspect of lakeside living in the post World War I period. For a number of reasons, the lake’s shoreline had become a physically unpleasant environment as well. On March 24, 1922, an article appeared in the Seattle Star under the headline “Lakes Called Health Menace.” According to the article, City Health Commissioner D. H. M. Read charged that houseboats were responsible for making Lake Union a “virtual cesspool.”³⁵⁵ However, historian Howard Droker has asserted that 98 percent of the pollution was caused by the city’s sanitary sewers which ran untreated directly into Lake Union. In Droker’s opinion “the real issue at the time was the uplanders’ opposition to a working class community abutting their own middle-class neighborhood.”³⁵⁶ It would be 50 years before many of these issues were directly addressed.

House Construction in the 1920s and 1930s

Throughout the 1920s, new homes were being built in Wallingford. Residential builders included Gardner Gwinn and Stephen Berg, but there were others as well. The North Central Outlook of October 18, 1923 noted that Gwinn had just “lighted up” a block of homes on Densmore Avenue between N. 43rd Street and N. 44th Street to attract potential buyers.³⁵⁷

1925 may have been the most active year for new construction in the neighborhood. “Hundreds of homes were under construction, streets were being paved, a bank was built, community club started, playfield dedicated, [and] street lights installed on N. 45th.”³⁵⁸ Numerous infrastructure improvements were necessary to keep pace with the quickening development. On October 29,

³⁵⁴ North Central Outlook, February 29, 1952, p. 5.

³⁵⁵ As quoted by Droker, p. 73.

³⁵⁶ Droker, p. 73.

³⁵⁷ North Central Outlook, February 29, 1952, p. 4.

³⁵⁸ North Central Outlook, February 29, 1952, p. 6.

1925, the North Central Outlook carried the headline “Million Dollars Paving In District In Last Two Years.”³⁵⁹

The celebration of Wallingford’s street light dedication, in July 1925, is alleged to have attracted 25,000 people. At the time, the new fixtures were described as “the most modern in the world” though they only served the community for 26 years (they were removed at the beginning of 1952 to make way for newer sodium vapor lamps). Boosters paraded downtown in their cars on the day of the dedication to advertise the event, which included a kiddies parade, floats, band music, and street dances. The mayor, Edwin Brown, spoke and Councilmember Robert B. Hesketh switched on the lights.³⁶⁰

The building effort spawned several other promotional events as well. In May 1925, Peggy Low, of 3911 Wallingford Avenue, was chosen “Miss Wallingford” to represent the district in the “Own Your Own Home” exposition. A few weeks later, she won the title “Miss Seattle.”³⁶¹

Commercial Development in the 1920s and 1930s

Accompanying the residential development was a substantial commercial building effort on N. 45th Street between Densmore and Bagley. In fact, the heart of Wallingford’s 45th Street shopping district is primarily a product of this period. In 1926, “optimism prevailed in the district” and the North Central Outlook noted that “several buildings were being erected, or were in the hands of architects.”³⁶² The optimism may have turned towards exuberance when, in 1928, “to allow for commercial expansion the Commercial Club . . . petitioned the city for an increased height limitation on North 45th Street.”³⁶³

1700 Block of North 45th Street (Between Densmore and Wallingford)

The Valencia Apartment Building, at the northwest corner of N. 45th Street and Wallingford Avenue, was built in 1909³⁶⁴ and has been occupied over the years

³⁵⁹ North Central Outlook, February 29, 1952, p. 7.

³⁶⁰ North Central Outlook, February 29, 1952, p. 7.

³⁶¹ North Central Outlook, February 29, 1952, p. 6-7.

³⁶² North Central Outlook, February 29, 1952, p. 10.

³⁶³ Nyberg and Steinbrueck.

³⁶⁴ Mimi Sheridan, Historic Property Inventory Form, Wallingford NCD (Seattle: Historic Preservation Program, City of Seattle, 2002).

by a number of well known Wallingford businesses.

One of the earliest of these was the Interlake Home Baking/Interlake Lunch at 1720 N. 45th Street. This source of “table treats” became a popular destination for local businessmen looking for a light meal. It was owned by Mrs. Olive Ling, who also owned or managed several other restaurants in the district (including an eatery later operated on Densmore, behind what was then the Queen City Bank³⁶⁵ -- now the Wells Fargo Bank -- at the southeast corner of Densmore Avenue N. and N. 45th Street).

The Interlake Home Baking storefront became the home of Straker Hardware in May 1925.³⁶⁶ James P. Straker and his wife had operated a business in downtown Seattle before deciding to move north and open an automobile supply shop at N. 45th and Bagley in 1920.³⁶⁷ The Strakers began living at the Valencia in 1922, renting their apartment from James G. Chumos, an immigrant Greek who owned the building at the time,³⁶⁸ and soon were able to take advantage of an opportunity to move their business there as well. Mr. Straker was still living at the Valencia in the 1950s, although his wife appears to have died in the late 1940s.

By January 1928, the building, which in addition to Straker Hardware, also housed the Lincoln Pharmacy at 1724 N. 45th Street,³⁶⁹ was being remodeled and new shop spaces were being added to the west at a cost of fifteen to twenty thousand dollars.³⁷⁰ A house was taken away to make room for the addition.³⁷¹

Apparently, business was booming because on January 5, 1928, the North Central Outlook reported that among the prominent men asked to predict business conditions for the coming year, J. E. Yerkes, the owner of the Lincoln Pharmacy, stated that “Last year’s business was better than ever before, and we

³⁶⁵ See photo caption, North Central Outlook, February 29, 1952, p. 12.

³⁶⁶ “Faces, Not Places, Show Change, Is Straker’s Opinion,” North Central Outlook, February 29, 1952, p. 14; also see photo caption, North Central Outlook, February 29, 1952, p. 12.

³⁶⁷ “Faces, Not Places, Show Change, Is Straker’s Opinion.” The business was located at 2200 N. 45th Street as noted in Polk’s Seattle Directory, 1922.

³⁶⁸ “Faces, Not Places, Show Change, Is Straker’s Opinion.” The apartments are entered from a door at 1722 N. 45th Street as noted in Polk’s Seattle Directory.

³⁶⁹ Polk’s Seattle Directory, 1928.

³⁷⁰ North Central Outlook, February 29, 1952, p. 18.

³⁷¹ See photo caption, North Central Outlook, February 29, 1952, p. 12.

expect it to be still better during the coming year.”³⁷²

The pharmacy moved across the street in 1929.³⁷³ On a Saturday night in mid September of that year, the firm closed its original storefront at 11 p.m. and, after completing the transfer of its furnishings and merchandise, opened on Sunday morning at 1715 N. 45th Street. Mr. Yerkes reported that “the whole job was done without losing a pill.”³⁷⁴

A little over two years later, in November 1931, it was reported that the Valencia Apartment Building had been sold to Frances W. McBride for \$50,000.³⁷⁵ The building was sold again about 1945 to Jack and Marie Moss³⁷⁶ and soon thereafter became known as the Marie Moss Apartments.³⁷⁷

The Lincoln Pharmacy remained at its new home in the middle of the block across N. 45th Street from the Valencia for many years. The structure to the west of the pharmacy, at the corner of N. 45th Street and Densmore, was built in 1925 to house the Queen City Bank. In February of that year, a new charter for the Bank had been approved in Olympia, allowing it to be relocated.³⁷⁸ The bank had been operating in Fremont and the proposed move brought protests from Fremont citizens.³⁷⁹ The following October 1, while still housed in Fremont, the bank was robbed of \$6,500. The money was recovered when police captured the bandit on Westlake after a gun duel. On October 29, 1925, the bank opened at 45th and Densmore (1701 N. 45th Street). The bank folded during the Depression but no one lost any money.³⁸⁰ By the late 1930s, the space was occupied by the Benjamin Franklin Thrift Store.³⁸¹ Construction of the addition to the east side of the building erected for the Queen City Bank began in April 1926.³⁸²

³⁷² North Central Outlook, February 29, 1952, p. 18

³⁷³ North Central Outlook, February 29, 1952, p. 19.

³⁷⁴ North Central Outlook, February 29, 1952, p. 19.

³⁷⁵ North Central Outlook, February 29, 1952, p. 21

³⁷⁶ Mimi Sheridan, Historic Property Inventory Form, Wallingford NCD (Seattle: Historic Preservation Program, City of Seattle, 2002).

³⁷⁷ Polk's Seattle Directory, 1953.

³⁷⁸ North Central Outlook, February 29, 1952, p. 6.

³⁷⁹ North Central Outlook, February 29, 1952, p. 6.

³⁸⁰ North Central Outlook, February 29, 1952, p. 7.

³⁸¹ Polk's Seattle Directory, 1938

³⁸² North Central Outlook, February 29, 1952, p. 10.

Another building stood at the east end of the block when the Lincoln Pharmacy moved across the street. It had been there since 1926. On January 7 of that year, it was announced that work would “begin immediately on a two-story brick and terra cotta building on the southwest corner of N. 45th and Wallingford, to cost in the neighborhood of \$50,000.”³⁸³ This building, the Wallingford Apartments, has seen a large number of retail and office tenants over the years. The apartments themselves are entered from Wallingford Avenue. In October 1926, Pacific Knitting Mills, Inc., was almost ready to open in the corner shop at 45th and Wallingford.³⁸⁴ On July 4, 1935, it was announced that the space on the corner, formerly occupied by the F. W. Brigham Dry Goods, had been leased to the Wallingford Shopping Center.³⁸⁵ In fact, “[m]any firms have come and gone in the corner location, including a dry goods store, grocery and meat market, real estate company, paint store, and a shuffle-board amusement center which closed before it opened!”³⁸⁶ Recently (early 2005) the space again “turned over” when the Wonder Bar replaced Seattle’s Best Coffee at this location.

In the same building, but just to the west of the corner shop, Woempner’s Electric Appliances occupied the storefront at 1719 N. 45th Street, serving the Wallingford community through the late 1940s in an era when “the phonograph was fast being outmoded by radio” and “when such radios were the newest and latest.”³⁸⁷

In October 1926, the North Central Outlook noted the appearance of Mrs. I. B. Harding’s Style Shop in the Shaw Building, at 4429 Wallingford Avenue North. (In 2004, the storefront at this address was still in the same use, housing “Hair with Flair.”)³⁸⁸

A door or two farther south, an established Wallingford business was finding it necessary to expand. As a result, in February 1926, McNett Realty at 4421 Wallingford (in 2004, the office of Dr. Viola Gay, Optometrist) took over a second office space at 1230 N. 45th, “to handle additional North End

³⁸³ North Central Outlook, February 29, 1952, p. 10

³⁸⁴ North Central Outlook, February 29, 1952, p. 10. This is the shop space at 1723 N. 45th Street.

³⁸⁵ North Central Outlook, February 29, 1952, p. 22.

³⁸⁶ North Central Outlook, February 29, 1952, p. 10.

³⁸⁷ See photo caption, North Central Outlook, February 29, 1952, p. 13.

³⁸⁸ North Central Outlook, February 29, 1952, p. 10.

business.”³⁸⁹

1800 Block of North 45th Street (between Wallingford and Burke)

The south side of the block on 45th Street between Wallingford and Burke had been occupied by the Interlake School since 1904. By the 1920s, this building served the largest student body of any elementary school in the Seattle School District. Outbound streetcars of the Wallingford and Meridian lines made their eastward turn onto 45th here after coming north on Wallingford Avenue.

By June of 1925, Bartell Drug Store was erecting a building across the street from the school at N. 45th and Burke.³⁹⁰ The company’s Store Number 10 was soon operating out of the new storefront at 1824 N. 45th Street.³⁹¹ In October 1926, Mr. and Mrs. Ralph Krows, newcomers to Wallingford, opened an electrical fixtures business in the same building, at 1820 N. 45th Street.³⁹² Camp Studio, located in a storefront at 4507 Burke around the corner, was taking pictures for publication in the Outlook in 1926.³⁹³ By 1938, Bartell was located at 1820 N. 45th Street and the Great Atlantic and Pacific Tea Company (“the A & P”) was at 1824 N. 45th Street.³⁹⁴

1900 Block of North 45th Street (between Meridian and Burke)

Economy Shoe Repair, a variety store, a meat market, Monsons’, and Smith Realty were all located on the block between Burke and Meridian, on 45th Street in 1925 although few of these merchants were still at the same stands by the 1950s.³⁹⁵

Mrs. Olive Ling, who resided just north of the shopping district at 1719 N. 46th Street, ran another of her restaurants at N. 45th and Burke. The building was torn down a few years later to make way for a Safeway Store. The new art deco

³⁸⁹ North Central Outlook, February 29, 1952, p. 10. The McNett family still owns the properties at 4417 and 4421 Wallingford Avenue N. (this assertion is based on information in the King County Assessor Property Characteristic Report, accessed March 29, 2005, for each of the two properties).

³⁹⁰ North Central Outlook, February 29, 1952, p. 7.

³⁹¹ Polk’s Seattle Directory 1925,1926.

³⁹² North Central Outlook, February 29, 1952, p. 10.

³⁹³ See photo caption, North Central Outlook, February 29, 1952, p. 13.

³⁹⁴ Polk’s Seattle Directory, 1938.

³⁹⁵ See photo caption, North Central Outlook, February 29, 1952, p. 13.

structure built to house the neighborhood's branch of this national chain was completed in 1930.³⁹⁶ The Safeway later moved to N. 45th Street and Bagley, and the old grocery building at 1900 N. 45th Street became the site of Sykes Furniture.³⁹⁷

A new Ernst Hardware Company store opened in Wallingford on December 6, 1929³⁹⁸ at 1922 N. 45th Street, an event celebrated with a two day opening sale.³⁹⁹ Ernst survived the Depression era, though this wasn't true of all of its competitors; in April 1936, the Ernst Hardware Company purchased from T. R. Harris, the Wallingford Hardware Company at 1916 N. 45th Street, absorbed its stock and closed its doors.⁴⁰⁰ By June, Ernst announced an expansion and change of location to 1916 N. 45th Street, its former competitor's space.⁴⁰¹ The building was remodeled in 1941 to a Moderne design prepared by prominent Seattle architect Henry W. Bittman.

Eba's Grocery and Market opened for business on April 30, 1927 at 1924 N. 45th Street (near 45th and Meridian) in a building just completed and described at the time as "one of the most attractive buildings in the area."⁴⁰² Eba's was a small local chain that apparently found this location unprofitable and closed its branch there in 1931.⁴⁰³ By 1938, this was the location of the Diamond 10¢ to \$1.00 Store⁴⁰⁴ (it is now the home of the Rusty Pelican Café).

Across the street, "Granpa Arbuckle" (S. W. Arbuckle) was running a shoe store at 1903 N. 45th Street in 1926. "Arbuckle was 'Grandpa' for half of Wallingford and was known for his general kindness to his friends and customers." A complete line of shoes "for the whole family" included the "W. B. Coon Stylish Stouts" for "large women."⁴⁰⁵ This shop space served Harold's Sporting Goods

³⁹⁶ Mimi Sheridan, Historic Property Inventory Form, Wallingford NCD (Seattle: Historic Preservation Program, City of Seattle, 2002).

³⁹⁷ North Central Outlook, February 29, 1952, p. 12. Also see Polk's Seattle Directory, 1938, 1953.

³⁹⁸ See advertisement, North Central Outlook, February 29, 1952, p. 10.

³⁹⁹ North Central Outlook, February 29, 1952, p. 19.

⁴⁰⁰ North Central Outlook, February 29, 1952, p. 22.

⁴⁰¹ North Central Outlook, February 29, 1952, p. 22

⁴⁰² North Central Outlook, February 29, 1952, p. 11. See also Mimi Sheridan, Historic Property Inventory Form, Wallingford NCD (Seattle: Historic Preservation Program, City of Seattle).

⁴⁰³ Polk's Seattle Directory, 1927, 1931, 1932.

⁴⁰⁴ Polk's Seattle Directory, 1937, 1938. The Seattle stores of the Diamond chain first appear in Polk's Seattle Directory in 1935.

⁴⁰⁵ See photo caption, North Central Outlook, February 29, 1952, p. 13.

for several years in the 1940s and early 1950s.⁴⁰⁶ In 1955, Wild Bill's Shoe Repair occupied the storefront; by 1965 it was the home of Wallingford Shoe Renewing.⁴⁰⁷ The storefront was vacant for a few years in the late 20th and early 21st century but it is presently (2005) the home of a restaurant called the Juice Goddess (the Bee Well Vitamin Shoppe, owned by the same individual, is located at 1901 N. 45th Street, the corner space next door).

2100 Block (Between Meridian and Bagley)

Philip W. Tweedy and Louis W. Popp opened their hardware store at 2108 N. 45th Street (now the Moon Temple Restaurant) in 1920 or 1921.⁴⁰⁸ In May 1936, the Tweedy & Popp operation was still located at 2108 N. 45th Street where, to drum up some Depression era business, the shop ran a promotional program with Fuller Paint Company, offering to give away an unfinished tea table with the purchase of \$2.50 of Fuller paints.⁴⁰⁹ Tweedy & Popp replaced Ernst Hardware at 1916 N. 45th Street in 1956 or 1957⁴¹⁰ and has continued to operate at that location for the last 47 or 48 years.

The structure at 2115 N. 45th Street that now houses the Guild 45th Street Theater was designed for the Paramount Theater Company by George Purvis and built in 1920.⁴¹¹ Playing at the Paramount Theatre in May 1925 was Colleen Moore in "The Perfect Flapper," and on the stage direct from New York was the Ladies Columbia Concert Symphony Orchestra.⁴¹² In 1933, the building's design was updated by architect Bjarne Moe.⁴¹³

The name of the theater was later changed to 45th Street Theater, then expanded to become Bruen's Forty-Fifth Street Theatre,⁴¹⁴ and then shortened

⁴⁰⁶ See photo caption, North Central Outlook, February 29, 1952, p. 13, also see Polk's Seattle Directory, 1948.

⁴⁰⁷ Polk's Seattle Directory, 1955, 1965.

⁴⁰⁸ Tweedy & Popp first appears in Polk's Seattle Directory in 1921.

⁴⁰⁹ North Central Outlook, February 29, 1952, p. 22.

