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Descriptive Report

Seattle Bay and City

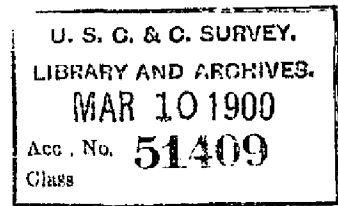
Wash.

City Front to Head of Bay

1899

J. J. Gilbert

2421



Descriptive Report

Seattle Bay and City

Wash:

City Front to Head of Bay

1899

J. J. Gilbert



TREASURY DEPARTMENT
U.S. COAST AND GEODETIC SURVEY
SEATTLE BAY AND CITY
WASHINGTON

2

Descriptive Report
Seattle Bay and City
Water Front to Head of Bay
Sheet No. 2.

The Shore line on this sheet, besides that named in the title, includes Lake Union, and several miles of Lake Washington.

A large part of the Shore line of Lake Washington, is taken from the City Plats. I reached the Shore line, with the plane table at four points: - at the pumping station of the Water Works, at Leschi Park, at Madison Park, and at the Portage. - The city plat Shore-line was fitted to these points.

Most of the Shore line of Lake Union was actually run, the exception being in the portion above the bridge which was checked at the Portage only.

There is little change in the old water front of the city except by the extension and multiplication of wharves, but the water front has been greatly extended by filling in the flats to the southward of the coal bunkers: - This filling was done by dredging along the front of the fill, and building with the dredged material.

It is probable that this made ground will

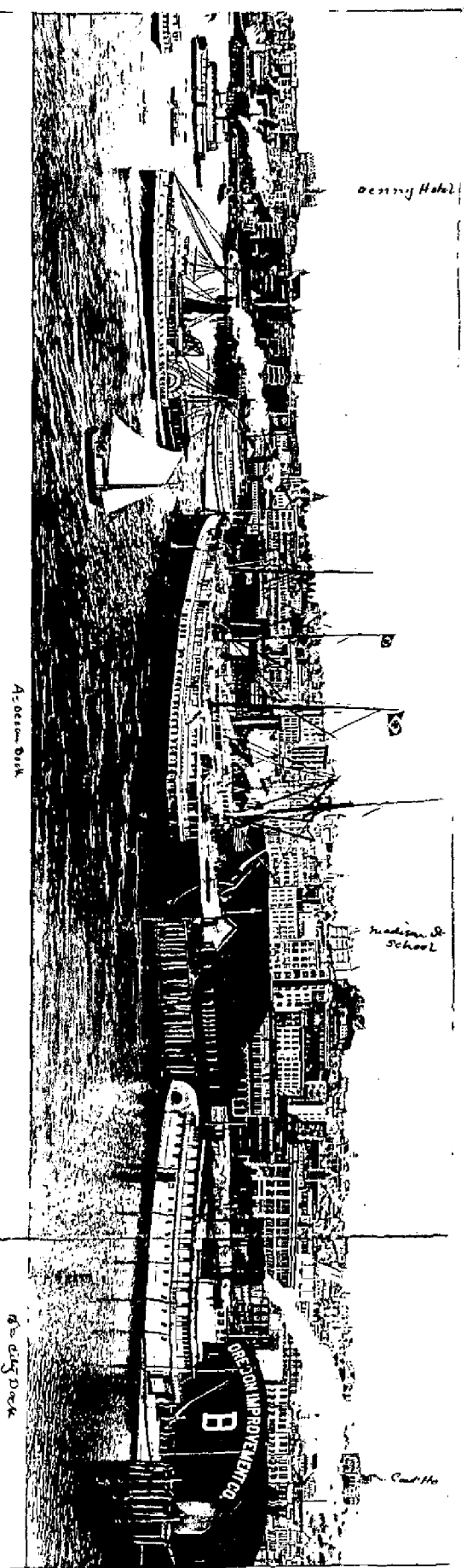
Be greatly enlarged in the future for rail-road yards, factories, shops, warehouses, etc.

On this made ground are most of the present Sawmills, Machine Shops, etc. - Moran Brothers big ship building and Machine plant occupying a large space.

The big Centennial flouring mill is on an island of made ground, which will probably be connected at some time.

It is from this made ground that the trolley to West Seattle starts, and from the end of the fill a strong trolley has been built extending south to the nearest Marsh island; - it was never equipped for a car line as intended, but has

SEATTLE, FROM THE HARBOR.



been partly planked for a bicycle path: the path leaves the trotte before reaching the island and turns eastward over a light trotte to South Seattle.

To the eastward of the fill are roadways, car tracks, warehouses, shops and other buildings supported on piles. A broad trotte, carrying roadway and electric cars extends from Seattle to South Seattle, it is connected with the shore-line at several points. The track of the Northern Pacific R.R. follows the shore, close to the water's edge.

South Seattle is an unimportant suburb, there is one sawmill there, and a fine brick school house.

The outline of the marshy islands at the mouth of the Duwamish river, is very indefinite on the side toward the bay. a rise, of a few inches, in the tide will cover a large area, and much of the area ruled is frequently overflowed: - the grass on these outer edges is rather a mud than a marsh grass.

Old maps apparently show another small marsh island east of those represented, if it once existed it has now disappeared.

The main channel of the Duwamish, along the East Shore, whether still good or not

is not now used, as access to it is cut off by the long trestle. At low tide all channels across the mud flats are shallow and intricate, but at high tide small tug boats enter the river, using the channel along the west shore.

Much of the marsh land at the mouth of the river, and on one of the islands, has been diked and reclaimed.

The contours of the city, except those north of an East and West line through Lake Union Cemetery, were taken from maps furnished by the city engineer; beyond this line the contours are sketched in the field, and represent the general characteristics of the topography.

The suburbs Fremont, Rainier, Rainier and Brooklyn are within the city limits; - South Seattle is beyond them.

There are mills at the south end of Lake Union, at Fremont and at Rainier.

A broad trestle along the shore from the mill at the south end of the lake to Fremont, accommodates a wagon road and double street-car track.

The surface of Lake Union, which is said to

5

be quite deep, is 9 feet above the Bay, and Lake Washington is 8 feet above Lake Union.

About 30 years ago, when coal mining was in its infancy, a narrow canal was cut between the two lakes, at the Portage, and the coal barges were brought through this canal into Lake Union, and at the south end of the lake, the coal was transferred to a tramway, operated first by horse, and later by steam power, which conveyed the coal to the bunkers, then located at the foot of Pike Street.

The plane table was run along the water front, and over the city in various directions locating street-corners, after which the city was plotted from the City maps.

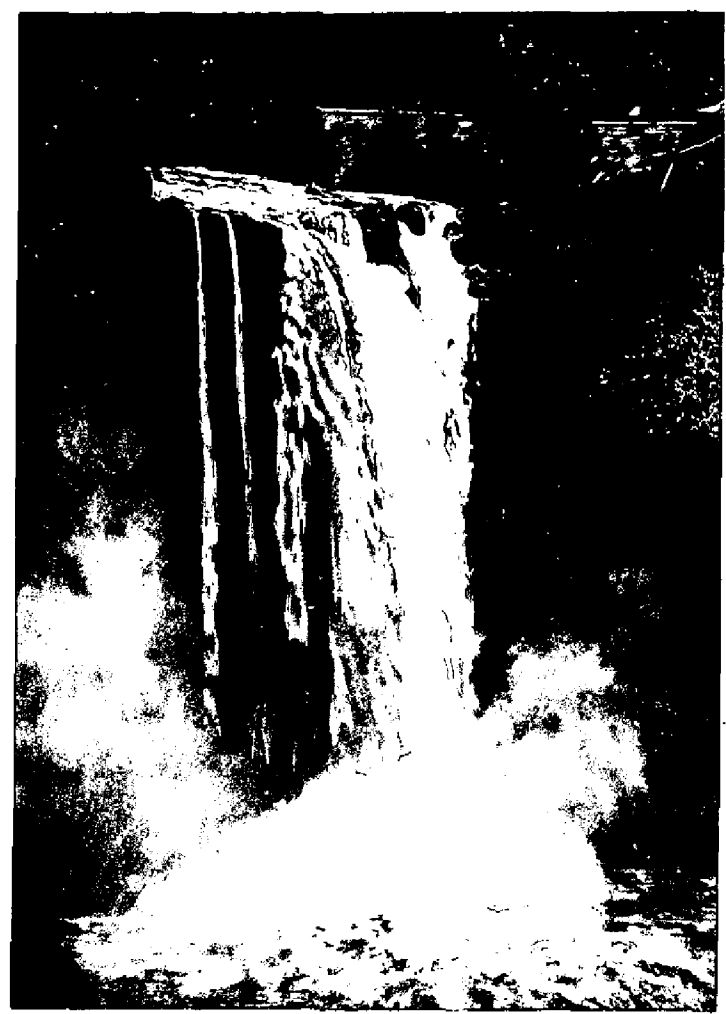
The shrinkage of sheets, and the necessity of changing the scale, make it probable that there are some slight inaccuracies in the location of streets, but none are omitted, and none are much in error.

The right-of-way of the proposed Lake Washington Canal, which has been purchased by the City and presented to the General Government, is represented in blue; - it extends from the head

of Salmon Bay to Lake Union: (Sheet No. 1.); and from Lake Union to Lake Washington.

Although an appropriation has been made by Congress to begin work on this improvement, nothing has yet been done, pending satisfactory titles to the land.

