

Descriptive Report

*Seattle Bay and City
Wash:*

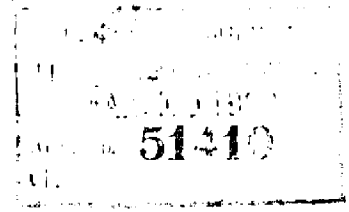
Shilshole Bay to Alki Point

1899

J. J. Gilbert



2422



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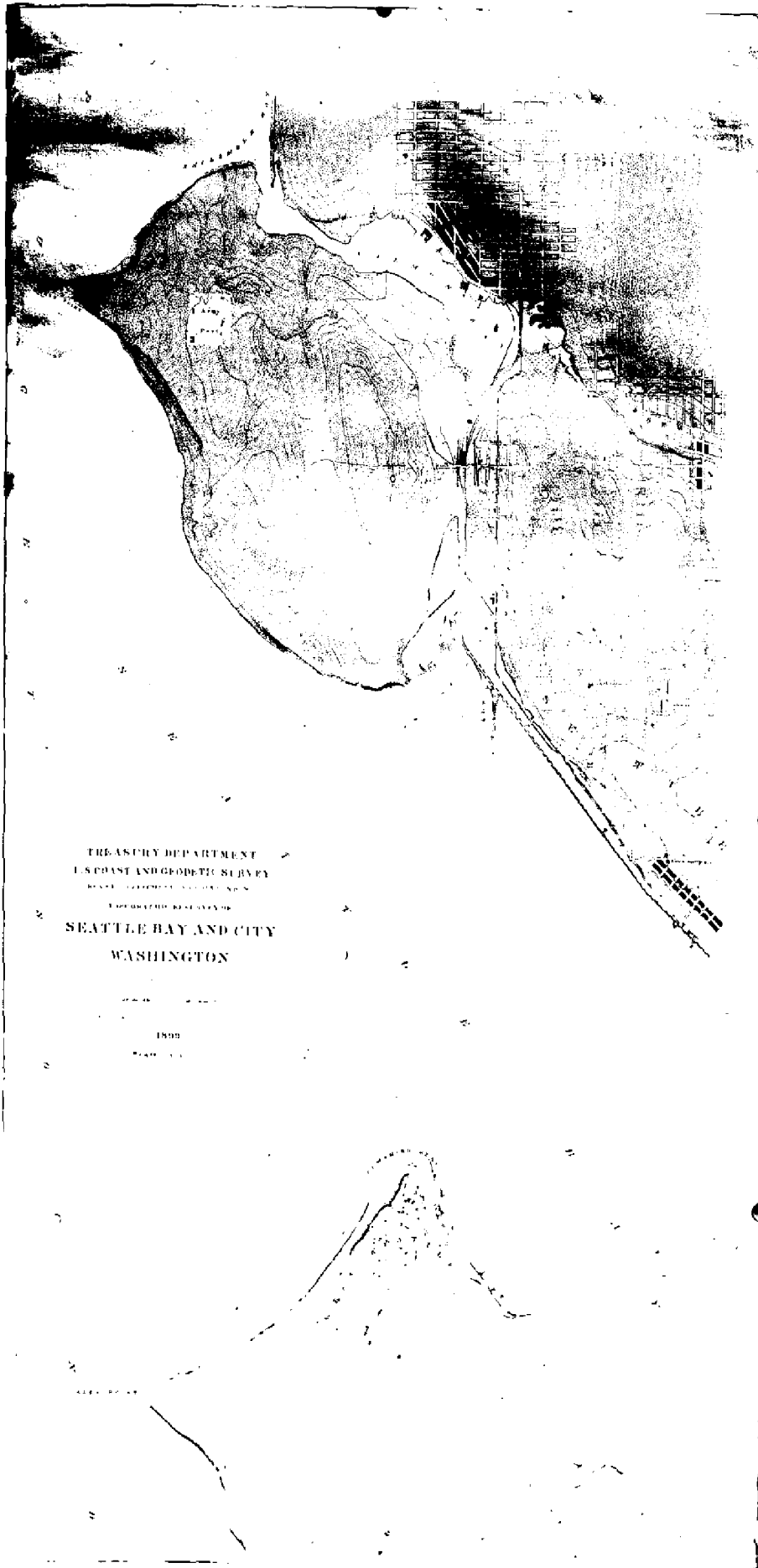
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TREASURY DEPARTMENT
U.S. COAST AND GEODETIC SURVEY
HYDROGRAPHIC SURVEYS
HYDROGRAPHIC BUREAU
SEATTLE BAY AND CITY
WASHINGTON