⁴¹⁰ The storefront was listed as vacant in Polk's Seattle Directory for 1956; Tweedy & Popp is listed at 1916 N. 45th Street in the 1957 edition.

⁴¹¹ Mimi Sheridan, Historic Property Inventory Form, Wallingford NCD (Seattle: Historic Preservation Program, City of Seattle, 2002).

⁴¹² North Central Outlook, February 29, 1952, p. 7.

⁴¹³ Mimi Sheridan, Historic Property Inventory Form, Wallingford NCD (Seattle: Historic Preservation Program, City of Seattle, 2002).

⁴¹⁴ Polk's Seattle Directory 1938; not listed in 1948.

again to Forty-Fifth Street Theatre.⁴¹⁵ It is now known as the Guild 45th Street Theatre.⁴¹⁶

Other Development

Beyond the four block heart of the emerging Wallingford commercial district, additional growth and construction was underway. A commercial area at the intersection of N. 45th Street and Stone Way began to see significant development in the late 1920s. In February 1926, McNett Realty moved to offices at 1230 N. 45th “to handle additional North End business.”⁴¹⁷ By March 1928, ground was being cleared at the northwest corner of N. 45th and Stone Way for a proposed two-story brick building, though only a one-story building was built. The existing frame building at the site was moved across the street.⁴¹⁸

Another significant shopping corner grew up at the corner of N. 40th Street and Wallingford Avenue. This was an important transfer point on the Wallingford and Meridian streetcar lines because of the shuttle that ran east on 40th from this intersection to the University District.

Among the businesses located here were the Quality Market which began operations at 3936 Wallingford around 1925.⁴¹⁹ Initially, the store was run by Richard F. Hartwig, Fred Fawcett, and Paul Hartwig (in 1952, quality meats were still being sold there by R. Hartwig, Jr.).⁴²⁰ The Wallingford Pharmacy, owned by Tom Loan, opened at this corner around 1917, and Billy Biringer started Billy’s Shoe Repair in a tiny shop at 1805 N. 40th in 1920 or 1921;⁴²¹ both of these shops survived into the 1950s as well.

The North Central Outlook reported in February 1929 that “the recently completed Behar Building between Thackeray and Latona on E. 45th is rapidly

⁴¹⁵ Polk’s Seattle Directory, 1955.

⁴¹⁶ Polk’s Seattle Directory, 1965.

⁴¹⁷ North Central Outlook, February 29, 1952, p. 10.

⁴¹⁸ North Central Outlook, February 29, 1952, p. 18. According to the article, this structure housed the 45th Street Tavern in 1952.

⁴¹⁹ See advertisement, North Central Outlook, February 29, 1952.

⁴²⁰ See advertisement, North Central Outlook, February 29, 1952.

⁴²¹ See advertisement, North Central Outlook, February 29, 1952.

filling with new tenants.”⁴²² Albert Behar, the owner, who had been in the grocery business for nine years at 302 N. E. 45th Street, announced that Monday, February 25, would be opening day for the Behar Grocery and Market in the new building.⁴²³

Not all residential construction during this period was single family housing. In December 1928, a three story brick apartment building, the Wallingford Arms Apartment Building, was completed at 1609 N. 46th Street.⁴²⁴ Described at the time as “[u]ltra modern in every respect,” the structure is said to have cost about \$50,000 to build.⁴²⁵ Other masonry apartment buildings from this period include the Woodlawn Crest Apartments at 1603 N. 46th Street, completed in 1926, the Burke Avenue Apartments at 4515 Burke Avenue N., completed in 1928,⁴²⁶ and the Lisa Carol Apartments at 4405 Corliss Avenue N., completed in 1926.⁴²⁷

Wallingford Schools and Wallingford Playground in the 1920s

Interlake, Hamilton and the Wallingford Playfield

As the number of houses in the Wallingford area continued to increase in the years after the First World War, Interlake quickly became the largest elementary school in Seattle. By 1926, K-8 enrollment had reached 1,062 and the small playfield to the east of the building was nearly covered with portable classrooms.⁴²⁸

As a temporary solution to this overcrowding, it was suggested in 1923 that Interlake’s 7th and 8th graders be sent to Latona, which had been expanded just six years before. However, Interlake’s overcrowding epitomized a districtwide problem at the elementary schools, and the District elected to address the problem through the introduction of intermediate schools

⁴²² North Central Outlook, February 29, 1952, p. 19.

⁴²³ North Central Outlook, February 29, 1952, p. 19.

⁴²⁴ North Central Outlook, February 29, 1952, p. 19. The King County Assessor Property Characteristics Report for this property, accessed January 25, 2005, indicates the structure was built in 1926

⁴²⁵ North Central Outlook, February 29, 1952, p. 19.

⁴²⁶ Dates from King County Assessor Property Characteristics Reports for these properties, accessed January 25, 2005

⁴²⁷ King County Assessor Property Characteristics Report, accessed November 11, 2004.

⁴²⁸ Thompson and Marr, p. 148.

instead.⁴²⁹

In 1923 plans were announced in the community to build an “intermediate high school” on what was then an unimproved block (bounded by N. 41st Street, Densmore Avenue N., N. 42nd Street and Woodlawn Avenue N.) used by kids in the Wallingford neighborhood as a community playground. The site had been purchased by the School District in 1920, but funds for construction had to await passage of three bond issues. Its location, near both Interlake School and Lincoln High School, would make it possible for the two existing schools to reduce their burgeoning enrollments.⁴³⁰

The new intermediate high school structure was intended to house 500 students in 12 classrooms, two manual training rooms and two home economics rooms. However, when the school was actually built, it was more than twice the size of that proposed in 1923.⁴³¹

The building was designed by Floyd A. Naramore.⁴³² It “was the first school building in Seattle to be designed specifically for intermediate education. At the center of the structure was a lecture room, a lunchroom/stage, and kitchen. Surrounding the core were three floors of classrooms, corridors and gymnasiums.”⁴³³

Since the new intermediate school was to be built on the site of the community’s playfield, a new playfield had to be found. On February 14, 1924, the editor of the North Central Outlook (then called the Wallingford Herald) wrote an editorial to support

purchase for school purposes of the two blocks bounded by Wallingford and Densmore, N. 42nd and N. 44th, closing of N. 43rd between the blocks; removal of the Interlake School to the north end of the acquired property; and the retention of the southern part for a playground to be jointly used by Interlake, Lincoln High,

⁴²⁹ Thompson and Marr, p. 148 - 149.

⁴³⁰ Thompson and Marr, p. 128.

⁴³¹ North Central Outlook, February 29, 1952, p. 4.

⁴³² Duane A. Dietz, “Floyd A. Naramore,” in Jeffrey Karl Ochsner (ed.), Shaping Seattle Architecture: A Historical Guide to the Architects (Seattle, University of Washington Press, 1994) pp. 199, 201.

⁴³³ Thompson and Marr, p. 128.

and proposed intermediate high school (Hamilton Junior High).⁴³⁴

The proposal to move Interlake was apparently generated by concern in Wallingford's growing business community that the school's site on 45th Street was needed to accommodate rapidly expanding commerce in the shopping district.

Later in the year, on October 16, 1924, the editor wrote:

With all due respect for the warning of Councilman E. L. Blaine that the city is treading near the danger line of bonded indebtedness, the City Council made a wise move in approving the purchase of the block of ground between Densmore and Wallingford north of 42nd St. for a playground and community center.⁴³⁵

On May 21, 1925, the North Central Outlook reported that the official opening of the new Wallingford Playfield was attended by 2,500 people. Mrs. Bertha K. Landes, president of the City Council (and later, the first woman to be elected Mayor of the City of Seattle) spoke, and the North Central Outlook editor served as master of ceremonies.⁴³⁶

Although the playfield component of the editor's original proposal had been realized, Wallingford Playground remained a one block facility until the 1950s when, in response to a recommendation from the City Planning Commission,⁴³⁷ the playfield was expanded to include the block to the west.

By January 1926, work was starting on the new intermediate school.⁴³⁸ The building was completed on January 28, 1927 and the school opened three days later.

Beginning a new semester in their spacious new accommodations were 725 seventh and eighth graders from Interlake, Day, Latona, Ross, and McDonald. Principal George Austin moved from Interlake

⁴³⁴ North Central Outlook, February 29, 1952, p. 5.

⁴³⁵ North Central Outlook, February 29, 1952, p. 5.

⁴³⁶ North Central Outlook, February 29, 1952, p. 7.

⁴³⁷ City Planning Commission of City of Seattle, "University - Wallingford Study Part II " (Seattle, typescript, 1951).

⁴³⁸ North Central Outlook, February 29, 1952, p. 10.

to head the new school. The following year the next class of 7th graders arrived and the school housed all three intermediate grades. That year enrollment reached 1,274 which remained the peak until the early 1950s . . .⁴³⁹

Although a group from the Wallingford neighborhood requested that the school be named Wallingford Intermediate School, the Seattle School Board chose to name the school for Alexander Hamilton in accordance with its policy of commemorating notable Americans.⁴⁴⁰ The name of the school was changed from Hamilton Intermediate School to Hamilton Junior High School in 1929.⁴⁴¹

When Hamilton Intermediate School was opened in January 1927, Interlake's congestion was relieved, and the portables at the Interlake site were removed.⁴⁴² During the 1930s, Interlake's enrollment gradually declined, apparently a reflection of lower birth rates.⁴⁴³

McDonald and Latona

The McDonald School was built in 1913 to a design by Edgar Blair and opened on January 26, 1914 as an annex to the Green Lake School.⁴⁴⁴ It was named for Judge F. A. McDonald, who was serving as president of the Seattle School Board when he died in July 1913, just a few months after construction had begun on the building that bears his name.⁴⁴⁵ McDonald's home on E. Green Lake Way was one of the first to be built in the area⁴⁴⁶ and four of his grandchildren attended the school.⁴⁴⁷

By the middle of the 1914-15 school year, the building housed three classes. In the fall of 1915, the program expanded to include five classes and served students in grades 1 through 4. A year later, the McDonald program became an independent school.⁴⁴⁸

⁴³⁹ Thompson and Marr, p. 128.

⁴⁴⁰ Thompson and Marr, p. 128.

⁴⁴¹ Thompson and Marr, p. 128.

⁴⁴² Thompson and Marr, p. 148 - 149.

⁴⁴³ Thompson and Marr, p. 148 - 149.

⁴⁴⁴ Thompson and Marr, p. 210.

⁴⁴⁵ Thompson and Marr, p. 210.

⁴⁴⁶ "Green lake links past and present," North Central Outlook, June 27, 1973, p. 1.

⁴⁴⁷ Thompson and Marr, p. 210.

⁴⁴⁸ Thompson and Marr, p. 210.

By 1920-21, when it became a K-8 school, McDonald housed 673 students in 20 classes. In 1923, an addition made 12 new classrooms available, and in the fall of 1926, the school reached its peak enrollment with 902 students. The following January the 7th and 8th grades were moved to Hamilton Intermediate School.⁴⁴⁹

Latona's 7th and 8th grades were also transferred to Hamilton in January of 1927. With its reduced enrollment, the school had open classrooms and three "adjustment classrooms" were added in order to utilize the extra space.⁴⁵⁰

Lincoln High School 1920 - 1940

By the beginning of the 1920s, the number of students at Lincoln High School had grown substantially. According to Lincoln graduate Paul Alexander, who played football for Lincoln in 1920 and 1921, Lincoln's enrollment reached 2,300 in those years.⁴⁵¹

The crowding was reduced when Roosevelt High School opened in 1922 and Lincoln's attendance area was cut in half. However, the North End continued to grow and within a few years the old annex and portables came into use again. Eventually, it became necessary to add a south wing containing classrooms and a study hall, and to modernize the rest of the building. Dedication ceremonies marking completion of these improvements took place on Lincoln's birthday (February 12) in 1930.⁴⁵²

On September 10, 1931, the North Central Outlook reported that enrollment at Lincoln High had reached 2,286, a gain of more than 100 over the previous year. The gain was said to have been caused chiefly by the continuing enrollment of students who had already graduated. Unemployment and lack of funds for college were listed as reasons for the number of returning graduates.⁴⁵³ In June 1932, Kathyne Kantner, concert mistress of the Lincoln High School orchestra, played an original concerto at the graduation ceremony for that year's 474

⁴⁴⁹ Thompson and Marr, p. 210.

⁴⁵⁰ Thompson and Marr, p. 167.

⁴⁵¹ Alexander.

⁴⁵² Thompson and Marr, p. 178.

⁴⁵³ North Central Outlook, February 29, 1932, p. 21.

Lincoln High graduates.⁴⁵⁴ Three years later, in June 1935, 877 Lincoln graduates received diplomas at the University of Washington pavilion, more than tripling the number graduating nine years before.⁴⁵⁵ By December 1936, crowded conditions at Lincoln necessitated the transfer of nearly 300 pupils to Queen Anne.⁴⁵⁶

That Lincoln had become a center of neighborhood life and a focus of the community's pride was clear from the reportage in Wallingford's local newspaper. The North Central Outlook noted on April 16, 1936, for example, that Fred Thompson, son of Mrs. Ralph Thompson, 4410 Woodlawn, and Betty Marie Power, daughter of Mr. and Mrs. W. R. Power 4333 First N. E., had been selected as valedictorian and salutatorian of the 1936 Lincoln graduating class.⁴⁵⁷

St. Benedict School

St. Benedict's Catholic Church was founded in 1908⁴⁵⁸ and put up its first church building in 1912 at the northwest corner of the block bounded by Densmore Avenue N., N. 49th Street, Wallingford Avenue N., and N. 48th Street.⁴⁵⁹ In 1923, the North Central Outlook reported that St. Benedict Parish had purchased the half block at 49th and Wallingford with the intention of building a school.⁴⁶⁰ However, when the new school structure was completed in 1924,⁴⁶¹

⁴⁵⁴ North Central Outlook, February 29, 1952, p. 21. Stan Stapp, who published the Outlook for several years, reported in an interview with the author in February, 2005, that Ms. Kantner was a student of his father, O. V. Stapp, who taught music from the Stapp family home (and Outlook office) at the corner of 42nd and Woodlawn, a block south of the Lincoln campus.

⁴⁵⁵ North Central Outlook, February 29, 1952, p. 22.

⁴⁵⁶ North Central Outlook, February 29, 1952, p. 22.

⁴⁵⁷ North Central Outlook, February 29, 1952, p. 22.

⁴⁵⁸ Strachan, p. 6.

⁴⁵⁹ King County Property Record Card, Puget Sound Regional Archives. There is some confusion concerning the dates of the various structures on the block bounded by Densmore Avenue N., N. 49th Street, Wallingford Avenue N., and N. 48th Street. The King County Assessor Property Characteristics Report for the existing school building at the east end of the block indicates that the structure was built in 1910, although this date is almost certainly incorrect and probably refers to a church once located at the northwest corner of the site (that structure no longer exists but appears in the 1920 Kroll Atlas; the existing brick school building does not). King County Property Record Cards at the Puget Sound Regional Archives date the old church (no longer standing) from 1912 and the school from 1924 (the photographs of the two buildings appear to be reversed on the cards). Both buildings were standing when the photos were taken in 1938.

⁴⁶⁰ North Central Outlook, February 29, 1952, p. 4. Since it appears the church already owned the full block south of N. 49th Street, I have assumed that this report refers to the half block north of N. 49th

it was not built on the recently acquired property, but was instead centered between N. 48th Street and N. 49th Street on Wallingford Avenue N., just to the east of the old church building.

Aurora Bridge

In the late 1920s, as a result of dissatisfaction with existing access to downtown, the Wallingford community petitioned for a high bridge over the ship canal.

The Stone Way Bridge Committee of the Wallingford Community Club held its first meeting at the North Central Outlook office on December 10, 1925. It was this group that spearheaded the drive to get a new bridge built across Lake Union and the Ship Canal.⁴⁶² It was called the Stone Way Bridge because it was initially thought that the bridge would span from Dexter Avenue to Stone Way.⁴⁶³ The idea of constructing a new high bridge over Lake Union was presented to the state legislature the following year.⁴⁶⁴ However, details of the plan were debated from the start. “Too many location sites are confusing the Stone Way bridge issue,” complained a reader in a letter to the editor of the North Central Outlook in mid April, 1926.⁴⁶⁵

In May 1926, delegates from civic clubs north of the Lake Washington Ship Canal met at the Queen City Cafe and organized the Stone Way Bridge Club, “not to play bridge but to activate plans for a high level bridge span across Lake Union.”⁴⁶⁶ Later that year, Seattle Mayor Bertha Landes (who had assumed her office in June after serving four years on the city council) began promoting the bridge as an essential link in the Pacific Coast Highway, which was then being built, and as a way of circumventing the “unspeakable condition of the traffic

Street between Wallingford Avenue N. and Densmore Avenue N., now occupied by the existing church and convent/rectory dating from 1954. This assumption appears to be supported by the King County Property Record Card for the parcel which indicates the property was acquired by the Corporation of the Catholic Bishop of Nisqually in December 1923.

⁴⁶¹ King County Property Record Card, Puget Sound Regional Archives.

⁴⁶² North Central Outlook, February 29, 1952, p. 7.

⁴⁶³ Dorpat, “67 The Aurora Bridge: Sunrise and Sunset,” Seattle Now and Then.

⁴⁶⁴ Dorpat, “67 The Aurora Bridge: Sunrise and Sunset.” Seattle Now and Then.

⁴⁶⁵ North Central Outlook, February 29, 1952, p. 10.

⁴⁶⁶ North Central Outlook, February 29, 1952, p. 10.

on the inadequate Fremont Bridge.”⁴⁶⁷ When \$50,000 became available for a feasibility study, it became “fuel for a long public battle over where to locate the bridge and how to pay for it.”⁴⁶⁸ In November 1926, Woodland Heights Community Club members heard City Engineer J. D. Blackwell’s proposal for “a ‘double span’ bridge across Lake Union, the upper span fixed, the lower span to open for vessels on the lake.”⁴⁶⁹

In 1927, “North Enders” continued to work for a Stone Way high level bridge across Lake Union. “A delegation appeared before the state legislature in January seeking an appropriation.”⁴⁷⁰ By March the State Highway Bill, carrying an appropriation of \$550,000 for the Stone Way Bridge, had been accepted by Governor Hartley. The Stone Way Bridge club celebrated with a dinner in St. Benedict’s auditorium the following month.⁴⁷¹ By December, King County Commissioners had agreed to issue \$500,000 in general bonds for construction of the Stone Way Bridge on the condition that the City of Seattle issue an equal amount.⁴⁷² However, the location of the bridge (Aurora or Stone) was yet to be determined.