The history contained in the following pages is compiled from various sources, and applies equally to Sheet No. 1.



SNOQUALMIE FALLS, NEAR SEATTLE. 278 FT.

Nomenclature

Seattle: Name given to the city from the old Chief of the Duwamish or Suquamish tribes of Indians, See-āā-ʔh.

The Indian name of the vicinity was Deetch-tah-titsh.

Shilshole Bay: From Indian name Shul-shole, Duwamish River; The name Duwamish was originally confined to the outlet of Duwamish Lake. Now Lake Washington, but has since been given to the main stream from the forks to the outlet. Duwamish was the proper name of the tribe called by Wilkes Na-homish.

Alki Point: The first-white settlers located on this point, which is known on the charts as Battery Point; and called their settlement New York. When old Chief Seattle was told that this would become a great city, he replied "Alki!" "Alki!"

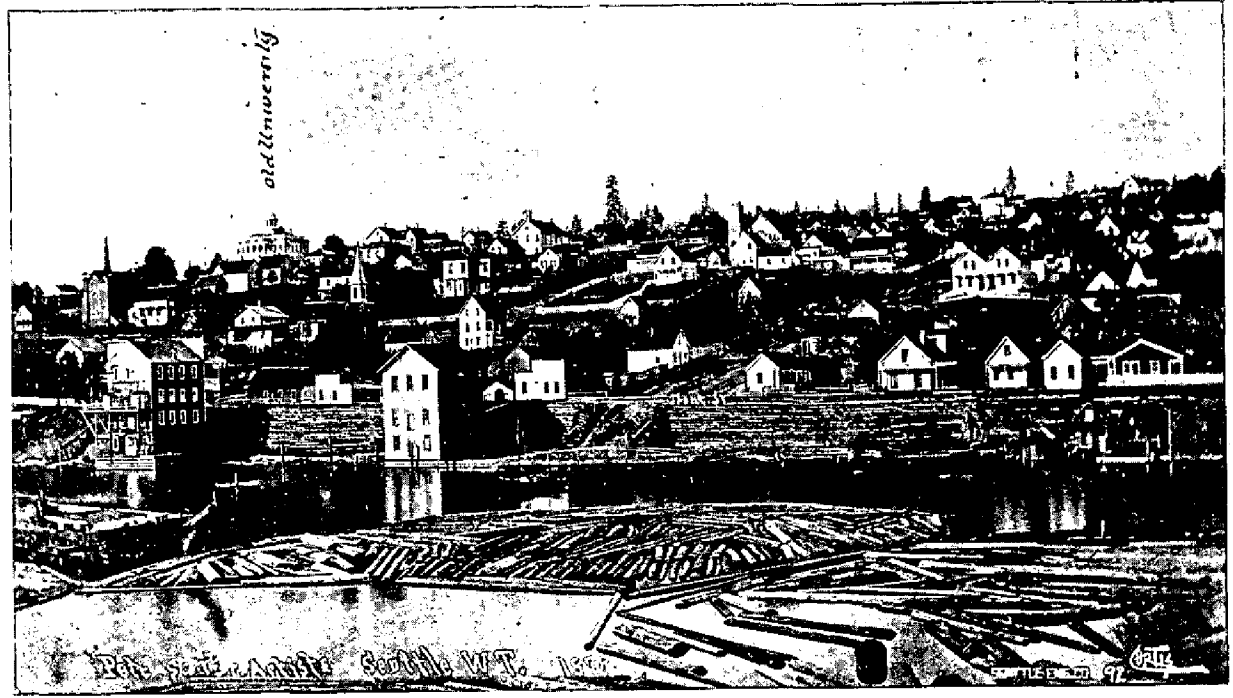
This word, pronounced Al'-kie, belongs to the Chinook jargon, and means "bye and bye" "after a while" "later on" &c.

The old Chiefs answer was accepted as a prophecy, and the point has been Alki Point ever since. The Indian

name of the point is Me-Kwa-mooks.

Seattle Bay: The Bay in front of the city was called Sou-a-ra-mish by early British Navigators; Capt Chas. Wilkes called it Elliott Bay, after one of his officers. The U.S. Coast Survey calls it Duwamish, after the river emptying into it. but it is generally known at home and abroad as Seattle Harbor or Bay.

2



SECTION OF SEATTLE WATER FRONT, 1878--SOUTH. 1878

Historical

The first settlers on the borders of Seattle Bay came in the autumn of 1851. and located, four of them in the valley of the Duwamish River, and seven

of them at Alki Point.

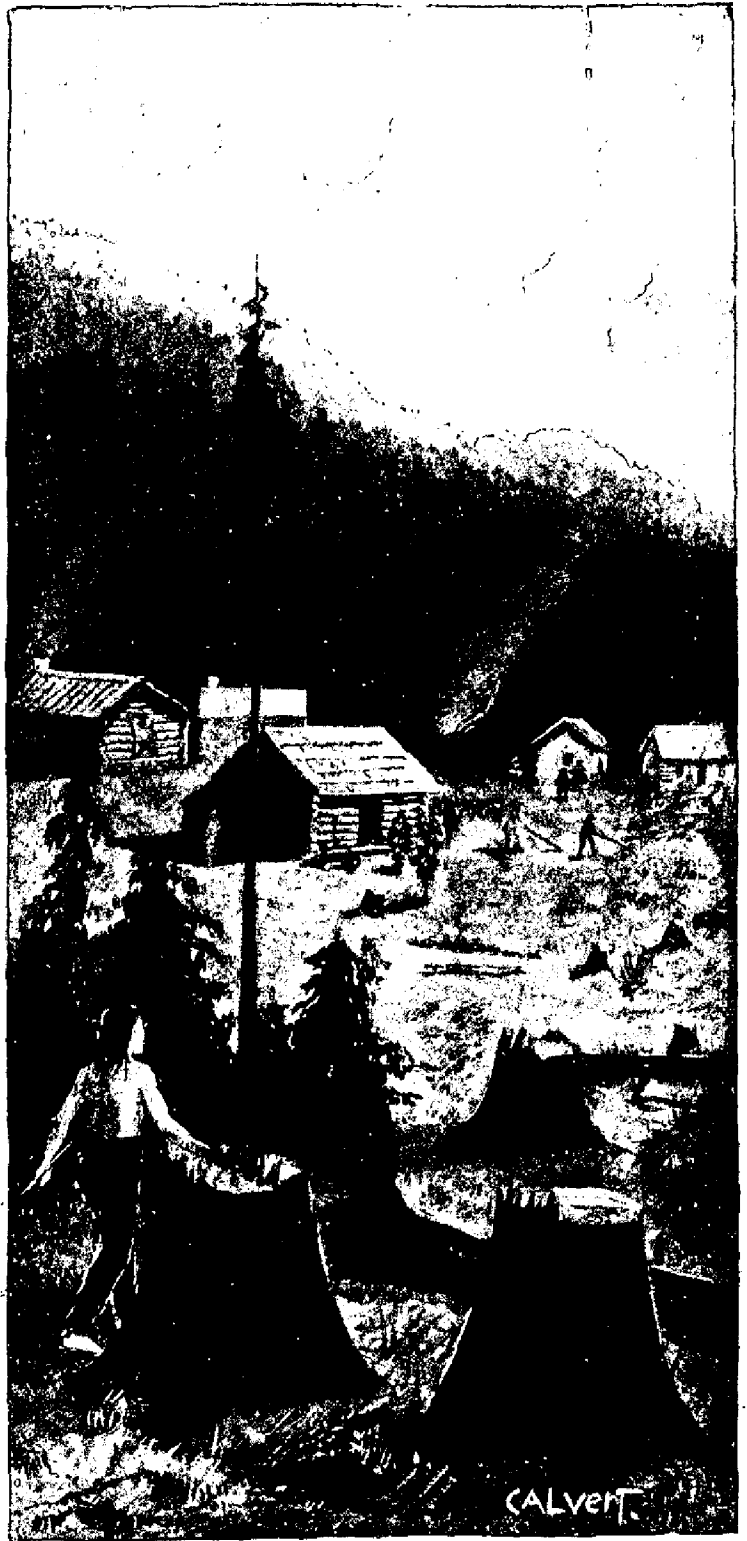
The four who located in the Valley were Luther M. Collins, Jacob Maple, Samuel Maple, and Henry Van Asselt.

The seven at Alki Pt. were John N. Low, Arthur A. Denny, W. N. Bell, Chas. J. Terry, Alexander Terry, David J. Denny, and C. D. Born; the first four had families.

In the Spring of 1852 C. D. Born, A. A. Denny, D. J. Denny, W. N. Bell, and Dr. Maynard* left Alki Point, and took up claims, all of which are now included in the City of Seattle.