1899

Scale 1:50,000

Descriptive Report
Seattle Bay and City, Sheet No. 1
Shilshole Bay to Alki Point

Besides a portion of the city of Seattle proper, and a portion of Fremont, which is a suburb within the city limits, this sheet includes the suburbs, Ballard and West Seattle, and all the shore-line between and extending beyond these points.

North of the entrance to Salmon Bay the land rises gradually from the shore-line, and is covered with timber and underbrush; it has been logged off, and few large trees remain.

The entrance to Salmon Bay is narrow and shallow, only a few feet at low tide, but, at high tide vessels of considerable size, and tug boats enter without danger.

The shores along the narrow straits, before the Bay widens, are bluff, from 10 to 25 feet in height, higher on the South side.

The shores of the wider portion of the Bay are low, and at the head is considerable marsh land. The outlet of Lake Union is at the head of the Bay.

On the north shore of Salmon Bay, during the "boom" times, about ten years ago, a town site was laid out by Messrs John Keary, Jacob Furth and W. R. Ballard. it was named for one of its promoters "Ballard". An Electric rail way was built connecting the new town with Seattle. The town grew rapidly, and has a population of three or four thousand. There is a business street of two very long blocks, and the water front is occupied with Shingle mills:— Several of these mills have been destroyed by fire within a year or two, and have not yet been rebuilt. But even yet Ballard is the largest Shingle producing center in the country. The Great Northern Rail Road extends along the water front, affording convenient facilities for shipment.

Ballard is the home of many laborers whose work is in Seattle.

The bay is small, and entirely land-locked, and there is room for half a dozen vessels to lie at the wharves and as many more at anchor.

The shore-line from the entrance of Salmon Bay to the base of the spit at West Point, is a high broken bluff, mostly clay, with some gravel and small boulders.

The water along this shore is quite shallow, and along the portion where bluff is highest, there are numerous rocks and boulders, two of them are quite large, and represented on the sheet, near the line of low water.

West Point is a low spit of sand and gravel, largely sand on the south side, and gravel on the north. - The interior of the spit is a salt-marsh.

At the end of the spit is the West Point Light, and back of the light are the several buildings occupied by the keeper and his assistants.

South East from West Point the bluff is quite high, and in a short distance divides, one line of broken bluff following the crest of the hills some distance back, and the other along the shore-line. - The surface between the two bluffs is also more or less broken.

The water off the light between West Point and Four mile rock is very shallow.

Four mile rock stands at low water mark; it is dome shaped, 12 or 15 feet high, and probably 16 feet in diameter. - The beach for a mile each side of Four Mile Rock is covered with large and small boulders.

The only patch of kelp noticed, is a short distance S. E. from Four Mile Rock. - There is also a rock bar

at low tide. Between the kelp and the beach, from Four Mile Rock to Smiths Cove, the shores are precipitous, much broken bluff; and the beach has fewer boulders, and more sand and gravel.

The whole peninsula west of Smiths Cove is high land covered with timber. A valley running N. and S. divides the peninsula into two nearly equal parts.

The hill east of this valley has been logged off and burned, and no large timber remains. The east face of the hill has been cleared to a height of 160 to 200 feet, and has been platted on paper, but only the few buildings and fences now existing are represented on this sheet.

Two or three years ago the citizens of Seattle, in order to secure the location of an Army Post, donated to the General Government 990 acres of land on Magnolia Bluff. About 160 acres of this have been cleared, and several buildings have been completed; - they comprise quarters for officers, (three residences,) Barracks, Hospital and Store, all of brick, and designed for a two Company post.

There is a fine view down the Sound from the post. A bicycle path has been graded from Interbay to the post.