When on April 21, 1928, the State Highway Department indicated a preference for either Aurora or Whitman Avenue, the Wallingford Commercial Club responded with a May 2nd mass meeting under the banner, “A Stone Way Bridge on Stone Way.”⁴⁷³ The governor apparently feigned sympathy for the Commercial Club’s position but abandoned this view after he was reelected on November 6, 1928.⁴⁷⁴ When the Highway Department selected the Aurora option shortly thereafter, “Stone Way advocates first threatened injunctions, then dreamt of building a subway under Lake Union.”⁴⁷⁵ Soon it was becoming apparent that the discord as to whether to put the bridge across at Stone Way or at Aurora, was jeopardizing any chance of having a bridge at all, and on November 22, 1928, The North Central Outlook reported that local citizens, led by Dr. Asher W. Van Kirk and J. E. Yerkes, descended on Olympia lawmakers in

⁴⁶⁷ Dorpat, “67 The Aurora Bridge: Sunrise and Sunset,” Seattle Now and Then. Landes took office June 7, 1926 and served until June 4, 1928.

⁴⁶⁸ Dorpat, “67 The Aurora Bridge: Sunrise and Sunset,” Seattle Now and Then.

⁴⁶⁹ North Central Outlook, February 29, 1952, p. 11.

⁴⁷⁰ North Central Outlook, February 29, 1952, p. 11.

⁴⁷¹ North Central Outlook, February 29, 1952, p. 11.

⁴⁷² North Central Outlook, February 29, 1952, p. 11.

⁴⁷³ Dorpat, “67 The Aurora Bridge: Sunrise and Sunset,” Seattle Now and Then.

⁴⁷⁴ Dorpat, “67 The Aurora Bridge: Sunrise and Sunset,” Seattle Now and Then.

⁴⁷⁵ Dorpat, “67 The Aurora Bridge: Sunrise and Sunset,” Seattle Now and Then.

an effort to get action.⁴⁷⁶ Exactly what degree of influence these local bridge advocates had with the decision makers in Olympia is difficult to judge. The siting controversy apparently continued into 1929, and the protests that arose over the plan to run the new highway north through the middle of Woodland Park only quieted in early 1930.⁴⁷⁷

In February 1930, as Seattle voters were being urged to support the bond issue needed to raise Seattle's share of the bridge's construction costs, steel pilings were already being driven for the \$4.5 million structure (in early March, the North Central Outlook reported that Seattle voters cast their ballots four to one in favor of the bond issue).⁴⁷⁸ On June 1, 1931, the Seattle Times reported that the two halves of the bridge structure would meet at mid-span that day.⁴⁷⁹ The George Washington Memorial Bridge (or Aurora Bridge) was dedicated on February 22, 1932, the bicentennial of Washington's birthday."⁴⁸⁰ It was a bright sunny day and more than 15,000 people were on hand for the event.⁴⁸¹

In late July 1932 paving was started on Aurora Avenue North⁴⁸² and the highway was opened to traffic for its full length in May 1933.⁴⁸³ On its way to Seattle's northern boundary at N. 85th Street, the new widened roadway passed through an established residential area, bisected Woodland Park, and wound along the western shore of Green Lake. The road was bordered by well kept single family homes and parklands rather than the multi-story apartment buildings and sign boards that greet the traveler today. In fact, Roger Sale has described the portion of the new arterial included within the old city limits as "almost a parkway," noting the contrast between that part of the highway and its extension into what was then unincorporated King County, which within twenty years had become, in his view, "an enduring symbol of postwar glut."⁴⁸⁴

Wallingford in the Depression

⁴⁷⁶ North Central Outlook, February 29, 1952, p. 19. In 1952, Dr. Van Kirk lived at 4116 Meridian and Mr. Yerkes, the owner of Lincoln Pharmacy, at 5308 Green Lake Way.

⁴⁷⁷ North Central Outlook, February 29, 1952, p. 20.

⁴⁷⁸ North Central Outlook, February 29, 1952, p. 20. Also see "Aurora Bridge vote set," North Central Outlook, June 27, 1973, p. B6.

⁴⁷⁹ Dorpat, "67 The Aurora Bridge: Sunrise and Sunset," Seattle Now and Then.

⁴⁸⁰ Dorpat, "67 The Aurora Bridge: Sunrise and Sunset," Seattle Now and Then.

⁴⁸¹ North Central Outlook, February 29, 1952, p. 21.

⁴⁸² North Central Outlook, February 29, 1952, p. 21.

⁴⁸³ North Central Outlook, February 29, 1952, p. 22.

⁴⁸⁴ Sale, p. 190.

The bridge controversy carried Wallingford from the local housing boom of the mid 1920s to the Depression of the 1930s.

By March 1933, the Depression was in full swing and Wallingford residents were joining the Citizen's Cooperative Exchange which had "Bust the Depression" as its motto. The group broke ground on a two acre garden just north of the city limits and developed plans for work on other projects designed to soften the blow of the Depression.⁴⁸⁵ By August, a citywide clothing drive was underway "to assist the rapidly increasing number of families with part time work whose small earnings [were] scarcely enough to pay for rent and food, leaving nothing to buy clothing."⁴⁸⁶

The descriptions and prices of articles offered for sale in the classified section of the North Central Outlook on September 28, 1933 reflect the trend of the times:

In "real estate wanted" we find: "Have good lot and Puget Sound Savings and Loan bank account for house." Houses rented for \$10 to \$20 per month. The best apartments went a little higher, top price being \$27.50, but they included a radio and refrigerator. Wallpaper was 5¢ a roll and up, permanents had gone down to \$2.50, hair cutting in beauty shops was 25¢ for adults and 15¢ for children. In "real estate for sale" a four room modern house with hardwood floors and tile bath was priced at \$2,350. One that didn't boast of being modern was priced at only \$1,550. Pot roasts were 15¢ per pound, spring lamb stew 8¢ a pound and strictly fresh ranch eggs, 23¢ a dozen.⁴⁸⁷

In January 1936, comparable ads demonstrated slight improvement:

"For Rent: Five room, clean, white bungalow, hardwood floors thruout[sic]; range, furnace, fireplace; garage, lovely yard, \$25 month." Coffee 23¢ a pound, eggs 26¢ a dozen; fresh ground beef,

⁴⁸⁵ North Central Outlook, February 29, 1952, p. 22.

⁴⁸⁶ North Central Outlook, February 29, 1952, p. 22.

⁴⁸⁷ North Central Outlook, February 29, 1952, p. 22.

2 pounds 25¢.”⁴⁸⁸

Several Wallingford businesses did not survive the Depression years. The failure of the Queen City Bank at Densmore Avenue N. and N 45th Street was noted earlier.⁴⁸⁹

Opening a small business in these years appears to have been an especially difficult proposition. In an article headlined “New Theater for North Side,” the North Central Outlook reported on April 9, 1931 that a new \$50,000 theater was planned for N. 46th Street and Stone Way; however, apparently because of the rapidly worsening Depression, the structure was never built.⁴⁹⁰ In July 1932, the Lady Betty Bakery moved from 1912 N. 45th to 1806 N. 45th⁴⁹¹ but does not seem to have survived long at that location.⁴⁹² In September 1934, a new firm, ‘The Toggery,’ was scheduled to open at 2105 N. 45th Street. “Men’s clothing, children’s wear, and a counter of notions” were to be stocked;⁴⁹³ the outfit did not survive even a year. Smith’s Hat Shop, 2114 N. 45th, announced in August 1935 the showing of modish felts for the fall. Mrs. K. K. Smith, proprietor, said that “every hat has a smart style and shade to become the maid or matron;”⁴⁹⁴ however, by 1938, Mrs. A. E. Gustafson was selling women’s clothing from this storefront.⁴⁹⁵

Other business were more fortunate. In May 1935, the A. M. Spear Dry Goods closed its store at 4252 Fremont and opened for business at The Toggery’s former storefront.⁴⁹⁶ A. M. Spears seems to have survived the Depression,⁴⁹⁷ although in the 1940s and 1950s, 2105 N. 45th Street became the home of Forster’s Model Craft.⁴⁹⁸ (In the 1960s, it was the temporary home of Harold’s Lamp and Shade and is now the site of the Guild 45th’s second screen.)

The North Central Outlook reported on August 18, 1932 that a home for Bill

⁴⁸⁸ North Central Outlook, February 29, 1952, p. 22.

⁴⁸⁹ North Central Outlook, February 29, 1952, p. 7.

⁴⁹⁰ North Central Outlook, February 29, 1952, p. 21.

⁴⁹¹ North Central Outlook, February 29, 1952, p. 21.

⁴⁹² Polk’s Seattle Directory, 1938.

⁴⁹³ North Central Outlook, February 29, 1952, p. 22.

⁴⁹⁴ North Central Outlook, February 29, 1952, p. 22.

⁴⁹⁵ Polk’s Seattle Directory, 1938.

⁴⁹⁶ North Central Outlook, February 29, 1952, p. 22.

⁴⁹⁷ Polk’s Seattle Directory, 1938.

⁴⁹⁸ Polk’s Seattle Directory, 1948, 1955.

Broome's new hamburger was under construction at the southeast corner of N. 45th and Interlake.⁴⁹⁹ His new hamburger was apparently a version of what is now called a cheeseburger,⁵⁰⁰ and appears to have been popular enough for "Broome's Aristocratic Hamburger" to survive at least until 1938.⁵⁰¹ (The site later became the home of Tien Tsin, a Chinese restaurant.)

The Mountain Creamery opened September 1, 1933 at 1903 N. 45th but within a few years moved to 1814 N. 45th where it remained until displaced by Foodland⁵⁰² in 1950.⁵⁰³ It was announced that ice cream would be manufactured at the creamery and that the operators planned "to churn their own butter and bottle their own whipping and commercial creams, and buttermilk." The creamery also planned to "handle milk, eggs, cheese, cottage cheese, light groceries, and delicatessen and bakery goods."⁵⁰⁴

By February 1934, the large store space and basement at 1705 N. 45th St. had been leased to the Queen City Upholstering and Manufacturing Company. Later this space was occupied by Delaney's Furniture.⁵⁰⁵ In October 1935, the Bonnie Dry Cleaners moved from 4403 Wallingford to 1718 N. 45th, across from the Lincoln Pharmacy. Charlie Jenkins was the proprietor.⁵⁰⁶ The business survived at least until 1938.⁵⁰⁷

A few businesses appear to have flourished in the difficult economic environment of the 1930s. C. F. Massart Plumbing Company, when founded in 1928, consisted of "one man with his kit of plumbing tools. The owner's business address was the same as his home, 1837 N. 52nd."⁵⁰⁸ On January 4, 1935, Wallingford residents were invited to the company's new showroom and plumbing and heating shop at 4407 Wallingford Avenue.⁵⁰⁹ The following June,

⁴⁹⁹ North Central Outlook, February 29, 1952, p. 21.

⁵⁰⁰ North Central Outlook, February 29, 1952, p. 21.

⁵⁰¹ Polk's Seattle Directory, 1938.

⁵⁰² North Central Outlook, February 29, 1952, p. 22. Also see Polk's City Directory, 1955.

⁵⁰³ Amy Roe, "Neighborhood icon closes this month; QFC moving in," The Wallingford Urban Villager (a Seattle Press Special Edition), October 9, 1996, p. 1.

⁵⁰⁴ North Central Outlook, February 29, 1952, p. 22.

⁵⁰⁵ North Central Outlook, February 29, 1952, p. 22.

⁵⁰⁶ North Central Outlook, February 29, 1952, p. 22.

⁵⁰⁷ Polk's Seattle Directory, 1938.

⁵⁰⁸ North Central Outlook, February 29, 1952, See ad on p. 11. Massart and his family later moved to a home at 4233 Burke Avenue N.

⁵⁰⁹ North Central Outlook, February 29, 1952, See ad on p. 11.

the “latest in model kitchens” were shown to North End residents when the C. F. Massart Plumbing and Heating Company held a two day open house.⁵¹⁰ By the time of the open house, the firm had grown to four employees.⁵¹¹ Later, Massart’s firm moved to 4401 Wallingford (in 2005, the site of Julia’s Restaurant) where it was able to expand its showroom and storage spaces. The company served the district through the Depression and World War II, and by 1952, Clarence and Jo Massart had twelve employees.⁵¹² Massart’s reputation appears to have grown with his business; in 1950, he was elected to the Seattle City Council where he served until 1967.⁵¹³

City Services in Wallingford During the Depression

Public sector employment and the provision of municipal services in Wallingford may not have suffered as greatly as they had in some other neighborhoods; nevertheless, there were difficulties to be endured. In March of 1933, the warrants of some 600 county employees could not be cashed because of lack of funds and the effect was felt locally according to the North Central Outlook.⁵¹⁴ On December 5, 1935 it was announced that the Wallingford Police Station would be one of two district precincts to remain open under the City’s Depression era retrenchment program. It was at this time that the building became known as the North Precinct⁵¹⁵

Residential Blight in South Wallingford

Although the Depression was not, by itself, the cause of the deteriorated state of housing in some areas of Wallingford after 1930, residential blight was becoming a noticeable characteristic of older parts of the neighborhood. In a thesis entitled “Ecological Aspects of Substandard Housing in Seattle,” Gordon Beebe attempted to demonstrate that there was a correlation between certain environmental conditions found in South Wallingford and the occurrence there of substandard housing.⁵¹⁶

⁵¹⁰ North Central Outlook, February 29, 1952, p. 22.

⁵¹¹ North Central Outlook, February 29, 1952, See ad on p. 11.

⁵¹² North Central Outlook, February 29, 1952, See ad p. 11.

⁵¹³ Website of the Municipal Archives of the City of Seattle.

⁵¹⁴ North Central Outlook, February 29, 1952, p. 22.

⁵¹⁵ North Central Outlook, February 29, 1952, p. 22.

⁵¹⁶ Beebe, Gordon. “Ecological Aspects of Substandard Housing in Seattle.” Thesis, University of Washington, 1939.

Among several “substandard housing areas” that Beebe studied was “Area C” which included almost all of Wallingford south of N. 39th Street and west of Meridian Avenue, as well as the southern half of Fremont. He argued that industrial proximity appeared to operate as a primary source of blight in this area.⁵¹⁷

In the course of presenting his argument, he provides an interesting description of South Wallingford (and Fremont below N. 40th Street) in the mid ‘30s, stating that

a considerable portion of the substandard housing consists of houseboats, poorly built, in poor repair, and situated among the noise, smoke, and refuse of industry. Along the water’s edge, but not actually on the water, are what amount to permanent or semi-permanent shanties of only slightly better construction than one finds in Hooverville. Farther back from the shore, residential blight consists of small, old, poorly built homes of industrial workers. In most instances they lie on or near industrial or railroad property, and in some areas have been built by industrial concerns, rented to workers, and later sold for what they would bring. There are also houses which were originally well built, but which are blighted or becoming so because of the growth of industry in certain portions of the area. The gas plant on the north shore of Lake Union has exerted such an effect by depressing the value of residential property which is a considerable distance from it. The business and industrial development in and near Fremont, which is included in Area C, has exerted a similar effect.⁵¹⁸

Beebe also argued that Wallingford’s substandard housing was associated with low topographic elevation.⁵¹⁹ Beebe noted that it was natural for industrial and commercial concerns to develop “at points accessible to natural transportation routes” which he viewed chiefly as areas served by either rail or water transportation, and that such areas tended to be at low elevations.⁵²⁰

⁵¹⁷ Beebe, p. 30.

⁵¹⁸ Beebe, p. 31.

⁵¹⁹ Beebe, pp. 44, 46.

⁵²⁰ Beebe, p. 48.

Beebe included tables in his thesis summarizing Seattle housing data gathered for the “Real Property Inventory,” a statistical inventory of housing conditions prepared by the Department of Commerce in 1934. According to one of Beebe’s tables, Area C (South Wallingford and Fremont south of N. 40th Street) contained 1,141 residential structures in 1934. Of these, 1,023 (90%) were one family units, 16 (1%) were apartment buildings, and 102 (9%) were two family, three family or row house structures. These percentages are compared to citywide values of 91%, 3% and 6% respectively.⁵²¹ The area also had 268 commercial buildings.⁵²²

375 (33%) of the residential structures were in good condition, 530 (46%) needed minor repairs, 228 (20%) needed major repairs, and 8 (1%) were unfit for use (citywide percentages were 38%, 44%, 15%, and 2% respectively).⁵²³

Beebe considered residential structures needing major repairs and buildings unfit for use to be substandard housing.⁵²⁴

Of the 1,331 dwelling units in Area C, 654 (49%) were tenant occupied, 136 (10%) were vacant, 77 (6%) were overcrowded, 678 (51%) had stove heat only, 48 (4%) had cold water only, 10 (0.8%) had no running water, 51 (4%) had no toilet, and 74 (6%) had no bath (citywide percentages were 49%, 10%, 9%, 32% 5%, 2%, 6% and 8% respectively).⁵²⁵ Beebe’s data suggest that no racial minorities lived in Area C in 1934, compared to a citywide average percentage of 2% racial minorities.⁵²⁶

Based on Beebe’s data, South Wallingford and Fremont south of N. 40th Street do not seem to have been especially blighted compared to the city as a whole (Beebe considered 21% of the housing in Area C to be substandard compared to a citywide average of 17%). However, Beebe’s assertion in a footnote that the percentage of substandard housing in Area C was high compared with that of areas immediately to the north,⁵²⁷ suggests an interesting contrast between the

⁵²¹ Beebe, Table II, p. 51.

⁵²² Beebe, Table II, p. 51.

⁵²³ Beebe, Table II, p. 51.