Later in the same year came Henry H. Yesler, who secured a narrow strip between the Denny and Maynard claims, - I

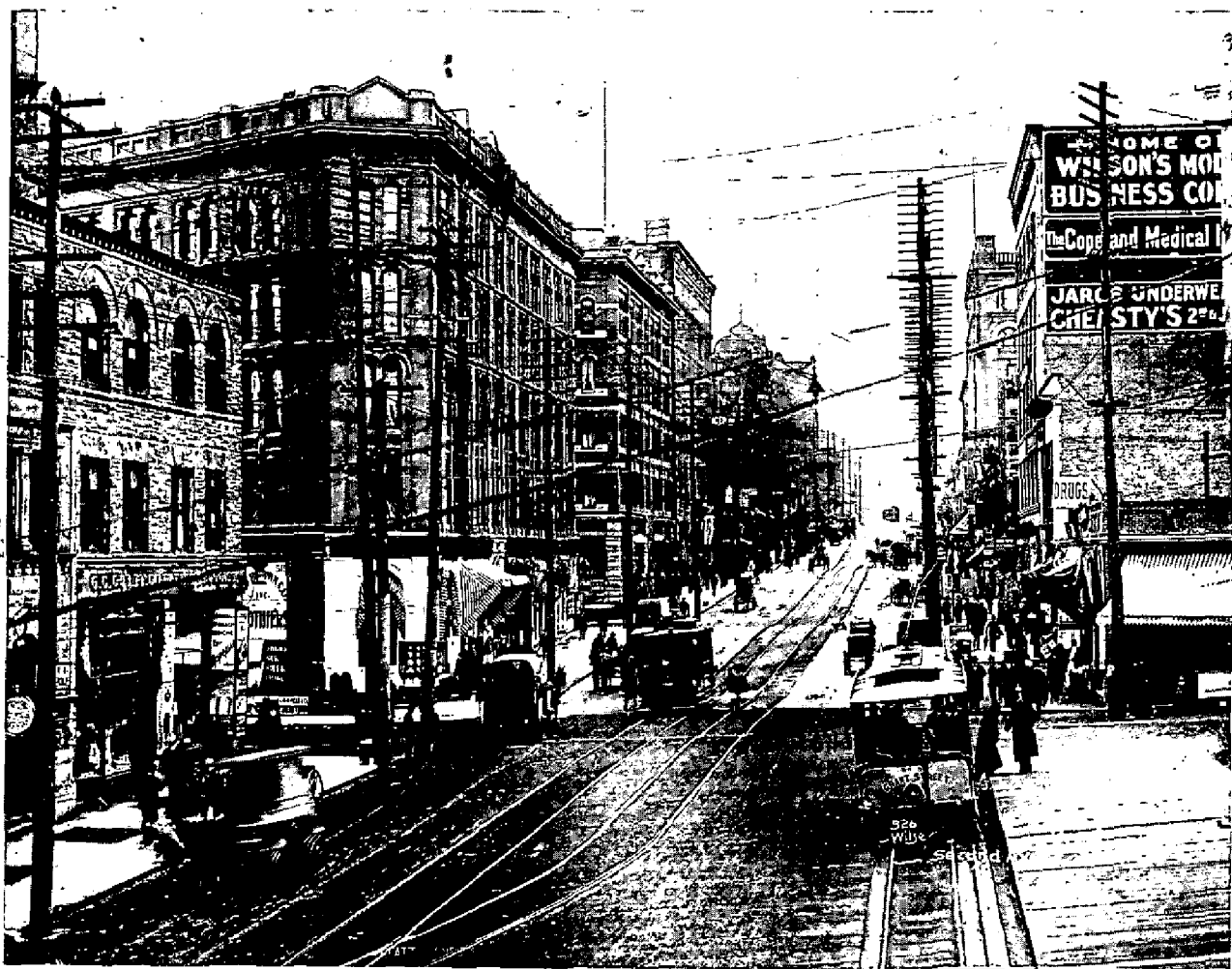
* Dr. Maynard came during the winter.



EARLY DAYS IN SEATTLE.

have always understood that A. A. Denny and Dr. Maynard presented this land to Mr. Yesler, to induce him to settle, and build a saw mill. The saw mill became the nucleus of the future city.

In 1853 the first town plat was laid out by Dr. Maynard, A. A. Denny and C. D. Born, and was named, after the friendly old Chief, Seattle.



SECOND AVENUE, LOOKING NORTH ACROSS YESLER WAY.

The names of most of the first settlers have been perpetuated in the names of streets, squares,

Buildings or Additions.

Several New Settlers came to the infant city in 1853. In may of this year the Territory of Washington was set apart from Oregon by Congress.

King County had previously been taken from Thurston Co. it was named for William Rufus King, of Alabama, then Senator, and Vice President Elect.

Previous to about 1870, Olympia, Steilacoom, Port Townsend and Whatcom were more important places than Seattle.

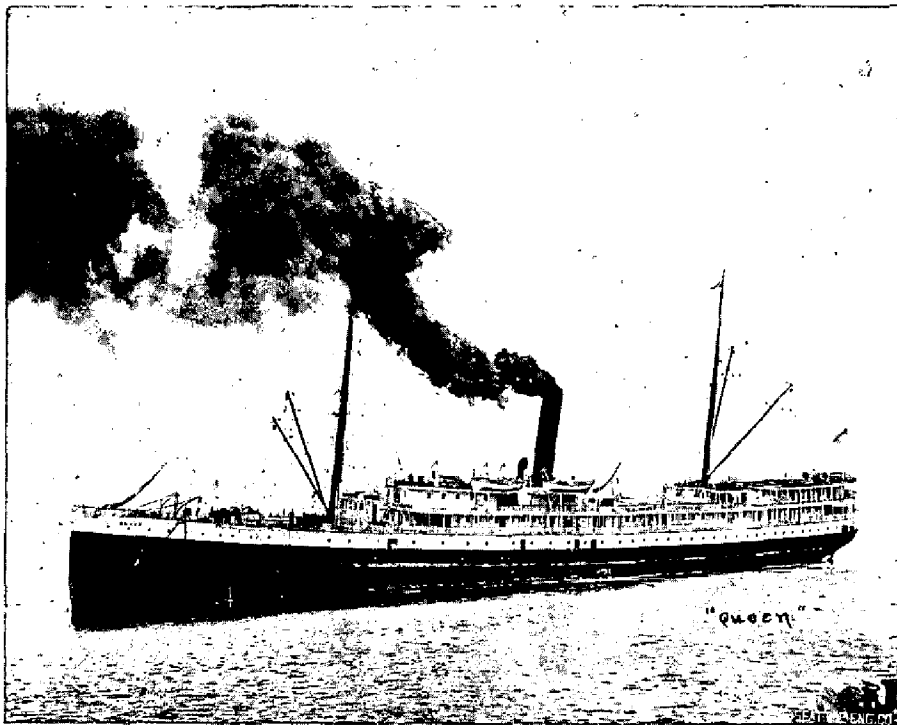
The city was incorporated in 1869, at which time no streets had been graded, Gyslers Saw Mill, Morgan and Mitchels Ship yard, a brewery, machine shop and three or four stores, one hotel, and one photographic gallery represented the business of the town.

During the Indian war, on Jan. 26, 1856, the city was attacked by about 800 savages, led by three notable chiefs, among ^{them} Leschi, whose name now designates one of Seattle's attractive parks.

The inhabitants took refuge within the Stockade and on board the U.S. Ship "Deceatur" then in the harbor. The guns of the ship, and the men in the Stockades, held the Indians in check,

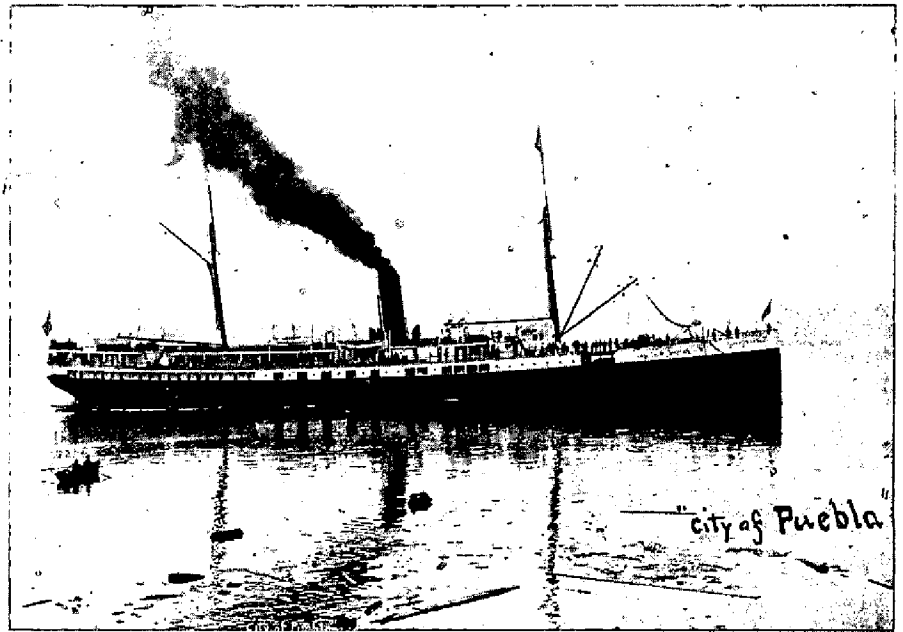
during that historic day. The Indians retired during the night and did not renew the attack.

The first coal mine in the mountains back of Seattle, was opened about 1870. The coal was hauled to Lake Washington and loaded on barges, brought across the lake to Union Bay, and hauled across the portage to Lake Union, and put on other barges and brought to the South end of the lake, thence by horse tramway to the bunkers on the Bay. Later a canal was cut between the lakes, and steam was used on the tramway. This route from the coal mines was abandoned years ago, and now all coal comes by train via the Duwamish River valley.



There were two or three small steamboats on Puget Sound late in the fifties, all were lost. In 1866 when I first reached

Puget Sound
 There were two
 Side wheel
 Steamers, which
 each made
 one round
 Trip from
 Olympia to
 Victoria each
 WEEK, leaving



Olympia on Monday mornings, and returning Friday evening. They landed at Steilacoom, Seattle, Port—Madison, Port Gamble, Port Ludlow, and Port Townsend, only. Seattle was among the least important of these.