Interbay is the settlement between Smiths Cove

and Salmon Bay:-the R.R. station is at the Crossing of Grand Boulevard. Here is a large Ware-house and a Round-house belonging to the Great Northern R.R.Co. This Company has filled in a broad space across the Marsh at the head of Smiths Cove, for yard tracks, and is rapidly filling, under the trestle, across the flats of Smiths Cove, evidently intending to connect with the made ground about the Elevator.

The great ware-houses and Elevator in Smiths Cove, built during the last five years by the Great Northern Co. are on made land, the materials for which were obtained by dredging the Great Basin between the two Ware-houses and Wharves.

The Elevator and Warehouses, are probably, the largest on the Coast, and the Basin or Slip will accommodate the largest Vessels in the world.

At the west side of Smiths Cove is a large plant erected several years ago, and designed for the manufacture of glass, - it has never been operated.

Between the Glass Factory and the Elevator is a long wharf, with coal bunkers, which does not seem to be used at present.

The R.R. route from Interbay to Seattle is over trestles parallel with the shore. There are two of these trestles, side by side at the Seattle end,

they gradually diverge all the way to Smiths Cove. The outer trestle belongs to the Great-Northern, and the inner one to the Seattle and International Rail Road, which after reaching Salmon Bay turns eastward through the valley to Lake Union.

The Electric car line to Ballard runs over a trestle about one mile long, at Smiths Cove.

The bluff shore-line is high at Smiths Cove, and gradually diminishes in height toward the south.

The beach is mostly gravel over mud.

West-Seattle is a suburb laid out during boom times, on Duwamish Head. There have always been some houses on the beach, I mean ever since Seattle itself was started, and for many years there was a saw mill there. The original name of the place was Milton, afterwards it was called Freeport, and now is known as West-Seattle.

The top of the Head rises gradually back from the bluff and is a beautiful site for a town.

The Company cleared and graded the streets of the new town site. - Only graded streets are shown on the sheet. The houses though few in number are nearly all fine residences.

A ferry boat connecting with Seattle, was put on by the Town Site Company, and a cable car from the ferry landing to the top of the hill;—The cable line is discontinued, but the ferry boat still runs.

The bluff at Duwamish Head is about 220 feet high, and continues about the same height for half a mile toward Alki Point, where the line of crest begins to trend away from the beach.

One mile from the Head the shore is low and swampy. Beyond the swamp the bluff along shore is about ten to 15 feet high. The beach is sandy from the Head to the swamp, and here under the high bluff of the Head, is Seattle's popular bathing beach. The beach west from the swamp is gravel.

Alki Point is a favorite camping place in summer. In the "History" attached to the "Report" for Sheet No. 2 is an account of this point, explaining the name.

Probably the rather peculiar hill on the point, which is about 100 feet high suggested a fort, and the name, "Battery Point" by which it has been designated on the charts.

There is a stake light on the low gravel spit at the extreme point.



On the beach at West Seattle, a short distance North of the ferry landing, is Myers Salmon Cannery. It puts up a large number of cases annually.

The fish are taken in large numbers in Seattle Bay, for which purpose the purse net is used.

Three quarters of a mile S. E. from Duwamish Hd. is the West Seattle Warehouse and Elevator, - a large substantial wooden structure on piles. Beneath the building, ballast, and materials from the near hill side have been dumped until it is filled nearly to the high tide level.

A trolly across the bay to Seattle, permits the wheat cars to be run directly to this Elevator.

South from the Elevator the water is shallow, and the land hilly and wooded; - the beach is mostly mud.

In the night, one mile South from the Elevator, is a small stream, into the mouth of which the tide flows.

At the time of the survey a county road was under

construction, along the shore, on trestle, the bents had then been put in as far north as the R.R. trestle across the Bay.

There are extensive mud flats off the small stream mentioned above. The point, to eastward of stream, has a bluff face, and is skirted by a narrow gravel beach, with a few boulders of moderate size.

It would be well if this point were named.

The contours of the City of Seattle, as far north as the Summit of Queen Anne Hill, are taken from the contour map of the city, prepared under direction of the City Engineer Mr. R. H. Thomson. The contours covering the Military reservation on Magnolia Bluffs were furnished by Mr. A. H. Kiehl, U.S. Engineer in Charge.