⁵²⁴ Beebe, p. 3.

⁵²⁵ Beebe, Table III, p. 53.

⁵²⁶ Beebe, Table III, p. 53.

⁵²⁷ Beebe, p. 58 (see footnote).

condition of the housing south of N. 39th Street in Wallingford and that to the north in 1939.

Houseboats Survive the Depression

The Lake Union houseboats mentioned in Beebe's description of South Wallingford and Fremont do not appear to be included in the statistical data for Area C. However, "[d]uring the difficult years between the wars, houseboats helped solve the housing problems of Seattle's working classes. . . . The number of floating homes multiplied on the Duwamish and the lakes until the late 1930s and their reputation grew increasingly unsavory among respectable people." In Howard Droker's view, people living on the water earned their Bohemian label by refusing to adopt middle class standards of behavior or comply with "middle class" laws, especially those associated with Prohibition.⁵²⁸

Attempts to ban houseboats from Lake Union in 1938, by requiring a sewer hookup to prevent pollution of the lake, were unsuccessful. "The only way to make floating homes connect with the sewer was to build a new sewer system around the lake and eliminate outfalls into the lake. That solution was not feasible" in the 1930s and, as a result, Seattle's City Council "backed away from the issue."⁵²⁹

In Droker's view,

The Lake Union houseboat colonies survived because they were not hindrances to commercial waterways, as they were on the Duwamish, and because they did not front on prime residential and recreational property, as they did on Lake Washington. The industrial development of Lake Union, foreseen by promoters of the ship canal, had failed to materialize during the economically stagnant 1920s and 1930s. Those who had been forced to invest in underwater lots in 1907, and their successors, received at least some return from houseboat moorages, even if they could not always collect the rent. Once war-induced prosperity arrived in 1940 and 1941, the housing market constricted and houseboat moorages began to look more profitable. Property owners who were

⁵²⁸ Droker, p. 62.

⁵²⁹ Droker, pp. 79-81.

also houseboaters, a common phenomenon by the end of the 1930s, also gave the houseboat colony some degree of stability. Floating homes continued to be one of the few possible uses for underwater lots.⁵³⁰

The Gas Works

The Seattle Light Company, which had been converting coal to gas at its Lake Union plant since 1906, renamed itself the Seattle Gas Company in 1930.⁵³¹ By that time, the plant was quickly becoming the hub of an underground gas distribution network extending up to 30 mile in some directions; however, the plant's success was accompanied by "an unrelenting disservice . . . in the form of soot and showering sparks which fell over Wallingford usually three shifts a day . . ." ⁵³²

As a result, in the 1930s, Wallingford residents concerned about the blight associated with industrial operations in the neighborhood were beginning to focus their attention on the gas works. On March 8, 1934, the North Central Outlook announced that a hearing had been scheduled for March 14 concerning the assertion that the Seattle Gas Company's Lake Union Plant was a nuisance to Wallingford homeowners.⁵³³ However, two years later, the situation apparently had not significantly improved. The North Central Outlook reported on January 9, 1936 that the Gas Abatement Committee would "meet January 14, at 8 p.m., in the social hall of the Jack-Lan Apartments, 1911 N. 46th. Ways and means will be devised to combat the nuisance caused by operation of the Seattle Gas plant."⁵³⁴ The industrial facilities posed other risks as well. Spectacular fires occasionally brought large crowds to the waterfront.⁵³⁵

The constant onslaught of soot and sparks was abated to some degree when "the high cost of operating the old coke oven and coal-gas generating sets forced a change over to oil. A pair of oil-to-gas generators was built in 1937 and the old coal-gas facilities were disassembled."⁵³⁶ By 1940, approximately 43,200

⁵³⁰ Droker, p. 81.

⁵³¹ Friends of Gas Works Park, p. 2.

⁵³² Dorpat, "71 Gas Works," Seattle, Now and Then.

⁵³³ North Central Outlook, February 29, 1952, p. 22.

⁵³⁴ North Central Outlook, February 29, 1952, p. 22.

⁵³⁵ Interview with Wallingford resident Gordon Peek in 2004.

⁵³⁶ Friends of Gas Works Park, p. 2.

customers were being served and the company averaged about 130 employees.⁵³⁷ Four crews of 23 men worked rotating shifts in order to operate the facility 24 hours a day, seven days a week.⁵³⁸

Many long time Wallingforders still believe that the constantly operating plant was the most likely source of the thin layer of soot found in most Wallingford attics.

The Change from Streetcars to Busses

“The beginning of the 1930s brought unmistakable indications that the days of street car transportation in Seattle were numbered.”⁵³⁹ As early as the 1920s, busses had begun to replace street cars on N. 40th Street. On May 7, 1925, the North Central Outlook reported that busses between Wallingford and University had been rerouted over N. 42nd to allow the street car tracks to be removed from N. 40th and to allow the street to be paved.⁵⁴⁰ Within a few years, bus service had all but completely taken the place of the street railway on new extensions.⁵⁴¹ Busses were supplementing or supplanting street cars on some older Seattle lines. A shuttle bus running between Ballard and the University District replaced a rail borne shuttle that had formerly connected these two neighborhoods.⁵⁴² When the George Washington Memorial Bridge spanning Lake Union at Aurora Avenue was opened, street car tracks were conspicuous by their absence and few who witnessed the opening ceremonies failed to draw the obvious lesson.⁵⁴³

The desire to make travel by automobile safer and more convenient no doubt led some to view the street railway system as a traffic hazard. On February 6, 1936 it was reported that Mayor C. L. Smith had asked for WPA funds so the city could lay concrete slabs between the trolley tracks on the Meridian line, from N. 45th to N. 65th,⁵⁴⁴ an improvement almost certainly designed to make it easier for autos to cross the tracks.

⁵³⁷ Friends of Gas Works Park, p. 2.

⁵³⁸ Friends of Gas Works Park, p. 2.

⁵³⁹ Blanchard, p. 194.

⁵⁴⁰ North Central Outlook, February 29, 1952, p. 6.

⁵⁴¹ Blanchard, p. 194.

⁵⁴² Blanchard, p. 194.

⁵⁴³ Blanchard, p. 194.

⁵⁴⁴ North Central Outlook, February 29, 1952, p. 22.

In August 1936 the John C. Beeler Organization presented a plan to “rehabilitate” the Seattle system, proposing the installation of 240 trackless trolleys and 135 gasoline busses. In order to pay for the conversion, it would be necessary to issue bonds sufficient to settle the Stone and Webster debt, retire the accumulated salary warrant debt, and completely re-equip the system for rubber tire operation, a total of \$11,600,000 to be considered by the voters in the March 9, 1937 municipal elections.⁵⁴⁵

Among the organizations opposed to the scheme was the Meridian Improvement Club which supported a union proposal to use modern street cars as the backbone of the renovated system, “alluding to the hilly terrain of the city as a factor especially favorable to street cars as against rubber tired transportation.”⁵⁴⁶

In February 1937, “the Meridian Improvement Club publicly attacked the Beeler proposal, . . . branding the statement that modern street cars could not be operated on Seattle’s existing trackage as ‘tommyrot,’ pointing out that this trackage was no better or worse than the trackage in the majority of American cities.”⁵⁴⁷ Municipal authorities arranged several trackless trolley demonstrations but “an attempt by the Carmen’s Union to obtain [a more modern street car] from San Diego for demonstration purposes was brusquely vetoed by the municipal authorities.”⁵⁴⁸ The Beeler proposition went down to defeat by a sizable margin.⁵⁴⁹ However, the railway system went into default in March 1938 and the financial package assembled to resolve the situation required the establishment of a commission to run the transit system, which commission adopted the Beeler proposal on August 31, 1939.⁵⁵⁰ Seattle Municipal Railway Company was renamed Seattle Transit System on December 15, 1939.⁵⁵¹

The Green Lake Line, with its picturesque roundabout route through Woodland Park, had in previous years been a special attraction to street car riders.

⁵⁴⁵ Blanchard, p. 198.

⁵⁴⁶ Blanchard, p. 200.

⁵⁴⁷ Blanchard, p. 203.

⁵⁴⁸ Blanchard, p. 204.

⁵⁴⁹ Blanchard, p. 204.

⁵⁵⁰ Blanchard, pp. 207-208.

⁵⁵¹ Blanchard, p. 208.

However, the scenic attractions of the Park gradually became less of a magnet for Seattle residents during the late 1920s and 1930s, as more people chose to spend their weekends touring the countryside in their automobiles. Traffic fell off accordingly. Since it ran around the edge rather than through the center of the territory it served, riders living east of the lake would choose the Meridian Line rather than ride all the way around the lake to get downtown. Revenues fell off so drastically that on May 5, 1937 the line became one of the first to be abandoned and replaced by busses.⁵⁵²

For a brief time, from April to June 1932, cars on the Wallingford Line operated from 45th and Meridian via 45th Street to University Way and back downtown via Eastlake. The cars returned to their original route for the remainder of the 1930s; however, the line was abandoned on May 5, 1940, when a motor coach service replaced it.⁵⁵³

Despite several route changes made downtown over the years, the Cowen Park Line (Route 17) serving Latona continued operation (with minor interruptions due to reconstruction of the Cowen Park Bridge) until final abandonment on May 12, 1940.⁵⁵⁴

On September 8, 1940, rail service on the Meridian Line was cut back to 46th and Meridian. Four months later, on January 11, 1941, rail service ended on this line.⁵⁵⁵

Throughout the city, in the summer and autumn of 1943, streetcar tracks were removed for use in the war effort and the streets repaved, a project completed by the beginning of 1944.⁵⁵⁶ The full impact of this change from rail to rubber would not begin to be felt until the late 1940s; World War II diverted attention away from building construction and restricted the use of gasoline.

⁵⁵² Blanchard, p. 196.

⁵⁵³ Blanchard, p. 218.

⁵⁵⁴ Blanchard, p. 215.

⁵⁵⁵ Blanchard, p. 216.

⁵⁵⁶ Blanchard, p. 213.

World War II and Post War Growth 1940 - 1955

1939 - 1945: World War II in Wallingford

When war erupted in Europe in 1939, its immediate positive effect on American commerce was felt locally and Seattle emerged from the Depression almost overnight.

New employment opportunities quickly exceeded the city's labor supply, and resulted in a phenomenal immigration of people from all over the country. After the no-growth decade of the 1930s, Seattle's population increased from 368,302 in 1940 to 467,591 in 1950, with the bulk of growth coming between 1942 and 1945.⁵⁵⁷

As a result, housing became one of Seattle's foremost problems during the war years. In February 1940, the Seattle Times reported that "Pacific Coast builders" had "rounded the turn of the year in high gear and got their huge industry off to its fastest start in a decade," and that Seattle had "had its best January in house construction since 1929."⁵⁵⁸ Still, in 1941, the city was warned by the federal government that new defense contracts would be withheld from Seattle's industrial concerns unless housing needs could be met.⁵⁵⁹

⁵⁵⁷ Droker, p. 85.

⁵⁵⁸ Droker, pp. 85-86.

⁵⁵⁹ Droker, p. 86.

According to Howard Droker, most people in need of lodging were left to fend for themselves.⁵⁶⁰ “Lake Union’s floating homes seemed to provide a solution to the problem for many. Houseboats were discovered relatively late by war workers, probably in 1943 for most, because they were so unusual.”⁵⁶¹

The businesses on Lake Union were transformed by the war as the lake’s economy shifted away from general industry and towards marine construction and commerce. “Small boat-building and repair businesses were swept up with defense contracts,” Lake Union Dry Dock in Eastlake becoming the biggest single war contractor on the lake.⁵⁶²

The factory building at 3402 Wallingford Avenue N., which had housed a shoe factory since it was built in 1912 (and would after the war become the home of Grandma’s Cookies, and later Avtech), served as the U. S. Treasury Department Procurement Warehouse in the early 1940s.⁵⁶³

Several changes took place at Lincoln High School during the war years. Many Lincoln graduates joined the armed forces immediately after receiving their diplomas. An evening school began operating in the building beginning in 1942. That same year, all students of Japanese ancestry were taken to internment camps, leaving the school’s Lynx Club without a president, removing the head of the Triple L, and forcibly relocating the editor of the school’s yearbook, the Totem.⁵⁶⁴

Post War Development on Lake Union

The knowledge and modern equipment acquired in turning out small craft for the military during the war was one of the major ingredients that made for a thriving boat building industry in the postwar years on Lake Union. Other important factors were “the market for boats in Seattle and the unmatched combination of fresh and salt waters.”⁵⁶⁵

“The war brought prosperity, which enabled the average man to own his own

⁵⁶⁰ Droker, p. 87.

⁵⁶¹ Droker, p. 87.

⁵⁶² Droker, pp. 88-89.

⁵⁶³ Polk’s Seattle Directory, 1943-44.

⁵⁶⁴ Thompson and Marr, p. 179.

⁵⁶⁵ Droker, p. 90.

boat.”⁵⁶⁶ Before the war, 50% of Seattle’s recreational boats were built in the east. By the end of 1945, however, many Lake Union boatbuilders were engaged in full-time construction of these small boats, or were busy building fishing boats, “an occupation which blossomed in 1949 when fish-traps were outlawed in Alaskan waters.”⁵⁶⁷

By 1949, Lake Union had become

one of the busiest and most highly developed industrial areas of the city Literally hundreds of industries line its eight-mile shoreline, more than 50 engaged in marine work alone. Others utilize water transportation to bring their supplies to their doors. The lake’s 40-foot depth enables all but the largest vessels to sail on it and more than 2,500 boats of all sizes are moored along its shore.⁵⁶⁸

The north end of the lake was described at the time as being “thronged with factories and boat moorages.”⁵⁶⁹ At the foot of Stone Way was the King County Pier, a wharf owned by the county and leased to the Fish and Wildlife Service of the Department of the Interior, where the vessels of the department that operated in Alaskan waters for much of the year were moored and reconditioned during the winter months. To the east of the pier were the Seth Green Machine Works and W. I. Carmel.⁵⁷⁰

Although marine commerce and industry set the post war economic pace on Lake Union, many of the lake’s older north shore industries survived.⁵⁷¹ The gas plant, for example, operated into the 1950s, and the Western Cooperage (later the Sweeney Cooperage, located at 1341 N. Northlake Way in an industrial shed now occupied by Honda Marine) operated until at last 1975.⁵⁷² Other firms surviving into the mid ‘70s included Diesel Oil Sales (located since 1935 at 2155 N. Northlake Way, the former site of Pacific Ammonia and Chemical), the American Tar Company, and Standard Oil Company of California (at the site

⁵⁶⁶ Droker, p. 89.

⁵⁶⁷ Droker, p. 90.

⁵⁶⁸ “Busy Lake Union,” The Seattle Times (Rotogravure Section), March 20, 1949, p. 1.

⁵⁶⁹ “Busy Lake Union,” p. 4.

⁵⁷⁰ “Busy Lake Union,” p. 4.

⁵⁷¹ Droker, p. 90.

⁵⁷² Polk’s Seattle Directory, 1948-49, 1965, 1975.

now known locally as the Metro tank farm property).⁵⁷³ Dunn Lumber, located at the northwest corner of Latona Avenue N. E. and N. E. Northlake Way since the early years of the 20th century, continues in operation today.

The portion of the Wallingford shoreline between Waterway 17 (at the foot of Eastern Avenue N.) and Latona Avenue N. E. was occupied by 1940, and well into the post war years, by Pioneer Sand & Gravel Company. The firm's giant cranes and elevators made it an obvious presence on the waterfront.⁵⁷⁴ Water borne cargo carriers provided Pioneer -- and other Lake Union producers of building materials -- with "economical and efficient deliveries and distribution."⁵⁷⁵

Wallingford's Retail Core at Mid-Century

In 1946, Wallingford's retail commercial center stretched along N. 45th Street from Stone Way to Sunnyside Avenue with small extensions a block to the south along Stone Way and Wallingford Avenue North.⁵⁷⁶ Margaret Pitcairn Strachan, writing for the Seattle Times in May of that year, noted that there was "not a vacant store in the district" and that the district's businesses were both diverse and "alive with activity." Strachan gave the Wallingford Commercial Club much of the credit for keeping the business district "up-to-date" and noted that the Club had recently succeeded in bringing a post office to the area.⁵⁷⁷

The new post office was located at 1710 N. 45th Street⁵⁷⁸ in a second addition to the Marie Moss Apartment Building (formerly called the Valencia). Completed in 1945,⁵⁷⁹ the new addition also housed the Niles Men and Boys Shop at 1712 N. 45th Street⁵⁸⁰ and the Cass Style Shop, at 1714 N. 45th Street.⁵⁸¹ Marie Moss Realty, Inc., 1716 N. 45th Street⁵⁸² and Larre's Barbecue, 1718 N. 45th Street,⁵⁸³ were located in the 1928 addition to the building; Straker Hardware remained in

⁵⁷³ Polk's Seattle Directory, 1948-49, 1965, 1975.

⁵⁷⁴ See photo in "Busy Lake Union," p. 2

⁵⁷⁵ "Busy Lake Union," p. 2.

⁵⁷⁶ Strachan.

⁵⁷⁷ Strachan.

⁵⁷⁸ Polk's Seattle Directory, 1948-49.

⁵⁷⁹ King County Assessor Property Characteristic Report, accessed March 29, 2005.

⁵⁸⁰ Polk's Seattle Directory, 1953.

⁵⁸¹ Polk's Seattle Directory, 1953.

⁵⁸² Polk's Seattle Directory, 1953.

⁵⁸³ Polk's Seattle Directory, 1953.

the base of the original apartment structure.

In many areas of the retail core along 45th Street, the pre-war pattern of change and growth had resumed. “There’ve been more changes in faces than places,” was James P. Straker’s response when asked in 1952 to comment on his experience after many years living and operating a business in Wallingford. Straker had been in the district since 1920. “I’ve seen them come and go,” Straker continued. “Seems like there isn’t so much change in the buildings as there have been in the people.”⁵⁸⁴

In fact, several Wallingford retail businesses established in the 1920s survived into the post-war era, although not always at their original locations. One outfit that operated through Prohibition, the Depression, and World War II was Straker’s own business, Straker Hardware. Others included Lincoln Pharmacy, Tweedy & Popp, and Home Meat Market.