Now innumerable steamers of all sorts and sizes run from Seattle to every part of Puget Sound, Alaska, California, South America and the Orient.

The growth of Seattle has been most remarkable. It has been a legitimate growth, like that of Chicago, due to its convenient situation, as a distributing point, and the indomitable energy of its business men. For a score of years the growth was slow but during the last twenty five years it has been rapid. In 1855 the population was about

100; in 1870. about 1000; in 1880 about 3500; in 1890; about 43000; and the Census of 1900 will show that it has doubled since 1890.

The great conflagration in 1889, destroyed all the business portion of the city. Sweeping clean some 60 blocks, wharves and warehouses all went up in smoke. While the fires were yet smouldering the work of rebuilding had begun. The fire limits were extended over the whole burnt district. A new city of fine brick and



FIRST AVENUE, LOOKING NORTH ACROSS PIONEER SQUARE.

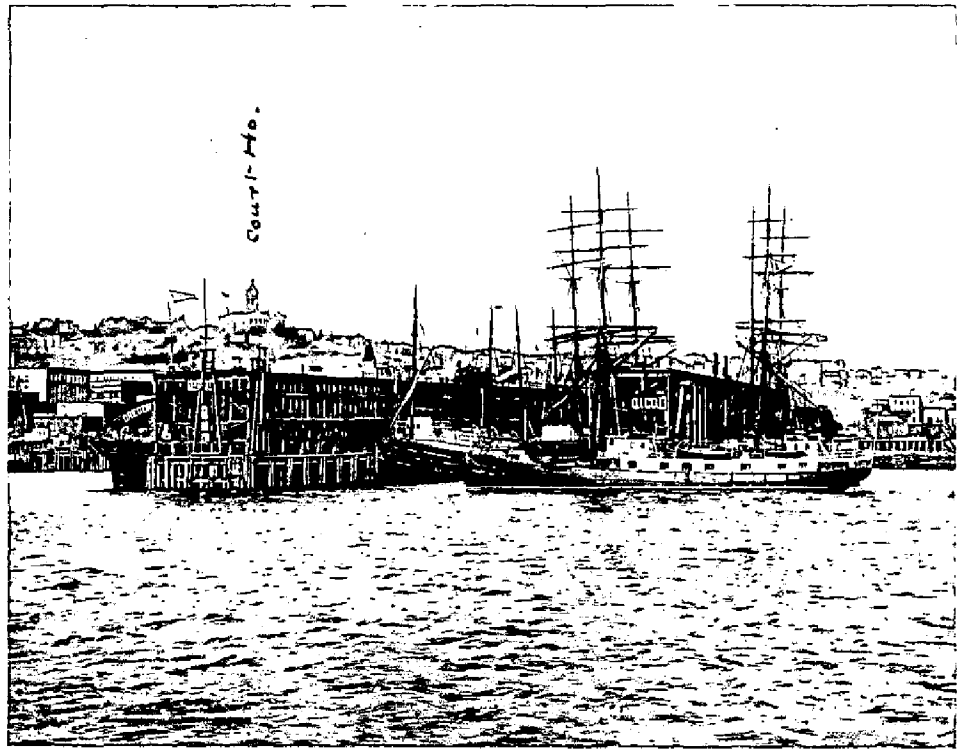
Stone, is the result; and to-day the business

7

portion of Seattle will compare favorably with that of the leading cities of the country.

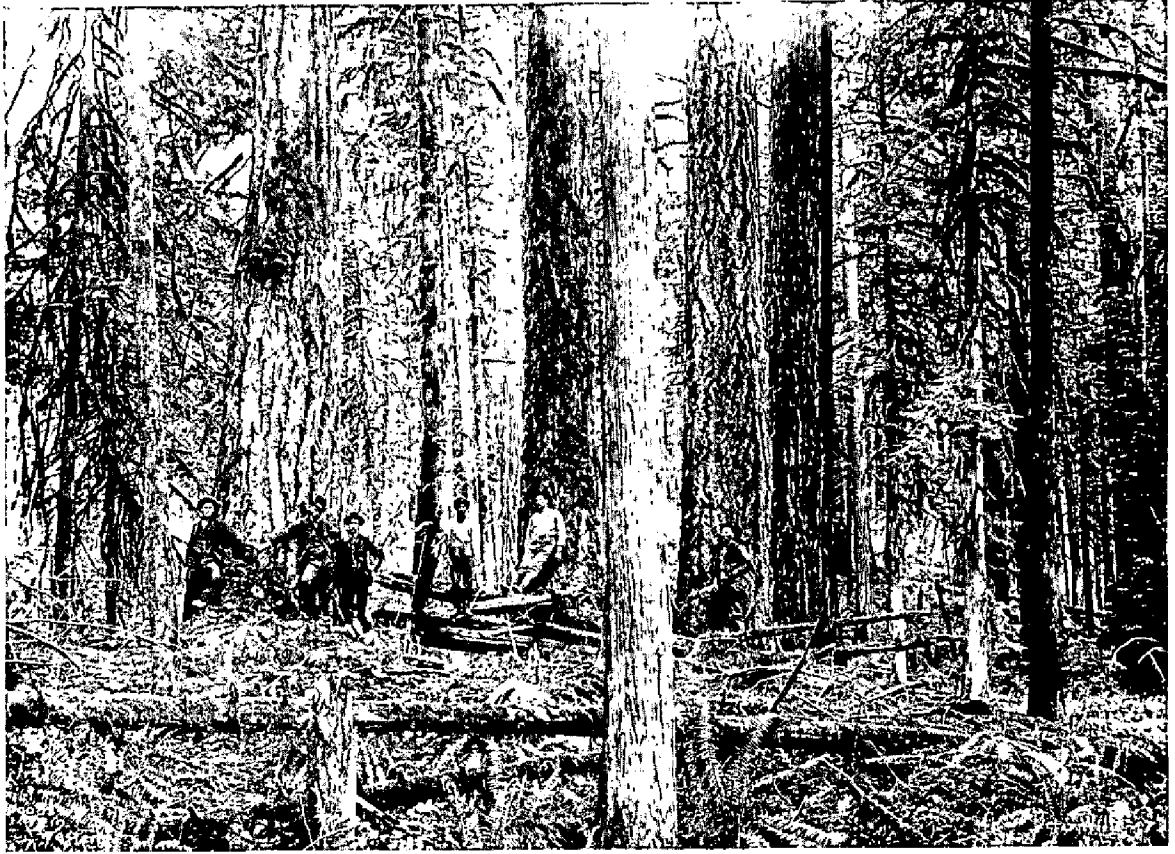
The business of Seattle is manifold. - Probably its commercial interests are the most important

3



COAL BUNKERS.

Coal is shipped to all points on the Coast. A large part of the supplies sent to the thousands of Alaska Miners leaves the wharves of Seattle. Lumber is cut, not only to supply the great home consumption, but is shipped in large quantities to San Francisco, to Alaska, to South America, and even to foreign ports.



A BUNCH OF KING COUNTY TIMBER.

The native forests are superb, and such a forest as shown in this picture was cleared away to make room for the business houses and residences of Seattle. I have no statistics at hand of the amount of lumber cut at Seattle, or shipped from that port. But the shipment of coal is placed at one million tons annually.

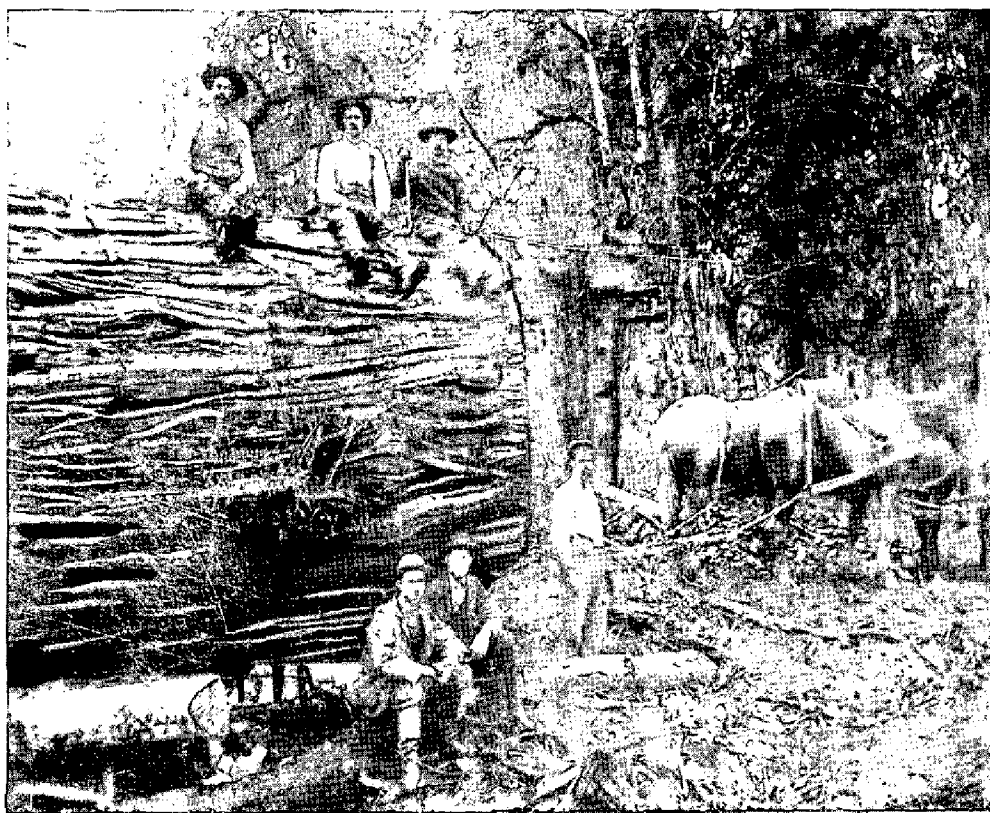
The shipment of Canned Salmon last year exceeded one million cases, each case containing forty eight one pound cans. Doubtless this includes all the Salmon put up in the State, and sent to Seattle for shipment.