The balance of the contours on this sheet were largely sketched in the field, and represent the general characteristics of the topography.

The plane table was run along the city front and through the city in several directions, locating the street corners: - The city plats were then used to fill in.

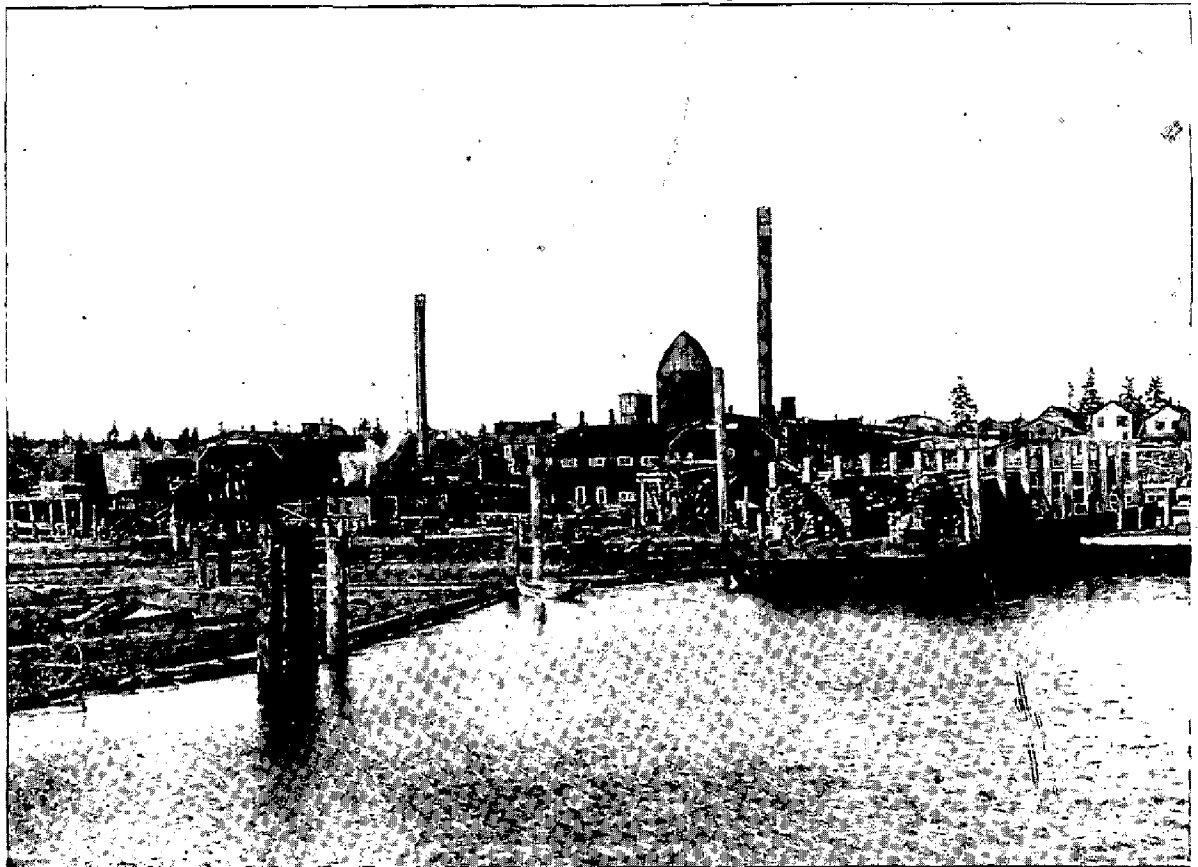
Instead of locating individual buildings, for which my time was too limited, I have shaded the blocks. Blocks in the business portions of the city are shaded full black. Blocks

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Closely built-up are shaded by closely ruled lines, and blocks shaded by wide ruled lines have but few houses. It is not claimed that this rule is rigid, as it was hardly practicable to examine every block, but it is sufficiently accurate to indicate the centers of improvements, and their extent.

The work in the field was done in September and October, 1899.

J. J. Gilbert
Assist. C. G. Sawyer



STIMSON MILL.
Ballard, Washington. Average employes, 250; daily capacity—lumber 150,000 feet, lath 35,000, shingles 500,000.