Across the street from Marie Moss were the businesses known as Andrews the Jeweler at 1717 N. 45th Street (representing the Bulova Agency where you could have your Bulova watch repaired by an authorized Bulova watchmaker), and Woempner (“correct radio repair”) at 1719 N. 45th Street.⁵⁸⁵ Near the other west end of the block, across from the new Wallingford Post Office, was Delaney’s (“Wallingford’s Largest and Finest Furniture Center”) at 1705 N. 45th.⁵⁸⁶ At 4421 Wallingford Avenue, about a half block south of 45th, was McNett Realty which by 1952, had been serving the North End for 40 years, according to its advertisement.⁵⁸⁷

Further east on 45th Street were Sykes Furniture (which appeared in Wallingford about 1944) at 1900 N. 45th Street, and Ernst Hardware, at 1916 N. 45th Street.⁵⁸⁸ By 1952, the Wallingford Ernst was one of eleven “strategically located” stores in the Seattle area.⁵⁸⁹ The proprietors viewed their continued operation in Wallingford as “a vote of confidence in the stability and the growth of the Wallingford, Meridian, Fremont and other fine North End districts.”⁵⁹⁰

⁵⁸⁴ “Faces, Not Places, Show Change, Is Straker’s Opinion,” p. 14.

⁵⁸⁵ See advertisement, North Central Outlook, February 29, 1952.

⁵⁸⁶ See advertisement, North Central Outlook, February 29, 1952.

⁵⁸⁷ See advertisement, North Central Outlook, February 29, 1952.

⁵⁸⁸ See advertisement, North Central Outlook, February 29, 1952.

⁵⁸⁹ See advertisement, North Central Outlook, February 29, 1952, p. 10.

⁵⁹⁰ See advertisement, North Central Outlook, February 29, 1952, p. 10.

However, despite this positive appraisal of the neighborhood's prospects, the store closed in 1955 or 1956 and was replaced by Tweedy & Popp, which moved west from its previous location at 2108 N. 45th Street in 1956 or 1957.⁵⁹¹ Tweedy & Popp has operated continuously in Wallingford since 1920 or 1921, and although no longer under its original management, it is almost certainly the oldest surviving business in Wallingford's retail core.

The Depression era Diamond 10¢ to \$1.00 Store at 1924 N. 45th Street had become the Fuji Ten Cent Store by 1965,⁵⁹² an enterprise described as "a Wallingford institution" by historian Carol Tobin.⁵⁹³ More recently this structure was the home of Nicola's Restaurant and is now the Rusty Pelican Cafe.

A renovation and remodeling of the building at the northwest corner of N. 45th and Meridian (1928 N. 45th Street) was completed in 1948 for Davison's Household Appliances.⁵⁹⁴ This business, which had previously been located across the street at 1905 N. 45th,⁵⁹⁵ replaced Mrs. Colley's Home Bakery, which had been providing fine bakery products for district residents from the northwest corner location since 1938.⁵⁹⁶ The bakery moved one door west to 1926 N. 45th Street.⁵⁹⁷ By 1955, Mrs. Colley's new storefront had become the Seven Sweets Bakery.⁵⁹⁸ Davison's remodel gave the Wallingford district one of its first colorful "modern" stores, according to the North Seattle Outlook.⁵⁹⁹ Davison's expansion program included the addition of a branch in the University district (at 4315 University Way) and a used appliance, storage and display room in the middle of the next block east of the Wallingford store.⁶⁰⁰ Davison's survived well into the 1960s.⁶⁰¹ (This building, remodeled at least once since Davison's departure, has in recent years become the home of Murphy's Pub.)

⁵⁹¹ As noted earlier, the storefront was listed as vacant in Polk's Seattle Directory for 1956; Tweedy & Popp is first listed at 1916 N. 45th Street in the 1957 edition.

⁵⁹² Polk's Seattle Directory, 1965.

⁵⁹³ Interview with the author, January 2005.

⁵⁹⁴ See photo caption, North Central Outlook, February 29, 1952, p. 12.

⁵⁹⁵ See photo caption, North Central Outlook, February 29, 1952, p. 12.

⁵⁹⁶ North Central Outlook, February 29, 1952. See add p. 22

⁵⁹⁷ Polk's Seattle Directory, 1948, 1953. Also see photo caption, North Central Outlook, February 29, 1952, p. 12. The bakery was owned by Alex H. A. Colley and Mildred K. Colley, residing at 4707 Burke Avenue.

⁵⁹⁸ Polk's Seattle Directory, 1955.

⁵⁹⁹ See photo caption, North Central Outlook, February 29, 1952, p. 12.

⁶⁰⁰ See photo caption, North Central Outlook, February 29, 1952, p. 12.

⁶⁰¹ Polk's Seattle Directory, 1965.

Another block east was the Home Market, staffed by the “Home Market Boys” (Claude McReynolds, Howard Ross, and Sid Horn)⁶⁰² and described in 1946 as one of the two oldest businesses in the district.⁶⁰³ Across the street from the Home Market was Forster’s Modelcraft at 2105 N. 45th Street,⁶⁰⁴ and a few doors east of Forster’s was the 45th St. Theatre (formerly the Paramount) operated by Jack B. Neville at 2115 N. 45th Street.⁶⁰⁵ This movie house is now known as the Guild 45th.

Even further east were Petera Associated Service at 2221 N. 45th Street and Bob’s Beverages (run by Cec and Marge Campbell) at 2309 N. 45th Street.⁶⁰⁶ Warne Appliance Service, operated by Worth and Dorothy Warne at 201 N. E. 45th Street (across the street from the Behar Building) was far enough east to be served by a different telephone exchange than most of Wallingford.⁶⁰⁷

West of the commercial heart was Ryan Realty, 1616 N. 45th Street, which had been serving the Wallingford neighborhood since 1922.⁶⁰⁸ Businesses at 45th and Stone included Melrose Real Estate Company at 1222 N. 45th Street and Stoneway Pharmacy, operated by Dick Campbell at 46th and Stone Way, which advertised itself as “Dependable” and a provider of “Prescription Service.”⁶⁰⁹

Although the slow but constant turnover always seemed to make room for new businesses, there were many in the community who saw a need to increase the amount of commercial space available along N. 45th Street, and by 1946, the Wallingford Commercial Club was again proposing the “removal of Interlake Grade School to a more suitable location,” in this case to the block bounded by Woodlawn Avenue, N. 43rd Street, Densmore Avenue and N. 42nd Street (just west of what was then the single block occupied by Wallingford Playfield and just north of the block occupied by Hamilton).⁶¹⁰

⁶⁰² See advertisement, North Central Outlook, February 29, 1952.

⁶⁰³ Strachan. The other was Straker’s Hardware.

⁶⁰⁴ See advertisement, North Central Outlook, February 29, 1952.

⁶⁰⁵ See advertisement, North Central Outlook, February 29, 1952.

⁶⁰⁶ See advertisement, North Central Outlook, February 29, 1952.

⁶⁰⁷ See advertisement, North Central Outlook, February 29, 1952.

⁶⁰⁸ See advertisement, North Central Outlook, February 29, 1952.

⁶⁰⁹ See advertisement, North Central Outlook, February 29, 1952.

⁶¹⁰ Strachan.

Wallingford Wilmot Library

In 1946, the establishment of a branch library in the Wallingford neighborhood was another of the goals being pursued by the Wallingford Commercial Club.⁶¹¹ The opening of the new branch was assured when deposits to a special library bank account reached \$2,000.00 in May 1949.⁶¹² The committee in charge of raising the funds, led by Jack Neville, sold four hundred charter memberships in the library for \$5.00 each, and some additional funds became available through larger donations.⁶¹³ The locally raised money was matched with an equal amount from the Seattle Public Library Fund, and work on the new branch was soon underway.⁶¹⁴

The Wilmot Memorial Library was dedicated on Friday, September 9, 1949 and opened the next day, September 10, 1949.⁶¹⁵ It was located at 4422 Meridian Avenue N. and was in operation from 2:00 to 9:00 Tuesdays and Thursdays, and from 10:00 to 6:00 on Saturdays.⁶¹⁶ It occupied a house donated by Mrs. Alice Wilmot Davis of 4138 Sunnyside Avenue N. in memory of her sister, Florence Wilmot Metcalf.⁶¹⁷

The Commercial Core and the Automobile

Although new development in Wallingford's commercial district was often well suited to the pattern of pedestrian-oriented shopping established in the 1920s, suburban style commercial structures began to appear in the 1940s and 1950s. By 1946, parking lots were being developed to attract an increasingly auto oriented population.⁶¹⁸

In fact, the signature stores of national chains had begun to find their way into Wallingford before the war. Safeway, which had built 2,967 stores nationwide

⁶¹¹ Strachan.

⁶¹² "Library Assured," North Central Outlook, May 20, 1949.

⁶¹³ "Library Assured," North Central Outlook, May 20, 1949.

⁶¹⁴ "Library Assured," North Central Outlook, May 20, 1949.

⁶¹⁵ "Wilmot Library to be Dedicated Next Friday Eve," North Central Outlet, September 2, 1949.

⁶¹⁶ "New Library Staff," North Central Outlook, September 16, 1949, p. 3.

⁶¹⁷ "Library Assured," North Central Outlook, May 20, 1949.

⁶¹⁸ Strachan. This assertion is repeated in Nyberg and Steinbrueck.

by 1939, erected one of their new Art Deco designs at 2205 N. 45th Street in 1941. A standard plan and storefront were employed here, as in other Washington communities such as Yakima and Camas, and elsewhere in Seattle.⁶¹⁹

The design was developed by Boise, Idaho architect Frank H. Paradise, Jr. and was then slightly modified at the local level to fit the needs of individual communities. The distinguishing features of corner pilasters with round sculptural reliefs and upper cornice of large oversized-dentils always remained the same on the stores, which were erected in the late 1930s and early 1940s.⁶²⁰

At least one house, built in 1903, was destroyed for construction of the Wallingford store and its parking lot, and another house, also built in 1903, was moved to 4059 4th Avenue N. E.⁶²¹ In 1957, at least two additional houses were torn down to provide more parking south of the store.⁶²²

In 1970, the structure built for Safeway became the home of the Royal Fork Restaurant, which was replaced in turn by Pay n' Save in 1987, Payless Drugs in 1993, and finally by Rite-Aid.⁶²³ In early 2005, the building was destroyed and the entire site was excavated in preparation for a new mixed-use structure.

Another Safeway store, this one at N. 40th Street and Stone Way, opened in October 1951. Described at the time as an "ultra-modern market," it was one of five similar stores built in the Seattle metropolitan area around mid-century. "One of the features of the new store is the large parking space provided for customers, an essential part of 1952 merchandising trends," reported the North Central Outlook at the time.⁶²⁴ Until about two years before, the office and fuel yard of Hastings Fuel had been situated at the site.⁶²⁵ The new grocery may also have displaced a restaurant, the Stoneway Inn, said to have been under

⁶¹⁹ "Survey Find: The Old, Unusual, Unique and Avant Garde in Washington State . . ." OAHP Newsletter, Winter 04, p. 10. See, for example, Seattle Paint Supply at North 80th Street and Aurora.

⁶²⁰ "Survey Find: The Old, Unusual, Unique and Avant Garde in Washington State . . ."

⁶²¹ Microfilms, Seattle Department of Planning and Development.

⁶²² Microfilms, Seattle Department of Planning and Development.

⁶²³ Microfilms, Seattle Department of Planning and Development.

⁶²⁴ See photo captions, North Central Outlook, February 29, 1952, p. 7.

⁶²⁵ See photo captions, North Central Outlook, February 29, 1952, p. 7.

construction at the southeast corner of 40th and Stone in 1946.⁶²⁶

Perhaps the most forceful expression of the trend toward auto-oriented businesses was the opening of Dick's on January 28, 1954. The Wallingford shop was the first of this local chain of hamburger stands built by Dick Spady and his partners Dr. B. O. A. "Tom" Thomas, a Professor of Dentistry at the University of Washington, and Warren Ghormley, an old Navy buddy who helped run the operation.⁶²⁷

The business plan was to operate a restaurant "where you could park easily, get good food in a hurry, and pay a lot less."⁶²⁸ The south side of the 100 block on what was then E. 45th Street was a vacant lot when the three partners put up their restaurant. They could not get a construction loan, but Spady was able to convince a contractor to build the structure in exchange for a promise to repay construction costs and a share of the profits for the first five years.⁶²⁹ According to Spady, "Dick's is the oldest continuously operating fast food restaurant in the Pacific Northwest."⁶³⁰ It is also still the most obviously auto oriented business on 45th Street that is not a service station.

Food Giant

Frank Wald opened the Foodland store at North 45th Street and Wallingford Avenue North on November 16, 1950. Leo Haskins, then manager of the Safeway located at 2205 N. 45th Street, became manager of the Wallingford Foodland. In 1953, Wald sold the Foodland to Haskins and three partners -- Francis Leech, Jack Farmer and Jerry Morris -- and the name of the store was changed from Foodland to Food Giant, mainly because they only had to buy three letters to make the change in the big outdoor sign.⁶³¹

Randy West, the Food Giant's last owner, began working for the South End Foodland store as a part time clerk in 1957. He became manager at the

⁶²⁶ Strachan.

⁶²⁷ Dick's 50th Anniversary: 50 Years of Memories (Seattle: Dick's Drive-in Restaurants, Inc., 2003). See inside front cover and p. 6.

⁶²⁸ Dick's 50th Anniversary: 50 Years of Memories, p. 4.

⁶²⁹ Dick's 50th Anniversary: 50 Years of Memories. See inside front cover.

⁶³⁰ Dick's 50th Anniversary: 50 Years of Memories. See inside front cover.

⁶³¹ Amy Roe, "Neighborhood icon closes this month; QFC moving in," The Wallingford Urban Villager (a Seattle Press Special Edition), October 9, 1996, p. 1.

Wallingford Foodland in 1962. Later, when Haskins sold the store to Vitamilk Dairy owners Paul Madden and Ed Teel, the new owners brought in West as a partner.⁶³²

West sold the business to QFC in 1996.⁶³³ By that time, the garish “FOOD GIANT” sign, with its huge letters and massive battery of “racing lights,” had become a popular landmark fixture at the corner of Wallingford and N. 45th Street. The racing lights have since faded into history, but QFC agreed to save most of the giant letters, and with the addition of two new “L”s, a “W” and an “R,” were able to put the neighborhood’s name “up it lights” atop the remodeled supermarket.

⁶³² Roe.

⁶³³ Roe.

Wallingford at the Turning Point 1956 - 1985

In the years after World War II, the Wallingford neighborhood was a stable if aging community. However, changes along the Lake Union waterfront and the construction of several new transportation facilities designed to serve the entire region were beginning to have a corrosive effect on the neighborhood's identity and integrity.

Land Use on the Waterfront

By the early 1960s, some observers had begun to notice that material progress had "all but obliterated many features that [had once] made Lake Union . . . an outstanding asset to the community."⁶³⁴

When Seattle's first zoning ordinance was adopted in 1923, manufacturing facilities were spread along much of the waterfront of Lake Union and shore land properties were primarily in industrial and residential use. By the 1950s those uses had declined and given way to water oriented business and commercial uses, mainly marinas and related marine business.⁶³⁵

Along the north shore of Lake Union, between the Fremont Bridge and the University Bridge, the changing character of the uses followed this general trend. In the 1920s, nearly 69% of the northshore was in industrial or manufacturing uses and almost 23% was in residential uses (the remaining 8%

⁶³⁴ Lake Union Study (Seattle: City of Seattle Planning Commission, 1963), p. 1.

⁶³⁵ Droker, p. 116.

was in business or commercial uses).⁶³⁶ Since much of this early development took place prior to the adoption of Seattle's first zoning ordinance in 1923, "manufacturing and commercial uses were located indiscriminately about the Lake, often between residences."⁶³⁷ By 1962, the acreage in manufacturing and industrial use had decreased somewhat, to about 53% of that available, and residential uses had dwindled to just a little over 1%. In this same period, business and commercial uses increased from about 8% to 37% of the total acreage.

It should be noted that the total acreage available had increased from 15.58 acres in 1920 to 49.42 acres in 1962.⁶³⁸ In fact, in October 1962, the Lake Union Committee of the Citizen Planning Council declared that "The Lake is slipping away from us," noting that one fifth of the lake's surface had vanished under fills since the city's settlement.⁶³⁹

Despite this trend towards commercial uses and away from residential and manufacturing uses, a new city land use ordinance, adopted in 1957, placed about eighty-five percent of Lake Union's lake shore in the Manufacturing (M) zone.⁶⁴⁰ Portions of the shorelands along Fairview Avenue East (in the Eastlake neighborhood) and along Westlake Avenue North were zoned Commercial General (CG) and a small area on Portage Bay was zoned for houseboats.⁶⁴¹ However, all of the north shore of Lake Union, from the Fremont Bridge to the University Bridge, was zoned Manufacturing (M),⁶⁴² despite the changing trend of shoreline use in the area towards commercial activity.

Howard Droker has suggested that the Zoning Ordinance of 1957 "represented the first major change in the comprehensive plan for Seattle since the zoning codes of 1923."⁶⁴³ In Droker's opinion ". . . the city's disorganized communities had precious little influence on the formulation of codes that would determine

⁶³⁶ Lake Union Study, Table 3, p. 54. The Commission's Northshore study area included the properties south of 34th Street between the Fremont Bridge and the intersection of 34th Street and Pacific Street, the water side of Pacific Street from 34th Street to the Ship Canal Bridge, and the area south of Northlake Way from the Ship Canal Bridge to the University Bridge. (See Lake Union Study, pp. 30-31 and p. 13).

⁶³⁷ Lake Union Study, p. 2.

⁶³⁸ Lake Union Study, Table 3, p. 54.

⁶³⁹ As quoted by Droker, pp. 117-118.

⁶⁴⁰ Droker, p. 116.

⁶⁴¹ Droker, p. 116.

⁶⁴² Lake Union Study, pp. 40-41.