SCENE AT MYERS' SALMON CANNERY, SEATTLE.

The cannery owned by Mr. Geo. J. Myers, and located at West Seattle is one of the larger packing establishments.

Shingles are manufactured in great quantities at Ballard, and also at Seattle; they are made of Cedar, which frequently grows to an immense size in the forests of Washington, as this wood is very durable, light, and sufficiently strong, it makes, probably, the



WASHINGTON CEDAR LOG 50 FEET IN CIRCUMFERENCE.

the best
Shingles
on the
Market,
and they
are shipped
by the Car
load to
Eastern
Cities.

It seems
almost a
pity to

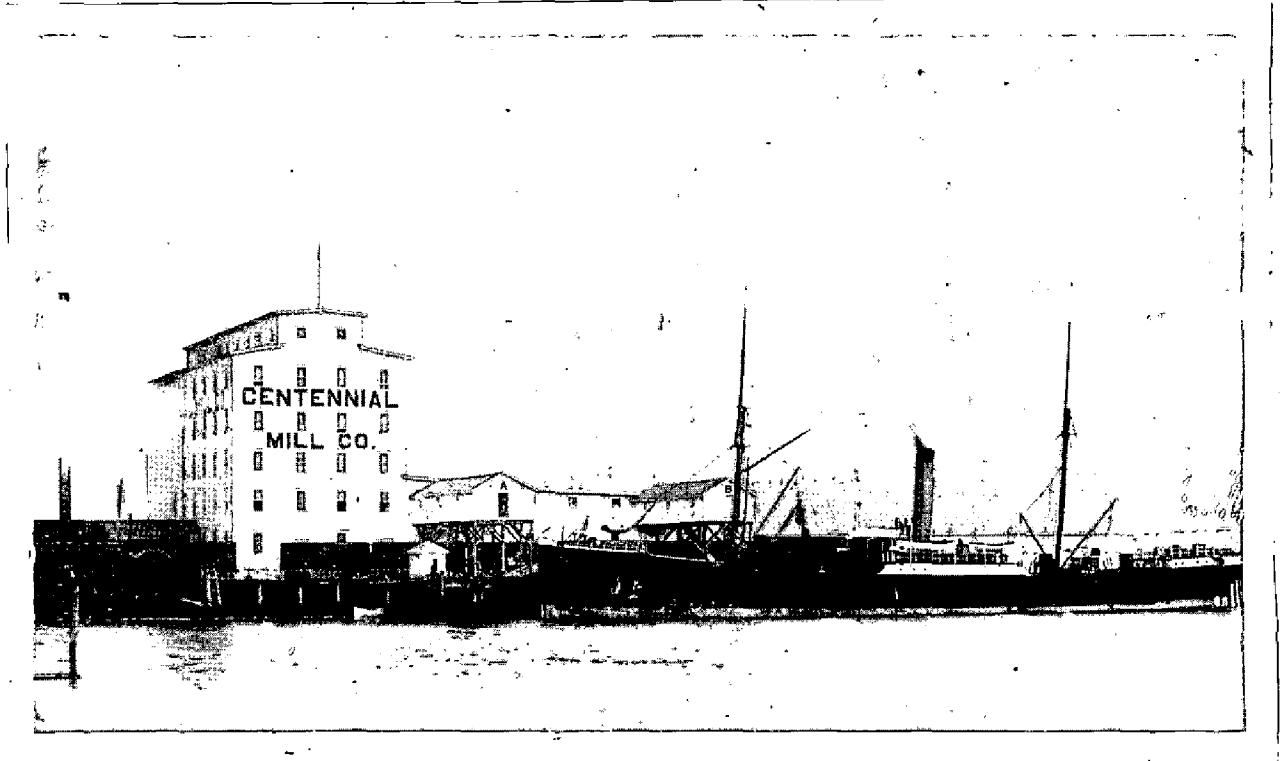
destroy so noble a tree as that pictured here, for
the base purpose of gain.

The great grain fields of Eastern Washington
send a large amount of grain to Seattle for man-
-ufacture into flour, and for shipment.

Some years ago a large Grain Elevator and Ware-
-house was constructed at West-Seattle, and
a railroad trestle built across the bay to
connect with it. At present the cars loaded
with wheat or flour are hauled across the
Trestle by a locomotive, but it is the intention
to convert it into an Electric road.

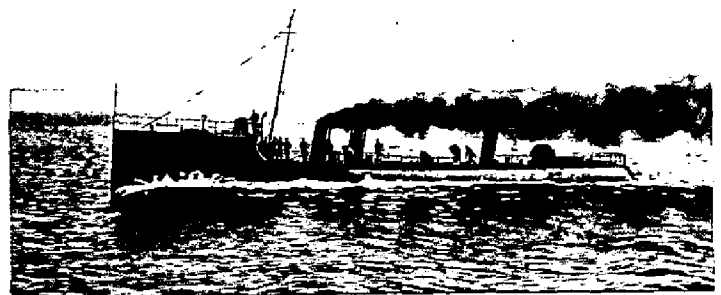
There is another large Elevator at Smiths Cove built by the Great Northern R. R. Co: The artificial Slip at this Elevator will accommodate the largest Ships,

There is a large flouring mill at West Seattle, just north of the Elevator, and the Centennial



Mill at Seattle is one of the largest in the country. The product of both these mills is loaded directly on the cars or steamships, at their own wharves.

The U.S. Torpedo Boat Rowan, was built at Moran Bros Ship yard, which



is an extensive plant, conducted by energetic men.

The street car service, cable and Electric, is extensive and convenient, reaching all parts of the city, and extending to the Suburbs. The car lines are shown on the Sheet by brown lines.

Hertofore the city water supply has been pumped to the distributing reservoirs from Lake Washington. Now, however the city is putting in a gravity System, from Cedar River, 30 miles away, which will supply water to a city of several hundred thousand. Cedar River is a fine mountain stream, and no city in the world will have purer water.

The Sewage System is comprehensive, and is being extended as rapidly as required; great tunnels have been driven through the hills to accommodate the Sewerage from the Valleys about Lake Union, and East of Beacon Hill.

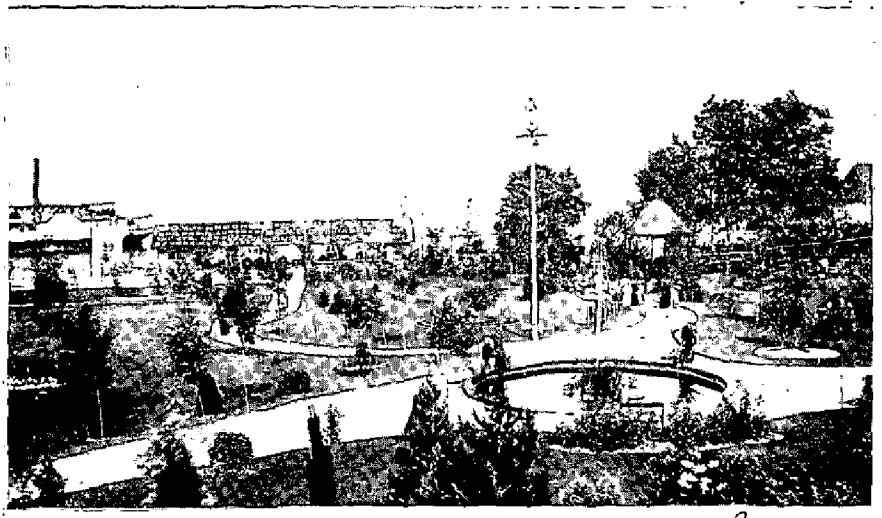


LESCHI PARK.

There are several fine public and private parks in the city. Leschi Park, owned by the Jester Avenue

Street Car Co
is one of the
most attractive.

This view of
it is looking
East over Lake
Washington,



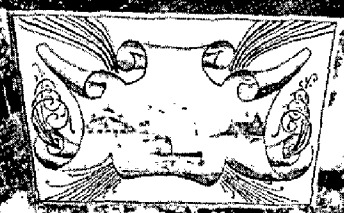
one of the Lake Steamboats is seen at the
wharf.