⁶⁴³ Droker, p. 97.

the future development of the city.” He felt that private interests had had the most influence on public planners and that “[t]he resulting ordinance was a developer’s dream.”⁶⁴⁴

New Sewer on Lake Union (1958 - 1965)

As interested parties began to work through the implications of the new zoning ordinance, the City began to face more squarely the problem of pollution in Lake Union. This was not a new problem in the 1950s. At least one writer has noted that “[a]fter the fire of June 6, 1889, Lake Union rapidly developed into a cesspool, even though a water company actually drew a portion of the City’s water supply from a point on its west side.”⁶⁴⁵

A combined sewer system dating from the 1890s apparently reduced the severity of the problem for a time. However, storm overflows in this system continued to dump sewage directly into the Lake, a problem that would not be fully addressed until the last decade of the 20th century.

It is unlikely that anyone was surprised when, in 1932, pollution was found in Lake Union and the Ship Canal.⁶⁴⁶ Even thirty years later, little progress had been made. The Lake Union Study, published in 1963, noted that “[m]uch debris, oil and other material has been dumped into the Lake from ships, houseboats and industry” and observed that the the Lake was polluted.⁶⁴⁷

In July 1958, City Engineer Roy W. Morse called for a drastic three year plan to rid the lake of the pollution “caused by houseboats and certain shore properties.”⁶⁴⁸ Morse noted that three city sewers emptied raw sewage directly into the lake, suggesting to some that the city was, itself, the leading contributor of the pollution.⁶⁴⁹

Morse’s plan called for a sewer ringing Lake Union and Portage Bay and an

⁶⁴⁴ Droker, pp. 97-98.

⁶⁴⁵ Myra L. Phelps, Public Works in Seattle: A Narrative History - The Engineering Department 1875 - 1975 (Seattle: Seattle Engineering Department/Kingsport Press, 1978), p. 187.

⁶⁴⁶ Phelps, p. 194. Phelps does not describe the source(s) of the pollution or the type.

⁶⁴⁷ Lake Union Study, p. 2.

⁶⁴⁸ Droker, p. 99.

⁶⁴⁹ Droker, p. 99.

ordinance that would require houseboat hookup.⁶⁵⁰ Although some observers viewed the plan as an attempt to eliminate the houseboat community -- the “perennial scapegoat for the unsightly mess that Lake Union had been allowed to become” -- the plan did represent an attempt to address the official and unofficial neglect of the lake that had “transformed one of the city’s most precious natural resources into a cesspool and garbage dump.”⁶⁵¹ Finally, in June 1963, action was taken, and the Lake Union and Portage Bay sewer, which had been in the planning process for several years, was formally approved by the City Council.⁶⁵² Installation of the new system was completed in 1965.⁶⁵³

Combined Effect of the New Sewer and the Zoning Ordinance of 1957

It was only after this event that an unanticipated effect of the new zoning code on marine businesses became evident. After 1965, Seattle -- supposedly the boating capital of the world -- was threatened with the loss of its most important freshwater boat moorages and commercial marine activity, as the new sewer opened the way for over-the-water apartments in the CG zones and also made it feasible to develop office buildings and other more profitable land uses in the M zones. According to Howard Droker, “[t]he first existing uses to go were not houseboats, because moorage property had begun to show healthy profits, but marinas and related business[es].”⁶⁵⁴

The houseboat community along the Wallingford shoreline was already quite small by the early 1960s, but the new Manufacturing (M) zone that blanketed Wallingford’s shoreline made future houseboat development there much less likely.⁶⁵⁵

Planning for Land Use on the North Shore of Lake Union

In September 1963, the City of Seattle Planning Commission published its Lake Union Study in response to a request from the Citizens Planning Council of

⁶⁵⁰ Droker, p. 99.

⁶⁵¹ Droker p. 100.

⁶⁵² Droker p. 116.

⁶⁵³ Phelps, p. 203. The work apparently included 11 pump stations on Westlake Avenue North and 31,900 feet of sanitary sewers at a cost of \$2 million (Phelps, p. 203).

⁶⁵⁴ Droker, p. 117.

⁶⁵⁵ Droker, p. 98.

Seattle for a comprehensive study of Lake Union.⁶⁵⁶ This study

recommended changing the M and CG zones on the lake to a new Commercial Waterfront Amenity Area zone. The study contended that such a zone would encourage the current land-use trends emphasizing marine-oriented business[es] while allowing medium-density apartments built over the water on pilings. Industry would be confined to the southern shore.⁶⁵⁷

The study also recommended “improvement of city owned street ends to open public access to the lake.”⁶⁵⁸

The Lake Union Study specifically recommended that the new Commercial Waterfront Amenity Area zone include portions of the Wallingford waterfront between Waterway 17 and Waterway 19 just east of the gas plant and between Waterway 20 and Waterway 21 just west of the plant, as well as the plant site itself. The Commission was aware of a plan to purchase the Gas Works and convert it into a public park. The new Commercial Waterfront Amenity Area zone was proposed because the Commission felt that

Boat moorages and other such lakeshore uses should be encouraged, to replace the existing heavier commercial uses. These new uses, including marinas, restaurants and motels, should find the park a desirable neighbor that will attract people and produce a better climate for recreational activity.⁶⁵⁹

The Planning Commission also recommended that the area bounded by Densmore Avenue North, Northlake Avenue North, Meridian Avenue North and “the lot line parallel to and 120 feet north of North 34th Street” be rezoned to multi-family residential. The Commission reasoned that

The public investment that will be made for the park at the gas plant site should not be jeopardized by the existence and development of manufacturing uses of the upland area north of the

⁶⁵⁶ Lake Union Study, p. 1.

⁶⁵⁷ Droker, p. 118.

⁶⁵⁸ Droker, p. 118.

⁶⁵⁹ Lake Union Study, p. 14.

future park. Existing buildings in this area are old and run-down and should be replaced eventually by residential units such as apartments. . . . Residents of the Wallingford community, as well as others, would have direct access to the park without passing through a manufacturing area.⁶⁶⁰

Historian Howard Droker has suggested that, if the Lake Union Study quickly vanished from view, it was “perhaps the victim of major property owners on the lake who led later opposition to rezoning the lake shore.”⁶⁶¹

A consequence of the city’s failure to rezone the lake materialized at the beginning of 1969 when the Fairview Boat Works, at the foot of Lynn street on Fairview East, was replaced by a five-story over-the-water apartment house. . . .

. . . To circumvent the maximum lot coverage of 40% under city code, the [builder] included state leased land in computing its allowable bulk. This resulted in a building which covered approximately 90% of the company’s lot.⁶⁶²

Parking under the apartment building was allowed to cover virtually all of the underwater lot since it was a commercial use. Five other developers applied to take advantage of the same loophole.⁶⁶³

The apartment threat outraged enough influential people to bring about an unofficial moratorium on over-the-water construction on the lake. “Lake Union will become a puddle in the middle of a concrete jungle,” the noted architect and urban conservationist Victor Steinbrueck told the *Post-Intelligencer*.⁶⁶⁴

One result of the controversy was the decision of State Land Commissioner Bert Cole to issue a policy statement “declaring that state leased underwater land could no longer be used to compute lot-coverage requirements,” shocking

⁶⁶⁰ Lake Union Study, p. 14.

⁶⁶¹ Droker, p. 118.

⁶⁶² Droker, pp. 121-122.

⁶⁶³ Droker, p. 122.

⁶⁶⁴ Droker, p. 122.

developers and effectively stopping development of further over-the-water projects.⁶⁶⁵

The work of a Lake Union Advisory Committee appointed by the mayor and led by attorney Jerry Thonn led to the hiring of Joyce, Copeland, Vaughn to prepare a comprehensive plan and action program. Their Lake Union Preliminary Comprehensive Plan and Action Program, published June 1971, was quite similar to the Lake Union Study of 1963, though it was even less attractive to the property interests who had buried the earlier plan. The Joyce, Copeland, Vaughn plan was never adopted.⁶⁶⁶

According to Howard Droker, the Lake Union Association countered the Joyce, Copeland, Vaughn study with its own Lake Union 72 study, prepared by the firm of Clayton and Jean Young Architects and published in April, 1972. Droker asserts that the thrust of Lake Union 72 was an alternative zoning proposal calling for more intensive development all around the lake. The north shore, which Joyce, Copeland, Vaughn planned for recreation around the Gas Works Park, was viewed by Clayton and Jean Young as a potential center for heavy marine-oriented industry.⁶⁶⁷

The Shorelines Management Act was enacted in May 1971⁶⁶⁸ and took effect on June 1, 1971.⁶⁶⁹ As a result, Seattle's Master Program was adopted on March 22, 1976, after three years of work by the City Council and the Planning Commission.

Droker asserts that "[t]he Shorelines Management Act finally accomplished the task of creating a new comprehensive plan for Lake Union, with stringent land-use controls in the form of 'environmental designations' as overlays to existing zoning."⁶⁷⁰ Droker goes on to state that "Seattle's Master Program of the Shoreline Management Act established regulations which insured the preservation of Lake Union's 'diversified marine environment,' adopting the specific language of the Floating Home Association for the Program."⁶⁷¹

⁶⁶⁵ Droker, p. 123.

⁶⁶⁶ Droker, pp. 123-125.

⁶⁶⁷ Droker, pp. 126-127.

⁶⁶⁸ Droker, p. 128.

⁶⁶⁹ Droker, p. 136.

⁶⁷⁰ Droker, p. 137.

⁶⁷¹ Droker, p. 138.

The Freeways, the Malls, and Suburban Flight

Completion of the first Lake Washington Floating Bridge in 1939⁶⁷² made travel to the east side of Lake Washington almost as convenient as travel to the north side of the Ship Canal. It was only the first of several large Seattle area infrastructure improvements that, together with the aging of Wallingford's housing stock, the demise of the street railway, and the increasing availability and popularity of the automobile, changed the way residents viewed the Wallingford neighborhood.

Freeway Development

Improved highways such as Highway 99 (which connected Aurora Avenue with points north and south) and Highway 10 (which carried travelers east over the Lake Washington Floating Bridge along the route now called Interstate 90) made travel to the north, south and east faster and more convenient.

Planning for the Alaska Way Viaduct began in 1948.⁶⁷³ Initially, it was designed to allow north-south travelers to bypass traffic congestion in downtown Seattle. The first unit of the Viaduct opened on April 4, 1953⁶⁷⁴ and the Battery Street Tunnel, which connected the Viaduct directly to Aurora Avenue N., was opened to traffic on July 24, 1954.⁶⁷⁵ When completed, the system of improvements provided a new route by which north end residents could travel rapidly to the industrial employment centers south of downtown Seattle. An extension of the Viaduct to the south was opened September 3, 1959.⁶⁷⁶

Planning for the Seattle Freeway, which later became part of Interstate 5, began in 1951, but the project only became feasible when it received federal approval and funding in October 1957.⁶⁷⁷ The first segment to be built extended from Shelby Street in the Eastlake neighborhood to N. E. 43rd Street and consisted of

⁶⁷² Warren and McCoy, p. 36.

⁶⁷³ Phelps, p. 112.

⁶⁷⁴ Phelps, p. 113.

⁶⁷⁵ Phelps, p. 124.

⁶⁷⁶ Phelps, p. 114.

⁶⁷⁷ Paula Becker, "First part of Seattle Freeway (Interstate-5) route receives federal funding on October 1, 1957," History Link.org Online Encyclopedia of Washington State History (<http://www.historylink.org>; accessed December 5, 2004).

the Lake Washington Ship Canal Bridge and its approaches.⁶⁷⁸ The first contracts were let in 1958, the bridge was completed in the fall of 1961, and the roadway was opened to traffic in December 1962.⁶⁷⁹

On the north side of the lake, the property acquired for the freeway extended more or less from the eastern margin of 5th Avenue to the western margin of 7th Avenue, cutting a two block wide swath through the western edge of the University District. The properties were purchased by the Washington State Highway Department at market value and the buildings occupying the newly acquired right-of-way were demolished or sold at auction (the high bidders typically stripped the buildings for salvage or moved them to new sites).⁶⁸⁰ One writer has noted that “[m]any houses were loaded onto barges at Lake Union and towed to locations throughout the Puget Sound . . .” and that “[t]he utility lines on 5th Avenue [N. E.] were raised for the duration of freeway construction in order to permit houses on flatbeds to pass down towards Lake Union.”⁶⁸¹

The Evergreen Point Bridge opened in 1963⁶⁸² and the entire length of the Seattle Freeway, Interstate 5’s path through Seattle, opened in 1965.⁶⁸³

Changes to the Pattern of Community Life

Roger Sale has suggested that “the I - 5 freeway in Seattle, when it came, did less damage to its surroundings than did Northgate or Aurora Avenue.”⁶⁸⁴ However, many of those who lived in Wallingford during the 1960s would have found it difficult to agree with this assertion. The construction of the freeway

⁶⁷⁸ Paula Becker, “First part of Seattle Freeway (Interstate-5) route receives federal funding on October 1, 1957,” History Link.org Online Encyclopedia of Washington State History (<http://www.historylink.org>; accessed December 5, 2004).

⁶⁷⁹ Priscilla Long, “Lake Washington Ship Canal Bridge (Interstate 5) opens to traffic in December 1962,” History Link.org Online Encyclopedia of Washington State History (<http://www.historylink.org>; accessed December 5, 2004).

⁶⁸⁰ Paula Becker, “Washington establishes an office for clearing the route of the Seattle Freeway (Interstate-5) on April 1, 1957,” History Link.org Online Encyclopedia of Washington State History (<http://www.historylink.org>; accessed December 5, 2004).

⁶⁸¹ Paula Becker, “Washington establishes an office for clearing the route of the Seattle Freeway (Interstate-5) on April 1, 1957,” History Link.org Online Encyclopedia of Washington State History (<http://www.historylink.org>; accessed December 5, 2004).

⁶⁸² Warren, p. 36.

⁶⁸³ Sale, p. 229.

⁶⁸⁴ Sale, p. 190.

restricted access to the University District⁶⁸⁵ while simultaneously making it easier to travel out of the neighborhood for shopping and entertainment.

Northgate Mall was completed in 1950.⁶⁸⁶ The first facility of its type in the nation, it established a pattern for the design of regional shopping centers which involved bringing together numerous small shops and a few of large “anchor tenants” in a single complex structure and surrounded by ample parking. It is, perhaps, not surprising that “[w]ith the establishment of outlying shopping centers in the 1950s and 60s, [Wallingford’s] shopping area declined somewhat.”⁶⁸⁷

Wallingford residents, who were once delivered to the front doors of 45th Street retailers by streetcars in the late 1930s, could now almost as easily travel by automobile to Northgate, or even to points on the east side of Lake Washington, for shopping and entertainment.⁶⁸⁸

For home seekers, the new roads provided easy access to suburban communities where yards were larger and houses were both newer and less expensive.⁶⁸⁹ Many established families remained in Wallingford, but young couples just starting lives together moved out of the city, “leaving behind a growing proportion of elderly and transient young people in the neighborhood.”⁶⁹⁰

Construction of the Seattle Freeway also uprooted the eastern edge of what had once been the Latona community, and reduced the number of people living in the service areas for the McDonald and Latona schools.

School Closures and Program Adjustments

Changing community demographics, modifications to the neighborhood’s

⁶⁸⁵ Nyberg and Steinbrueck.

⁶⁸⁶ Meredith L. Clausen, “John Graham, Jr.,” in Jeffrey Karl Ochsner (ed.), Shaping Seattle Architecture: A Historical Guide to the Architects (Seattle: University of Washington Press, 1994), pp. 259-260.

⁶⁸⁷ Nyberg and Steinbrueck.

⁶⁸⁸ At a public meeting held in the course of neighborhood planning in the mid 1990s, the author noted the observation of a Capital Hill resident who stated that he could drive to Northgate more quickly than he could get to the Broadway shopping district just a few blocks from his house.

⁶⁸⁹ Based on an interview with author’s parents who moved from Seattle to Bellevue, an eastside suburb, in the early 1950s.

⁶⁹⁰ Nyberg and Steinbrueck.

physical structure, and program adjustments in the public school system all had far-reaching consequences for Wallingford's neighborhood school buildings.

McDonald

Completion of the new Seattle Freeway was particularly problematic for McDonald. The school's enrollment suffered greatly as a consequence of freeway construction, and by the fall of 1980, its enrollment stood at only 166 students including kindergartners and 3rd, 4th and 5th graders. In February 1981, the building was put on the district's "nonessential" list, making it available for long-term lease or purchase.⁶⁹¹

Latona

When Interstate 5 was built just to the east of the Latona school, it was almost immediately clear that construction of the freeway would significantly affect the school's future. School records indicate that "the coming of the freeway forced dozens of families to move out to other areas, causing a marked drop in enrollment and the progressive loss of teaching units."⁶⁹² In 1958 and 1959, as local demand for classroom space declined, the School District added more special education classes,⁶⁹³ following the pattern established when the school's 7th and 8th grades were moved to Hamilton in 1927.

Fortunately, other changes in the District made it possible for the Latona building to remain viable. Although Latona's 6th graders were transferred to Hamilton Middle School in 1972, the closure of the Interlake School at about the same time added to the number of Wallingford students attending Latona and increased the school's enrollment; as a result, the special education classes were shifted elsewhere.⁶⁹⁴

Alternative Elementary #3 began operation at Latona in October 1975 with 125 students and four teachers. In the course of another program adjustment in the 1980s, Latona developed a unique program called Escuela Latona that

⁶⁹¹ Thompson and Marr, p. 210.

⁶⁹² Thompson and Marr, p. 167.

⁶⁹³ Thompson and Marr, p. 167.

⁶⁹⁴ Thompson and Marr, pp. 167 - 168.

emphasized Spanish language and Hispanic culture. During this period, the school also housed a newcomer center for students recently arrived from Southeast Asia.⁶⁹⁵

Interlake

Only 460 students were attending Interlake when it closed as an elementary school in 1971.⁶⁹⁶ As noted above, many of these students transferred to Latona. After several years in non-elementary school use, including use as an annex to the huge Lincoln High School program, the Interlake School was declared surplus in 1981.⁶⁹⁷

Lincoln

During the postwar era, students from Shoreline, a growing suburb just north of Seattle, attended Lincoln because the Shoreline district did not yet have a high school.⁶⁹⁸ By 1952, several additions had been made to the Lincoln campus in order to accommodate an enrollment of 1,950 pupils, the largest in the city.⁶⁹⁹ The following decade witnessed continued growth and vitality at Lincoln, and in the 1959-60 school year, enrollment reached 2,800.⁷⁰⁰

Former teacher and coach Homer M. Davis was named principal in 1954. He was much respected and remained head of the school until 1969.⁷⁰¹ Athletics flourished during his tenure, and the Lincoln Lynx won city championships in basketball and baseball.⁷⁰²

A large addition was completed in 1959 on the eastern edge of the campus. The addition included a gymnasium, an auditorium, music rooms, audiovisual classrooms, and two shops for industrial arts. The former auditorium was converted into art rooms, a large study hall, and a library, and the chemistry

⁶⁹⁵ Thompson and Marr, p. 168.

⁶⁹⁶ Thompson and Marr, p. 149.

⁶⁹⁷ Thompson and Marr, p. 150.

⁶⁹⁸ Thompson and Marr, p. 179.

⁶⁹⁹ See photo caption, North Central Outlook, February 29, 1952, p. 15.

⁷⁰⁰ Thompson and Marr, p. 179.

⁷⁰¹ Thompson and Marr, p. 179.

⁷⁰² Thompson and Marr, p. 179.

and physics laboratories were modernized.⁷⁰³ Ten years later, in 1969, the north wing study hall was combined with the library to form a new learning resource center dedicated to Homer M. Davis.⁷⁰⁴

In 1971, the Seattle School District converted its junior high schools to middle schools and Lincoln became a four-year high school with an enrollment of 1,750.⁷⁰⁵ The high school began using several rooms at Interlake, the former elementary school two blocks to the east, for its language arts department, social studies classes, and special education program.

1971 is also the year that about 50 African-American students were assigned to Lincoln as part of the district's desegregation program. Roberta Barr, an African American, became the district's first female high school principal, beginning her service at Lincoln in 1973. In 1974, 350 more minority students were assigned to the school.⁷⁰⁶

A few years later, following the end of the war in Viet Nam, there was an influx of students of Southeast Asian ancestry, and a Newcomer Center opened to assist them in adjusting to the school system.⁷⁰⁷

In 1979, a School District plan for future building use was published, indicating that Lincoln would probably be closed because of the building's age, the small size of its site, and its declining enrollment.⁷⁰⁸ Obviously, the dwindling attendance at the local elementary schools, due in part to freeway construction, and perhaps exacerbated by "suburban flight," may partially explain the decline at Lincoln. Another contributing factor may have been the voluntary institution of bussing to further racial integration of the Seattle schools; at least one observer has commented that, when bussing began in 1972, it resulted in "parents taking kids out of Roosevelt and Lincoln."⁷⁰⁹ The final decision to close the school was announced in February 1981.⁷¹⁰ The Interlake School was declared surplus that same year.

⁷⁰³ Thompson and Marr, p. 180.

⁷⁰⁴ Thompson and Marr, p. 179.

⁷⁰⁵ Thompson and Marr, p. 180.

⁷⁰⁶ Thompson and Marr, p. 180.

⁷⁰⁷ Thompson and Marr, p. 180.

⁷⁰⁸ Thompson and Marr, p. 180.

⁷⁰⁹ Sale, p. 243.

⁷¹⁰ Thompson and Marr, p. 180.

Hamilton

Hamilton reached its peak enrollment in the early 1950s, with a student population of approximately 1,400.⁷¹¹ The school was remodeled in 1970 and was renamed Alexander Hamilton Middle School in 1971.⁷¹²

Schools Summary

Of the five public school programs located in Wallingford at mid-century, only two, Hamilton and Latona, remained at the end of 1981. The Interlake building, long viewed by business people on N. 45th Street as an impediment to growth in the retail core, soon joined Wallingford's shopping district as a mixed use structure featuring retail uses at its base and main floor and apartments on its upper floor. After 1981, the McDonald School and the Lincoln High School campus struggled through several years in various temporary uses, the question of their ultimate fate occasionally provoking concern among the immediate neighbors and the community at large.

⁷¹¹ Thompson and Marr, p. 128.

⁷¹² Thompson and Marr, p. 128.

Wallingford Renaissance

By the late 1960s Wallingforders were beginning to realize that, unless some action was taken, the neighborhood as it had existed for nearly fifty years would soon become unrecognizable. Concern about the neighborhood's population decline and physical condition were growing. The adjustments made necessary by construction of the Seattle Freeway, the aging housing stock, the changing nature of the public schools, and the nuisances associated with some local industries had all begun to take their toll. However, many in the Wallingford community were willing address these problems and turn them into opportunities.

The Gas Works

Production at the Lake Union plant had remained a successful enterprise through the war years and into the early years of the post-war automobile era. In 1946 and 1947, two more "oil-gas generating pairs" were constructed at the gas works to keep up with the demand for gas.⁷¹³ Every day, the plant processed 150,000 gallons of oil which arrived at the site by ship.⁷¹⁴ Markets for several byproducts of the gas manufacturing process had developed in the 1940s and, as a result, new equipment was installed for the production of toluene, solvent naphtha, sulfur, xylene, resin tar, and "Gasco" charcoal briquets.⁷¹⁵

⁷¹³ Friends of Gas Works Park, p. 2.

⁷¹⁴ "Busy Lake Union," p. 3.

⁷¹⁵ Friends of Gas Works Park, p. 2.

By 1954, the plant's 1,071 miles of gas main were providing gas to consumers in Seattle, Renton, Kent and Tukwila. However, the number of customers being served had slipped from approximately 43,200 in 1940 to about 36,200 in 1954.⁷¹⁶ Production of gas ended in 1956 when Seattle converted to natural gas.⁷¹⁷ The old gas works were shut down and the site "became a company parking lot."⁷¹⁸

At the time, many in Wallingford felt that a cloud had literally been lifted from the local community. However, while closure of the plant "greatly benefitted the environmental quality of the Wallingford neighborhood, it was not enough to reverse the population decline that had begun in the 1950s" and that would continue through 1970.⁷¹⁹

The plant closure also raised a number of new questions concerning use of the lake front. At the end of the 19th century, the gas works site had been a woodland promontory and a popular picnic stop for pioneers sailing about the then wild Lake Union. However, by 1962, this former wilderness park had become "a 20 acre 'layer cake of hydrocarbon contaminates . . . a slough of lampblack and oily wastes' . . . covered with the 'totemic industrial artifacts of a pre-electronic age,' which is to say, those black towers."⁷²⁰ There was considerable public discussion about whether the site should be redeveloped as an industrial site or made into a park. In the end, park advocates, led by Seattle Councilmember Myrtle Edwards, prevailed.⁷²¹

In 1962 the city agreed to purchase the peninsula from the gas company.⁷²² A portion of the \$1,340,000 purchase price was raised through the sale of Forward Thrust bonds and the remainder was provided by the federal Department of Housing and Urban Development (HUD). Payments were made beginning in 1962 and the debt was retired in 1972.⁷²³

⁷¹⁶ Friends of Gas Works Park, p. 2.

⁷¹⁷ Friends of Gas Works Park, p. 2. One writer asserts that the natural gas was piped in from the southwest (Dorpat, "71 Gas Works," Seattle Now and Then) while others suggest that it came from Canada (Nyberg and Steinbrueck).

⁷¹⁸ Dorpat, "71 Gas Works," Seattle Now and Then.

⁷¹⁹ Nyberg and Steinbrueck.

⁷²⁰ Dorpat, "71 Gas Works," Seattle Now and Then.

⁷²¹ Friends of Gas Works Park, p. 3.

⁷²² Dorpat, "71 Gas Works," Seattle Now and Then.

⁷²³ Friends of Gas Works Park, pp. 2-3.

Controversy over the selection of a designer for the planned park, and concerning the question of retaining the existing structures, continued until 1970.⁷²⁴ That year, the Richard Haag Associates were hired by the Seattle Parks Board to do a site analysis and master plan for a new park at the gas plant site.⁷²⁵ Haag realized that, as the last existing gas works, conversion of the site to a park presented a unique opportunity. He recommended preservation of portions of the plant for their “historic, esthetic and utilitarian value.”⁷²⁶

Among the components of the plant proposed for retention were the black cracking towers.

With atypical understatement, the usually exuberant [sic] Haag concluded that “the site resists becoming a conventional park.” Then to the delight of some and the disgust of others, the visionary Haag proposed that many of those towers be saved and recycled as monumental freestanding sculpture.

. . . Haag’s vision generated a local controversy that separated citizens between those who thought his proposal a “macabre joke” and those who saw in these towers an “iron stonehenge” or “a hanging garden of metal” or the best example of Marshal McLuhan’s celebrated epigram, “Yesterday’s technology is today’s art.”⁷²⁷

The Master Plan for the new park was completed in 1971,⁷²⁸ and the abandoned gas-production plant and its lands were deeded to the City of Seattle in 1973.⁷²⁹

The former gas works property, initially call Lake Union Park,⁷³⁰ had become known as Myrtle Edwards Park by the early 1970s.⁷³¹ However, the new facility

⁷²⁴ Nyberg and Steinbrueck.

⁷²⁵ Friends of Gas Works Park, p. 3.

⁷²⁶ Master Plan, April 1971 as quoted in Friends of Gas Works Park, p. 3.

⁷²⁷ Dorpat, “71 Gas Works,” Seattle Now and Then.

⁷²⁸ Nyberg and Steinbrueck.

⁷²⁹ Friends of Gas Works Park, p. 3.

⁷³⁰ Kroll Atlas, 1966.

⁷³¹ See, for example, various references to Myrtle Edwards Park in Joyce, Copeland, Vaughn, Lake Union Preliminary Comprehensive Plan and Action Program (Seattle: 1971), pp. 17, 22, 23.

had to be renamed when the former councilmember's family made it known that she would have opposed preserving relics from the site's industrial past.⁷³² Gas Works Park opened to the public in September 1975.⁷³³ Since its opening, Haag's "soft green setting for those hard black towers"⁷³⁴ has generated numerous awards and attracted large numbers of photographers. The park was designated a Seattle Landmark in 1998.⁷³⁵

The park was closed for a time beginning in the late spring of 1984 when it was discovered that hydrocarbons had leached into the children's sandbox.⁷³⁶ After months of testing, the park itself was reopened in August 1984,⁷³⁷ although swimming is still not permitted along the park's waterfront.

Seattle, Lake Shore and Eastern Roadbed and the Burke-Gilman Trail

By 1963, most regular train operations had been discontinued on the old Seattle, Lake Shore and Eastern right-of-way.⁷³⁸ There had been no passenger service on the line since mid-century,⁷³⁹ although from December 1956 until June 1968 an excursion train, the Casey Jones Special, regularly rolled north over the route from downtown Seattle, through the communities along the north shore of Lake Union, around the north end of Lake Washington and on to North Bend.⁷⁴⁰ After March 2, 1970, when the merger of the Great Northern, Northern Pacific, and Burlington railroads resulted in formation of the Burlington-Northern, rail traffic all but evaporated on the old right-of-way.⁷⁴¹ The future of the roadbed, one of the most prominent artifacts from Wallingford's industrial past, was uncertain.

Burlington-Northern announced its intention to abandon that portion of the old

⁷³² Tobin, p. 51.

⁷³³ See Dorpat, "71 Gas Works," Seattle Now and Then, and Tobin, p. 51. The opening year is given as 1973 by Friends of Gas Works Park (p. 3), and as 1974 by Priscilla Long, "Gas Works Park opens in Seattle's Wallingford neighborhood in 1974," History Link.org Online Encyclopedia of Washington State History (<http://www.historylink.org>; accessed January 24, 2005).

⁷³⁴ Dorpat, "71 Gas Works," Seattle Now and Then.

⁷³⁵ Friends of Gas Works Park.

⁷³⁶ Dorpat, "71 Gas Works," Seattle Now and Then (see end note 2).

⁷³⁷ Dorpat, "71 Gas Works," Seattle Now and Then (see end note 2).

⁷³⁸ Burke-Gilman Trail Final Environmental Impact Statement, Appendix A.

⁷³⁹ Burke-Gilman Trail Final Environmental Impact Statement, Appendix A.

⁷⁴⁰ Dorpat, "96 Casey Jones Special," Volume III, pp. 214-215.

⁷⁴¹ Burke-Gilman Trail Final Environmental Impact Statement, Appendix A.

Seattle, Lake Shore and Eastern right-of-way known as the Sumas Branch Line on April 30, 1971. By February 9, 1973, much maneuvering and extensive negotiations between Burlington Northern, the City, a number of special interest groups, and the Port of Seattle had resulted in an agreement that allowed the City to acquire about 9 miles of the right-of-way for redevelopment as an urban bikeway and trail.

The portion of the roadbed extending from the eastern edge of Gas Work Park to Kenmore at the north end of Lake Washington was opened as a public trail in 1978.⁷⁴² Since that time, the trail has been extended west of Gas Works, following the old rail bed to Fremont.

The North Transfer Station

As it approaches Stone Way, the westward leg of the old railroad right-of-way runs between Northlake Way and N. 34th Street. Across 34th Street to the north, stretching from Carr Place N. to the half block just east of Stone, is the City of Seattle's North Transfer Station.

The city initially intended to build this facility in the Haller Lake neighborhood several miles to the north of Wallingford. However, the well organized residents of Haller Lake successfully fought the proposal and municipal authorities were forced to reconsider the facility's location.⁷⁴³

When the city then proposed to build the solid waste transfer station in what had been Wallingford's industrial waterfront, some Wallingford residents elected to resist. Having survived the half century of pollution generated by the gas works, the community had no desire to host another large industrial facility that many felt would become the source of sounds and scents having the same blighting effects. However, the city's planning proceeded and the North Transfer Station, one of two prototypical garbage collection buildings designed by architects Durham, Anderson and Freed, was completed in 1967.⁷⁴⁴ In 1971, the structure was selected as "one of the Seattle area's most architecturally

⁷⁴² "Burke-Gilman Trail," Wikipedia (http://en.wikipedia.org/wiki/Burke-Gilman_Trail; accessed December 18, 2004).

⁷⁴³ Barbara J. Miller, "Has City Hall Heard From You Lately?" Seattle Post-Intelligencer, Northwest Today, August 16, 1970, p. 9.

⁷⁴⁴ Susan Dian Boyle and Katrina Louise Deines, "The Industrial Shed in Seattle: An Architectural View" (Masters Thesis, University of Washington, 1979), pp. 135, 276.

significant buildings” by the Seattle Post-Intelligencer and the Seattle Chapter of the American Institute of Architects.⁷⁴⁵

Wallingford Community Council

Although the community was not able to prevent the construction of the Transfer Station, the effort to resist it galvanized the Wallingford neighborhood and led to the formation of the Wallingford Community Council. In April 1966, as part of the Transfer Station struggle, Wallingforders presented the City with a petition stating, in part:

Our community is the victim of the automobile. The residential character of our neighborhood is in jeopardy, and we believe it to be essential that major improvements be made. Otherwise our neighborhood, as we know it, will cease to exist.⁷⁴⁶

The City responded positively to the request that a community study be made in June 1966⁷⁴⁷ and Wallingford volunteers began working with the Bureau of Community Development at the University of Washington, which had expertise in community problem-solving and surveying, to accomplish this task.⁷⁴⁸ By January 1967, a “house-to-house survey was completed, and Wallingfordites got their first in-depth profile of themselves.”⁷⁴⁹

In March 1967, the Wallingford Planning Committee became the Wallingford Community Council. The initial board was made up of Alvin Williams, President; Nancy Sorbo, First Vice President; Mrs. Gerald Lot, Second Vice President; Robert Ramsey, Treasurer; Mrs. Martin Nielsen, Corresponding Secretary; and Alice Erickson, Recording Secretary.⁷⁵⁰ The Council announced formation of several committees including Planning, Education, Recreation, Appearance (later called Beautification), Traffic and Parking, and Retail Services.⁷⁵¹ Initially the Beautification committee, led by Helen Mercier (one of the organizers of the

⁷⁴⁵ Darrell Glover, “Garbage Station Design Selected,” Seattle Post-Intelligencer, April 18, 1971.

⁷⁴⁶ As quoted by Miller, p. 9.

⁷⁴⁷ Miller, p. 9.

⁷⁴⁸ Miller, p. 9.

⁷⁴⁹ Miller, p. 9.

⁷⁵⁰ North Central Outlook, March 16, 1967, p. 12.

⁷⁵¹ North Central Outlook, March 16, 1967, p. 12.

Community Council) was the most active.⁷⁵²

Freeway Hall

A unique illustration of changing uses in the industrial area along Wallingford's shoreline is offered by "Freeway Hall," a building viewed by some as a "landmark in the city's lively progressive movement."⁷⁵³ The structure, located at 3815 5th Avenue N. E., was built in 1940⁷⁵⁴ and by the late 1950s housed Kincaid's Cabinet Shop.⁷⁵⁵

The Seattle branch of the Socialist Workers Party moved into the old industrial shed in 1963.⁷⁵⁶ By 1966, the building had become the world headquarters of the Freedom Socialist Party (FSP), a new organization formed that year when the Seattle branch of the Socialist Workers Party split from its parent organization.⁷⁵⁷ The building was named Freeway Hall because of its location near Interstate 5.⁷⁵⁸

The structure also housed FSP's sister organization, Radical Women.⁷⁵⁹ This group, one of the first women's liberation groups in the United States, was formed in November 1967 when approximately 30 women met in the home of Wallingford resident and UW graduate student Susan Stern (1943 - 1976).⁷⁶⁰

Although FSP and Radical Women were both organized in Wallingford, current members of FSP believe the chief reason the building became the party's headquarters was proximity to the University of Washington campus.⁷⁶¹ It is worth noting that the hall served as strike headquarters for the Staff Rights

⁷⁵² The committee's progress was regularly reported in the North Central Outlook; see, for example, the issues of November 30 1967, December 14, 1967, and February 1, 1968.

⁷⁵³ They Refused to Name Names: The Freeway Hall Case Victory, (Seattle: Red Letter Press, 1995), p. 5.