Madison Park, at the Lake Washington end of
Madison Street, also belongs to the Car Company,
which furnishes

Band, twice a
summer,
on the top of
Smiths



Music by Wagners
week, during the
Kinnear Park
The bluff near
Cove



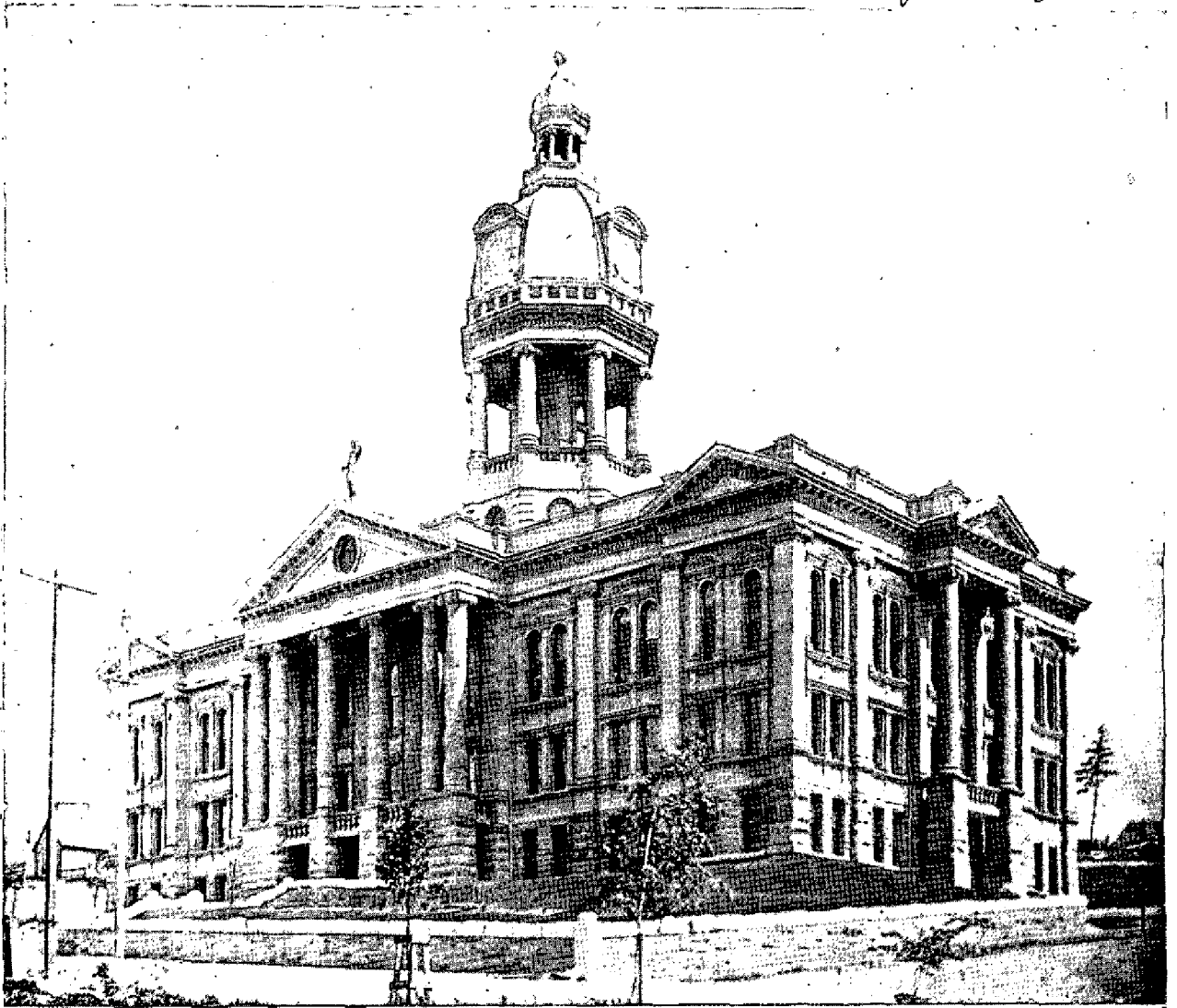
was presented
Mr. Kinnear,
is on the coast
East of Lake



to the city by
The City Park
of the hill
Union.

SCENES IN KINNEAR PARK, SEATTLE.

There are but few public buildings as yet.



KING COUNTY COURT HOUSE, SEATTLE

The King County Court House is the most imposing of them. It is of brick and covered with Stucco. It occupies a commanding position on top of the hill, between Terrace and Alder Streets and Seventh and Eighth avenues.

The lofty dome is visible from every part of the Bay and city.

The Free City library at present is housed in

in the capacious
residence of the
late Henry B. Yester,
one of the Pioneers.

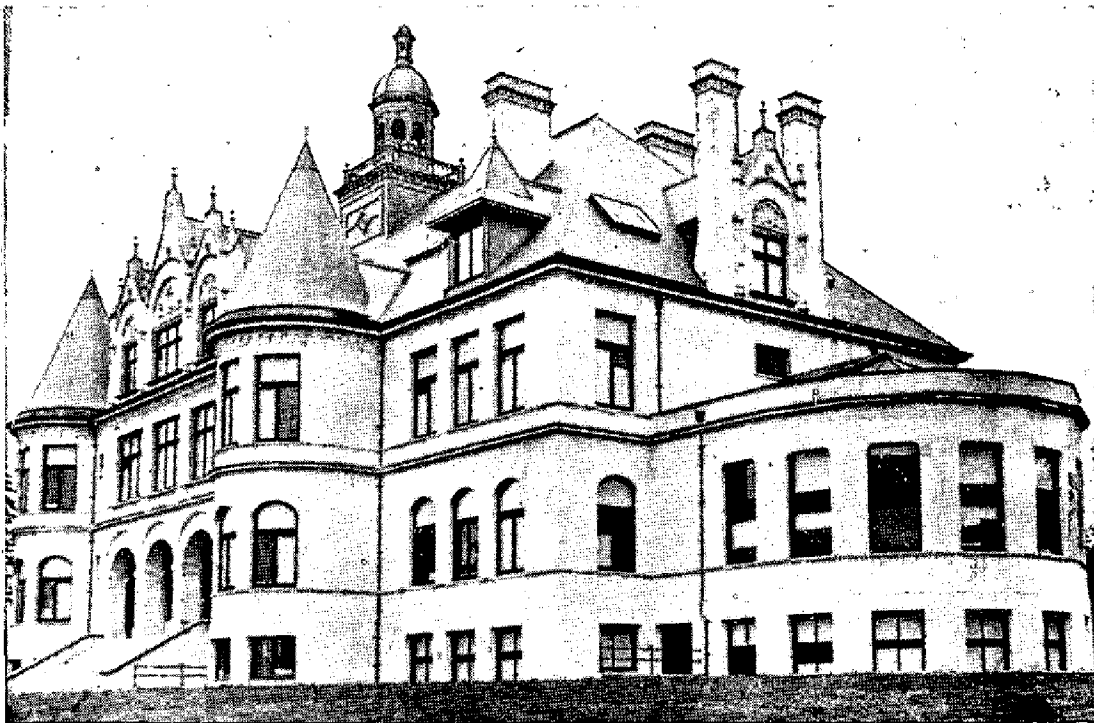
I understand the
Library is well
supplied with books
and periodicals.

The new main
building of the
State University,
built in 1895, occupies
a beautiful site



SEATTLE PUBLIC LIBRARY.

on the ridge between Lake Union and Lake Washington



ADMINISTRATION BUILDING OF THE UNIVERSITY OF WASHINGTON.

overlooking
both lakes.

At present,
besides the
principal
building,
here shown,
dormitories
for boys
and girls,
a small

Observatory, gymnasium, and laboratory are all the buildings. The University has an endowment of public lands granted by the Government in 1854.

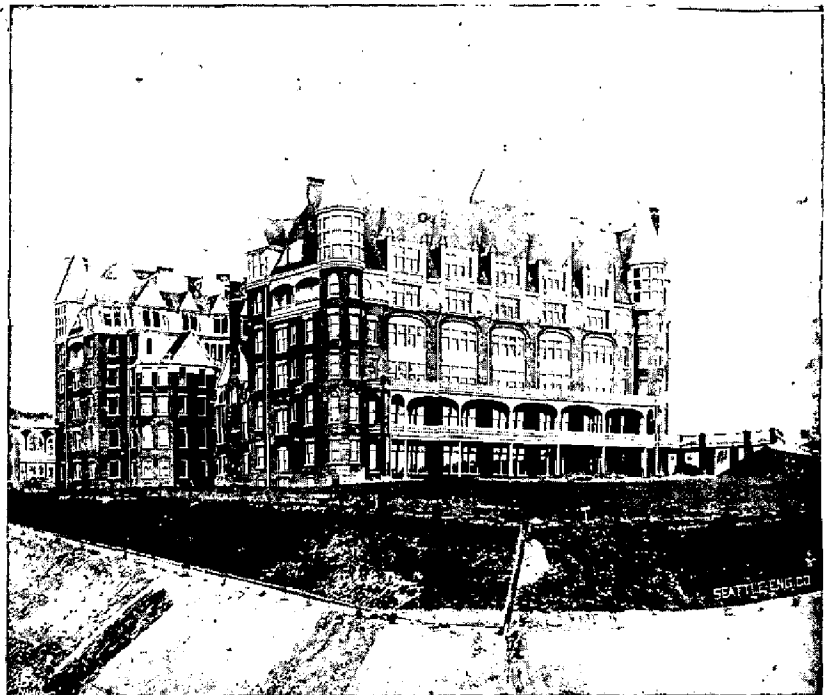
In 1861 The University was located at Seattle, on ten acres of land, a part of the A. A. Denny farm. Funds were obtained by selling some of the granted lands; buildings were erected and a school opened.

The first degree was conferred upon a single graduate in 1876. Last year there were fifty graduates, and at the last fall term a very large class entered.