⁷⁵⁴ King County Assessor Property Characteristics Report, accessed November 10, 2004.

⁷⁵⁵ King County Property Record Card, Puget Sound Regional Archives.

⁷⁵⁶ Gloria Martin, Socialist Feminism: the first decade 1966 - 76 (2nd ed.), (Seattle: Freedom Socialist Publications, 1986), p. 170.

⁷⁵⁷ Martin, p. 170.

⁷⁵⁸ They Refused to Name Names, p. 42.

⁷⁵⁹ They Refused to Name Names, p. 5.

⁷⁶⁰ "Seattle Radical Women, one of first women's liberation groups in the United States, forms in November 1967. History Link.org Online Encyclopedia of Washington State History (<http://www.historylink.org>; accessed December 5, 2004).

⁷⁶¹ Phone interview with Doug Barnes, Freedom Socialist Party, February 2005.

Organizing Committee during the University of Washington Strike in 1973.⁷⁶²

The headquarters of FSP and Radical Women became a popular gathering place for several other groups including Students for a Democratic Society, the Coalition for Protective Legislation and the Seattle Vegetarian Society.⁷⁶³

Ivar Haglund, the wealthy Seattle restaurateur who owned Ivar's Salmon House on the waterfront about a block away, obtained a lease for the property in 1978 and attempted to evict FSP so he could tear down the building and use the site for parking.⁷⁶⁴

[Freedom Socialist] Party leaders called the media with the story of their impending eviction. Numerous community groups spoke out at a press conference to protest Haglund's treatment of a long time radical institution. Letters, phone calls, and a threatened boycott of the Ivar's Seafood Restaurants chain resulted in a 30-day reprieve.⁷⁶⁵

Over the next six years, as the structure itself deteriorated and the rent increased, FSP continued its operations in the building despite the constant threat of eviction.⁷⁶⁶ FSP was able to forestall displacement by utilizing its powers of persuasion to build community support, but realized that the only permanent remedy for its situation was to find a new home. The party launched a building search and established a Freeway Hall Eviction Fund to raise money for a down payment.⁷⁶⁷

The turmoil increased when a former party member sued for return of his large contribution to the eviction fund, resulting in a celebrated legal case in which several of the former member's claims were almost immediately rejected by the court but the suite for return of the contribution was allowed to continue and the plaintiff's demand, made in the course of pre-trial discovery, to have FSP turn over its meeting minutes and membership list was initially judged enforceable. The party resisted turning over these documents, asserting that such records were private and constitutionally protected. In 1990, after a

⁷⁶² Martin,, p. 171.

⁷⁶³ They Refused to Name Names, p. 5.

⁷⁶⁴ They Refused to Name Names, p. 5.

⁷⁶⁵ They Refused to Name Names, p. 5.

⁷⁶⁶ They Refused to Name Names, p. 6.

⁷⁶⁷ They Refused to Name Names, p. 6.

protracted struggle, the Freedom Socialist Party won an appeal before the Washington State Supreme Court, effectively protecting it from a search of its records,⁷⁶⁸ and in 1992 successfully defended itself against the original lawsuit.⁷⁶⁹

As the court case proceeded, FSP continued its search for a new headquarters, and in October 1985, moved out of its Wallingford space and into a former bingo parlor located in Columbia City which has since become known as New Freeway Hall.⁷⁷⁰ The Wallingford structure is presently used primarily as a warehouse though it apparently also houses an apartment and a small business that specializes in yacht interiors.⁷⁷¹

The House of the Good Shepherd

By 1973, the Sisters of the Good Shepherd “had fed, sheltered, clothed, counseled and educated more than 8,000 girls” at the House of the Good Shepherd, at the southwest corner of N. 50th Street and Sunnyside Avenue N. in Wallingford.⁷⁷² Since 1939, the Sisters had operated a full four-year high school (St. Euphrasia’s High School) at the site, meeting all the requirements of the State Board of Education.⁷⁷³ However, in the 1960s the student population declined sharply and financial problems forced closure of the facility in 1973.⁷⁷⁴

The 11.5 acre site of the House of the Good Shepherd became available for purchase that year. No major remodeling had taken place in the main building in sixty years, although a two story classroom addition was added to the north of the 1906 structure in 1953.⁷⁷⁵ The south annex, originally built to house the central heating plant for the building, was modified at some point in the

⁷⁶⁸ They Refused to Name Names, p. 27.

⁷⁶⁹ They Refused to Name Names, pp. 38-39.

⁷⁷⁰ They Refused to Name Names, p. 42.

⁷⁷¹ King County Assessor Property Characteristics Report, accessed November 10, 2004, notes the warehouse and apartment uses. The yacht interiors business is evidenced by signage on the building advertising “Always Perfect.”

⁷⁷² “National Register of Historic Places Inventory - Nomination Form, Home of the Good Shepherd,” prepared by Historic Seattle in August, 1977. See “Statement of Significance,” p. 4.

⁷⁷³ “National Register of Historic Places Inventory - Nomination Form, Home of the Good Shepherd.” See “Statement of Significance,” p. 3.

⁷⁷⁴ “National Register of Historic Places Inventory - Nomination Form, Home of the Good Shepherd.” See “Statement of Significance,” p. 5.

⁷⁷⁵ “National Register of Historic Places Inventory - Nomination Form, Home of the Good Shepherd.” See “Description.”

facility's life to serve as a commercial laundry, and later to function as a gymnasium.⁷⁷⁶

A proposal to demolish the building and replace it with a shopping center was resisted by the Wallingford Community Council, which initiated an effort to preserve the 11.5 acre site and its buildings. "Powerful community opposition defeated a proposal to rezone the Good Shepherd property for commercial development," and a "coalition of community organizations began to develop alternative plans for the restoration and reuse of the facility."⁷⁷⁷

The Wallingford Community Council and the Wallingford Chamber of Commerce worked together in this effort, providing evidence of Wallingford's re-emerging sense of community in the 1970s.⁷⁷⁸

In November 1975, at the recommendation of the Wallingford Community Council, Historic Seattle undertook a feasibility study, funded by a Seattle Community Development Block Grant, which determined that it would be possible to reuse the structure as a community-cultural center as long as the building could be renovated and the amount of rentable space could be increased.⁷⁷⁹

While the feasibility study was being conducted, several prospective tenants took the initiative and negotiated their own lease with the owners of the property for temporary use of the buildings. Tenant representatives formed the non-profit Good Shepherd Center, Inc., and developed a strong program for reuse of the center by non-profit and service organizations.⁷⁸⁰

The City of Seattle purchased the facility in November 1976 and ownership of the building was transferred to Historic Seattle Preservation and Development Authority.⁷⁸¹ The site west of the building became part of Seattle's system of parks and was named Meridian Playground.

⁷⁷⁶ "National Register of Historic Places Inventory - Nomination Form, Home of the Good Shepherd." See "Description."

⁷⁷⁷ "Historic Seattle Special Report: Good Shepherd Center," June 1978, p. 1.

⁷⁷⁸ Nyberg and Steinbrueck.

⁷⁷⁹ "Historic Seattle Special Report: Good Shepherd Center," p. 1.

⁷⁸⁰ "Historic Seattle Special Report: Good Shepherd Center," p. 1.

⁷⁸¹ "Historic Seattle Special Report: Good Shepherd Center," p. 1.

That a number of neighborhood organizations would lobby for use of the Home of the Good Shepherd as a community center should not be surprising as the perceived need for such a facility had often found expression among Wallingforders. Indeed, on December 13, 1923, the North Central Outlook reported that a group of businessmen had subscribed \$1000 for a community hall and clubhouse to serve the Wallingford community, although “the plans did not materialize.”⁷⁸² Similar proposals for community buildings surfaced over the years. In the early 1950s a group of residents were pressing for a Wallingford fieldhouse.⁷⁸³

The need for more community meeting and activity space continues to be voiced in the Wallingford community, despite the fact that the Good Shepherd Center, under the management of Historic Seattle, has provided rooms for occasional community meetings as well as leasing space for offices, school use, and artist housing for several years.

Good Shepherd tenants have included the Meridian School, Seattle Tilth, the Wallingford Senior Center, the Wallingford Community Council, and the Pacific Northwest Ballet, as well as a number of smaller organizations.

Wallingford Schools in Recent Years

McDonald

In the years since the McDonald School was closed in 1981, the building has been leased for use as a college by the Bastyr Institute, has occasionally been used as an interim site for other Seattle Schools programs whose buildings were being renovated by the District, and has hosted a special education program for difficult kids.

Latona

Latona School was designated a Seattle Landmark in April 1981. In recent years, the Latona site has become the home of the John Stanford International School. In 1999, the 1917 Blair addition was demolished and a new addition, designed

⁷⁸² North Central Outlook, February 29, 1952, p. 4.

⁷⁸³ North Central Outlook, February 29, 1952, p. 4.

by Basetti Architects, was added to the south of the refurbished 1906 structure. The renovation and addition were completed in the summer of 2000 and the school again welcomed students in the fall of that year.

Interlake

In April 1981, the Interlake building was designated a Seattle Landmark,⁷⁸⁴ and the following year, the building was leased to a developer for adaptive reuse, becoming a mixed use structure with retail and residential components. “Now called Wallingford Center, the renovated structure preserves many features of the old school, including its doors, stairways, fluted columns, hardwood floors, and even its blackboards.”⁷⁸⁵

Lincoln

After the demise of the Lincoln program in 1981, much of the Lincoln High School facility fell into disrepair. A portion of the building was leased to Calvary Fellowship, a religious organization sometimes described by local residents as a “commuter church” because its programs and religious services drew people from all over the Seattle metropolitan area. The church subleased spaces to a day care facility and to the Wallingford Boys and Girls Club -- two popular local organizations -- and to several artists and craftspersons.

Neighborhood concern about the future of the Lincoln site was one of several factors leading to preparation of the Lincoln High School Reuse Feasibility Study for the Wallingford Community Council and the City of Seattle Department of Community Development in 1990.⁷⁸⁶ The study proposed that the Lincoln site be redeveloped as a mixed use facility combining residential, recreational, public assembly, and other community uses.⁷⁸⁷

When the school district ran into difficulties attempting to temporarily relocate Ballard High School to the former Naval Air Station at Sand Point while the

⁷⁸⁴ Earl D. Layman, “Report on Landmark Designation” (Seattle: Office of Urban Conservation, Seattle Department of Community Development, 1981). This document is now available at the Historic Preservation Program, Seattle Department of Neighborhoods.

⁷⁸⁵ Thompson and Mar, p. 150.

⁷⁸⁶ The NBBJ Group, Property Counselors Inc., AKB Consulting Engineers, CTS Engineers Inc., Lincoln High School Reuse Feasibility Study: Executive Summary (Seattle: 1990), p. 1.

⁷⁸⁷ The NBBJ Group, p. 7.

Ballard facility was being replaced, the Wallingford Community Council suggested that the school district renovate the Lincoln facility for use as an interim site instead. The church, the day care, and the Boys and Girls Club were evicted, and after hurried and extensive interior remodeling, Ballard High School moved to Lincoln in September 1997.

Initially it was thought that the Hamilton program would move to Lincoln soon after Ballard's departure. Indeed, the school levy that funded the rebuilding of Ballard also contained a provision that Hamilton would move to the Lincoln site if sufficient funds were available after the School District's had completed work on its higher priority projects. Recommendations for reuse of the Lincoln facility as a combined middle school / community use facility were generated in 1998 by the Lincoln Liaison Committee, a group of school and neighborhood representatives appointed by the Superintendent of Seattle Schools to help mitigate the impacts of temporarily locating a large school program at the Lincoln site. These recommendations were incorporated into Wallingford's neighborhood plan.⁷⁸⁸ However, in the years since the Ballard program left the Lincoln site in 1999, the facility has instead served as an interim site for several other school programs. Presently, in 2005, the campus is being used by Roosevelt High School, and it is anticipated that Roosevelt will be followed by Garfield High School in the fall of 2006. After Garfield returns to its own remodeled and expanded facility in the summer of 2008, the Hamilton program is expected to move up the street to the Lincoln site, at least until its eventual fate (and that of its original building) is determined.

Hamilton

In recent years, the school that began its life as Hamilton Intermediate High School (later called Hamilton Junior High School and then Hamilton Middle School). has become known as Hamilton International Middle School. The program has maintained an average enrollment of about 750 students.

The program itself may be moved to the Lincoln site in 2008 or 2009, and so the future of the current Hamilton building is unclear, though the Wallingford community has expressed an interest in keeping the structure in public use and

⁷⁸⁸ "The Wallingford Neighborhood Plan" (edition of September 4, 1998 as incorporated in City of Seattle Resolution 29812 adopted November 12, 1998), pp. 94 - 99.

hopes to have a public school program at the site into the foreseeable future.⁷⁸⁹

The exterior of the building does not appear to have suffered any major modifications or additions and looks much as it did when the structure was built. As the first intermediate school in the Seattle district and an excellent example of the work of architect Floyd Naramore, it is an obvious candidate for designation as a Seattle Landmark.

Wallingford. Branch, Seattle Public Library

When Alice Wilmot Davis donated her sister's house to the City for use as a public library in 1949, the transfer was made contingent upon the branch remaining at the house for at least 30 years. By 1985, this condition of the transfer had been met and the decision was made to move the library to a new space. The City sold the old Wilmot house for \$77,000 and spent \$138,000 to remodel the northeast corner of the 45th Street Clinic building at Denmore Avenue N. and N 45th Street (the former Wallingford Fire and Police Station, a designated Seattle Landmark) for library use.⁷⁹⁰

In 1991, the city considered closing the Wallingford-Wilmot Library. Over 1,000 Wallingford residents signed a petition urging the Mayor and the City Council to save the branch and maintain city funding for the facility in the 1992 budget.⁷⁹¹ Although the disaster of losing the branch was avoided, it became apparent that both the library and the 45th Street Clinic needed additional space, making it necessary for the branch to relocate once more.

The Wallingford-Wilmot Library moved to the Fremont Public Association Building, which itself replaced the old A&W Rootbeer stand at the corner of Woodlawn Avenue N. and N. 45th Street. The library opened at its new storefront January 29, 2000.⁷⁹² "Wilmot" has since been dropped from the branch's name and it is now known as the Wallingford Branch, Seattle Public Library, in conformance with the pattern adopted for other branch libraries throughout the city.

⁷⁸⁹ "The Wallingford Neighborhood Plan," pp. 94 - 99.

⁷⁹⁰ Constantine Angelos, "Wallingford Fights for it Library," The Seattle Times

⁷⁹¹ Angelos.

⁷⁹² "New Wallingford Library holds grand opening Jan 29," North Central Outlook, January 19, 2000, p. 1.

Neighborhood Planning

A round of community planning and rezoning occurred in the late 1970s, culminating in the change of several multi-family areas to single family zoning.

More recent planning, undertaken as a result of growth management legislation enacted by the state in the early 1990s, and in response to the Neighborhood Planning component of the City of Seattle's Comprehensive Plan, adopted in 1994, has concentrated on maintaining the neighborhood's character and making infrastructure improvements, particularly transportation system modifications, that will allow the community -- in the words of former Mayor Paul Schell -- to "grow with grace."

Epilogue

Wallingford survived into the 1990s without extensive redevelopment and with much of its 1920s infrastructure intact. The community has maintained a distinct identity and has much to offer as an alternative to life in metropolitan Seattle's more auto-oriented suburban communities.

In a discussion about the “placelessness” of those Seattle neighborhoods that emerged in the post World War II period, historian Roger Sales has asserted that that this placelessness is not the only possible outcome for modern urban communities. He points out that:

Time does not move in just one direction, and what is most harmful at one point can be transformed later on. One sees this in many areas of old Seattle, especially the commercial streets. If a neighborhood settles down at all well, one thing that can hold it together is good residential commerce, locally owned places, one of a kind places. There need be nothing elegant or outstanding for these businesses to do their bit to glue the neighborhood together, and one finds such streets of commerce on North 45th in Wallingford, on Greenwood, in the University District, on Broadway, in Madison Park. Given time, Bothell Way, or Lake City Way as it is now called, could become such a street, if the area as a whole

comes to recognize that it needs such cohesive forces.⁷⁹³

Sale views Wallingford as a model for the antidote for placelessness.

That the Wallingford neighborhood, with its historic commercial district, constructed primarily in the 1920s, and its even older working waterfront, dating from last decades of the 19th century, has managed to maintain its sense of place may be a by-product of the neglect engendered by the Depression, World War II, post war suburban flight, and the presence of noxious industries. The consolidation that occurred in the period from 1930 to 1960 allowed the neighborhood to “settle well” and the activism that grew out of concern that the neighborhood’s character might be lost in the 1970s and 1980s resulted in the formation of several strong community organizations focused on planning and stewardship.

The old commercial district is now anchored by two landmark properties (Interlake School and the Wallingford Fire and Police Station) and its even older waterfront is anchored by another (Gas Works Park). Housing in Wallingford is sought after and much of the original housing stock is still extant, albeit often in an expanded or modified state.

The neighborhood continues to grow, and therein lies a challenge. Multi-story mixed-use structures have begun to replace older single story houses and storefronts in many areas of the community, but particularly along the Stone Way corridor, and similar pressures have made work sheds more scarce in the old industrial district along the water in South Wallingford. Local streets have found more users; local institutions adjust to new uses; some local businesses must struggle to adapt to the ever changing economic environment and new commercial enterprises seem to bring new challenges every day.

Still, there is much evidence of concern for maintaining neighborhood cohesion and character. In recent years, remodels and expansions of existing buildings have tended to be more sympathetic to the existing built environment in their form and placement, and there is much greater recognition of the advantages offered by respect for the neighborhood’s history and geography, the character of its bungalows, schools and commercial centers and its location near the

⁷⁹³ Sale, p.193.

center of the city and along popular crosstown transportation routes. Planning efforts have demonstrated an intent to maintain Wallingford's sense of being "a small town in the big city" -- to coin a phrase that became popular during the preparation of the Wallingford Neighborhood Plan between 1994 and 1998 -- and there is every reason to believe that the finest and most interesting events of the neighborhood's history are yet to occur.

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