The old location in the heart of the city was deemed too restricted, and a new campus of 355 acres, in a fine location, between the lakes, secured. The main building cost \$125,000.

Among private buildings, the new Denny Hotel, set on the top of a hill, is the finest and, from its position, the most conspicuous.

It was about to

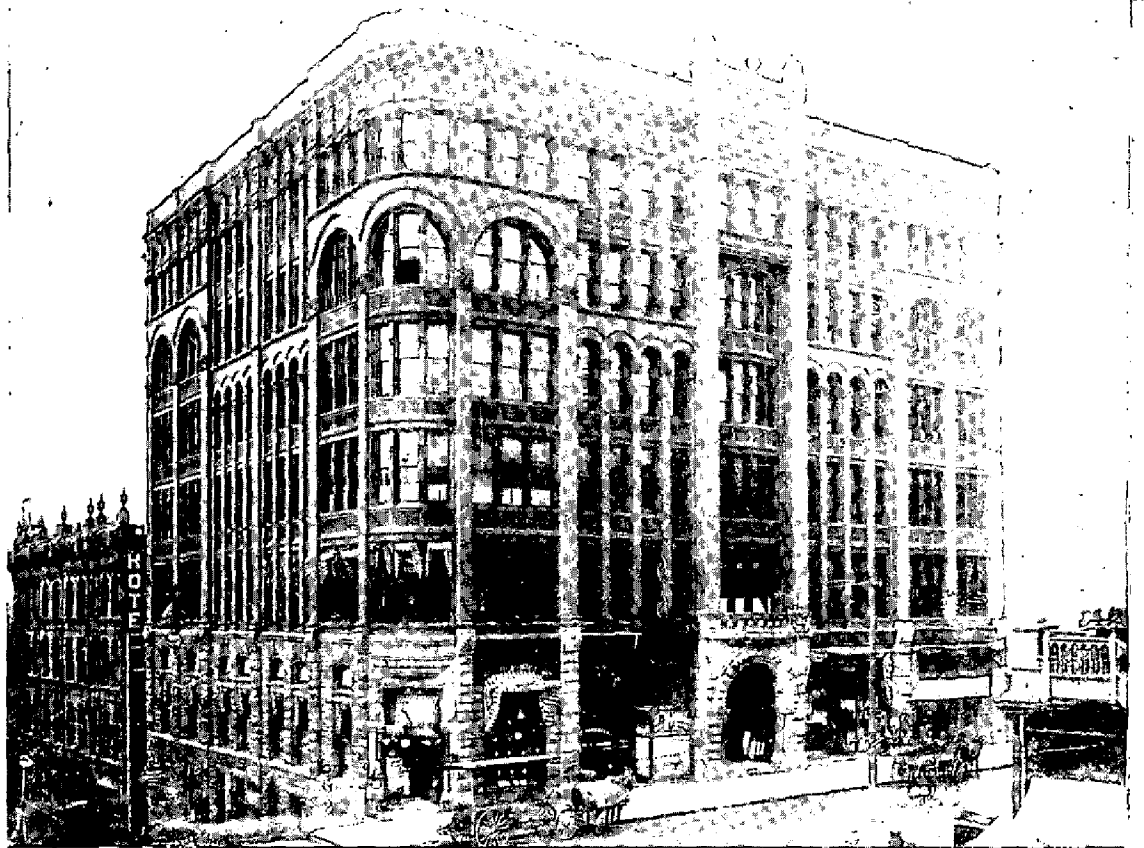


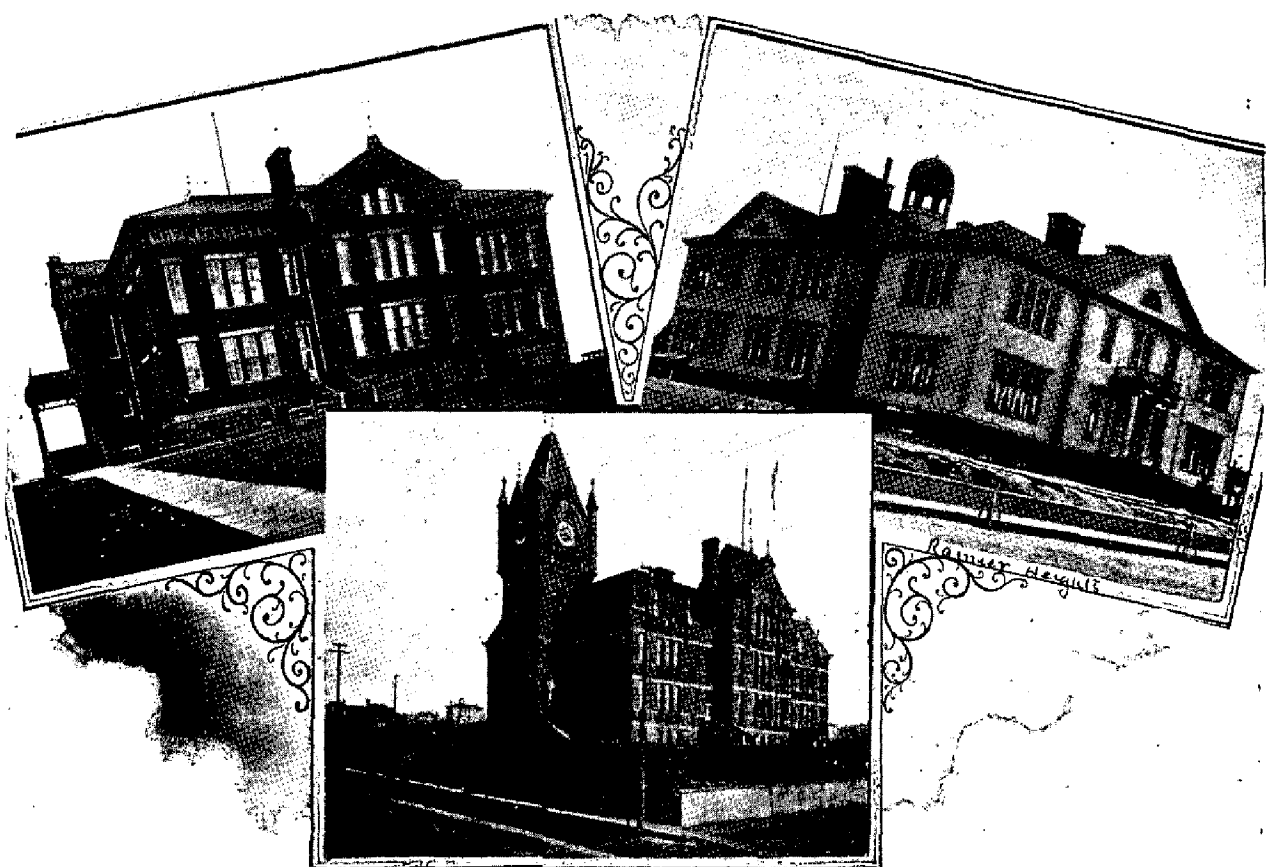
THE DENNY HOTEL, SEATTLE.

be opened to the public.

The Haller and the Burke blocks, are fine specimens of the business blocks of Seattle.

There are several others equally substantial and ornate,





Central
GROUP OF SEATTLE SCHOOL BUILDINGS.

The City has a number of fine School houses.



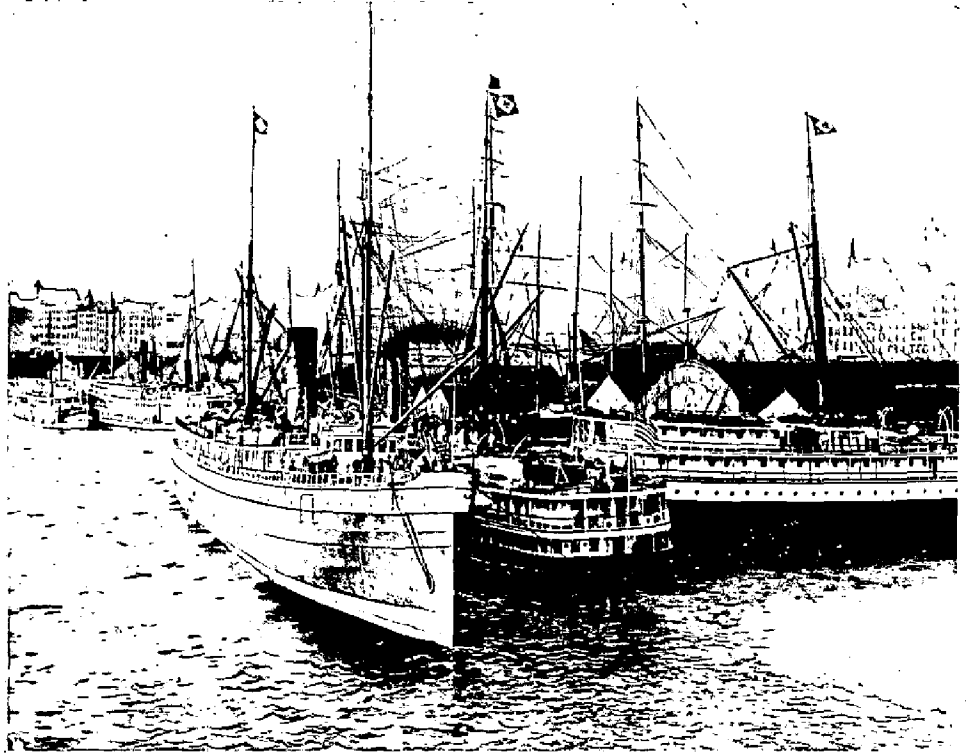
Denny
GROUP OF SEATTLE SCHOOL BUILDINGS:

The wharves
at all times
have a very
busy aspect.

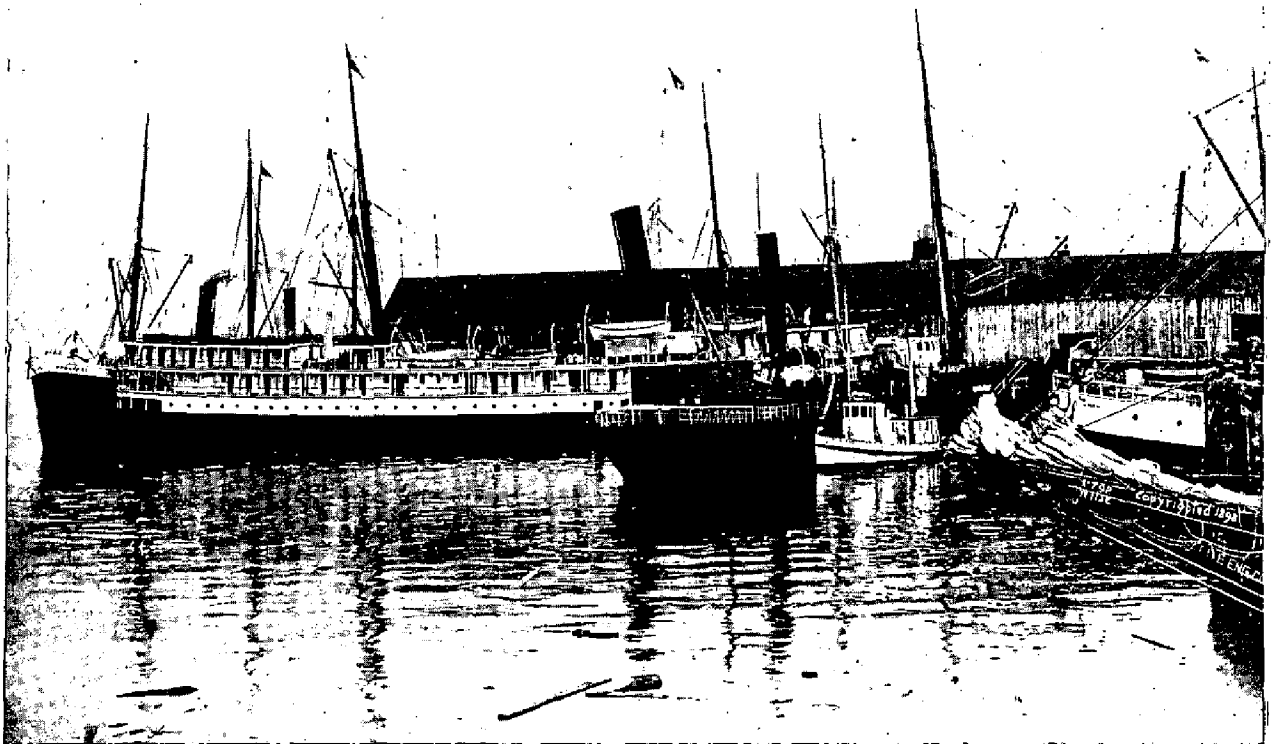
These views,
taken from
photographs,
represent a
not-unusual
scene of
activity.

I believe

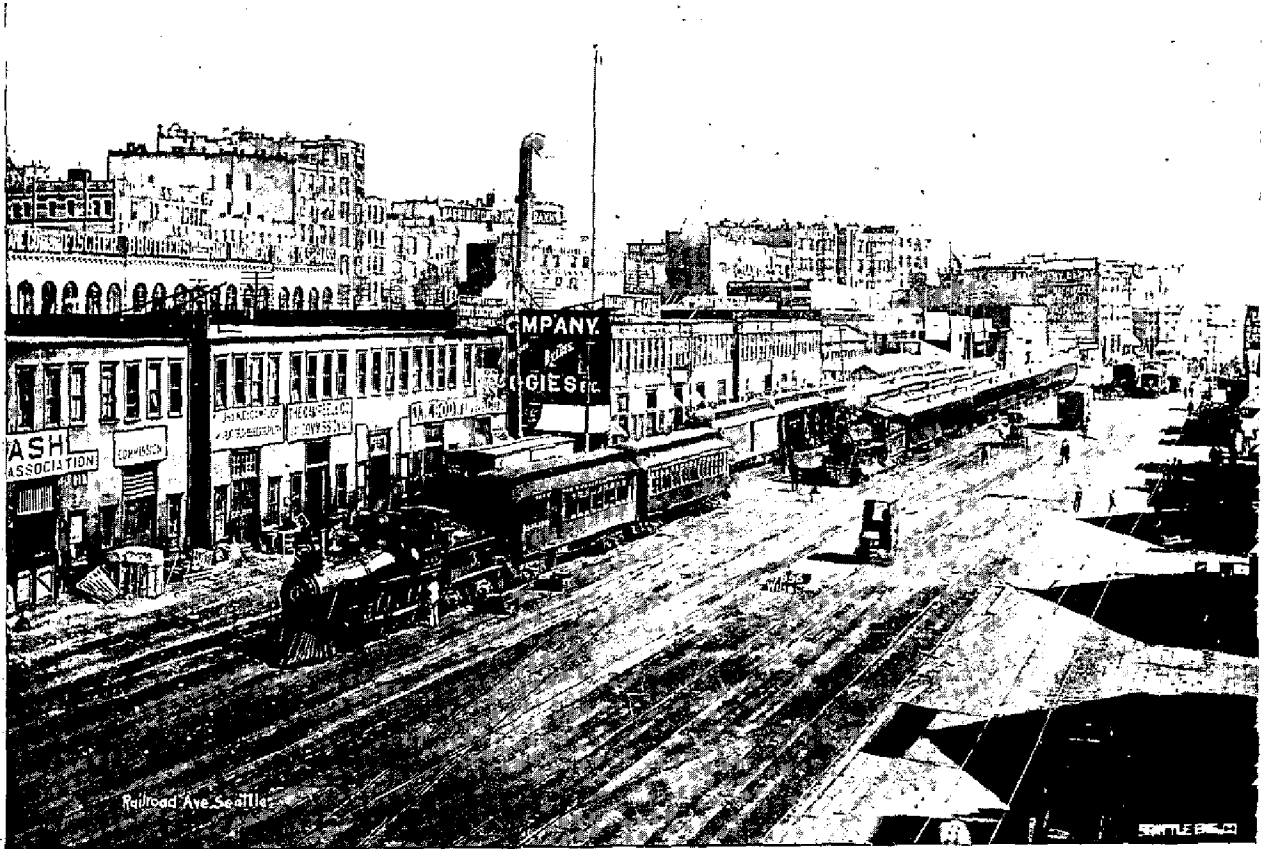
the second picture shows one of the Manila Transports.



WATER FRONT.

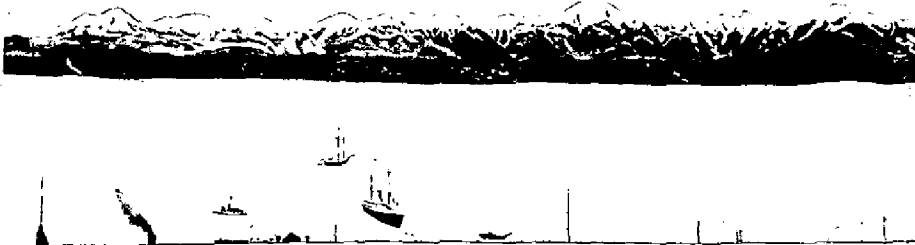


SEATTLE HARBOR--ARLINGTON DOCK.



RAILROAD AVENUE, SEATTLE.

Railroad Avenue belongs to the three great Rail Way Companies, the Great Northern, Northern Pacific and Seattle & International, each of which controls 30 feet in width. It runs along the city front and is usually full of cars.



The view of the Olympic Mountains from Seattle hills is very interesting. The Snow

never leaves them altogether, and raches will
down the slopes during winter. They are from
6000 to 8000 feet in height.

From Queen Anne Hill, there is a magnificent
view in every direction. Mount Baker looms up
in the N. East, always snow capped and impressive,
while the entire coast range, with here and there
a snowy peak stretches from Mt. Baker in the
north, to Mount Rainier in the south.



MOUNT RAINIER. FROM LAKE WASHINGTON. 14,444 FEET.

This mag-
nificent and
lofty Mountain
visible from
Port Townsend
to the Columbia
cannot be
surpassed
for grandeur
anywhere.
Other lofty
Mountains

rising above other peaks but little inferior, do
not have the effect upon the beholder that this
peak rising far above everything about it affords.

The Indian and his canoe which were

a picturesque feature of the landscape, everywhere, when the Pioneers came to this great inland Sea, and for many years later, are now seldom seen. Except at hop-picking time, when they come from their reservations far and near, bringing their families and possessions, with them, and camp, en route, along the water front of the city. Bringing to the old settler, (few of whom are now left,) memories of the pioneer days, when the Indian was his only neighbor and the canoe his only transport.

J. J. Gilbert
Assist. Co. G, Survey

