

Waterway 1:
Preserving a Village Green

By Judith Thornton
For Friends of Waterway 1

Submitted to
Washington Heritage Register,
Washington State Department of Archaeology and Historic Preservation
December 2009
Revised August 2010

Washington Heritage Register

(A) Identification

Historic Name: Laurelhurst Landing

Current Name: Waterway 1

Address: Near intersection of 43rd Ave NE and NE 35th Street

Seattle, King County

(B) Site Access

Waterway 1 is located at the intersection of NE 35th Street and 43rd Ave NE on the west side of Laurelhurst.

(C) Property owner

Washington State Department of Natural Resources, Aquatic Resources Program—
care of Derrick Toba

950 Farman Ave North, Enumclaw, WA 98022

(C) Legal boundary description

Tax No. 152504HYDR

Boundary justification: The nominated resource includes all of the upland property associated with the above said parcel, approximately 1/3 acre

(D) Form prepared by

Judith Thornton

3338 43rd Ave NE

Seattle WA 98105. Telephone: 206-729-2504

(E) Category of property

Cultural landscape (habitation, agricultural, industrial, recreational, etc.)

Outline

- 1. Property Description**
- 2. Significance: How Waterway 1 Became a Village Green**
- 3. Nineteenth Century Settlement on Union Bay**
- 4. The Founding of Laurelhurst**

5. Laurelhurst Improvement Club Provides Stewardship

6. Laurelhurst Community Club Builds a Public Park

7. Laurelhurst Community Club Saves Waterway 1

8. Elmer J. White Builds a Village Green

9. The First People

10. Conclusion: A Jewel in the City

Property Description

Waterway No.1 (in the NW ¼ Section of Section 15 Township 25 North and Range 4 East) is located at the intersection of NE 35th Street and 43rd Ave NE on the west side of Laurelhurst where it provides a public park, natural area, public waterfront access, and boat launching site to Union Bay. The Waterway is between the addresses 3509 43rd Ave NE and 3335 43rd Ave NE, Seattle, WA 98105

The natural features of Union Bay determined that Waterway 1 would serve as the central node for development of Laurelhurst in 1906. At Waterway 1, the shoreline curves around a forested knoll, forming a sheltered cove.

The upland portion of the Waterway measures approximately 80 feet wide at the water by 150 feet in depth (slightly larger than one-quarter acre). The underwater portion of the Waterway extends out into Union Bay, providing public access to Union Bay and Lake Washington. The shallows support freshwater mussels, reflecting the synergies between mussels and the salmon, many of which are reared and released by the UW Department of Fisheries.

Waterway No.1 is a public Waterway, owned by the Washington State Department of Natural Resources, which provides the Waterway for public launching of small boats, fishing, and water-related recreation and enjoyment of the public natural area. The Waterway also provides water-side access to the Union Bay natural areas a few hundred feet to the west.

The nominated area includes a boat-launching area, a grass lawn and play field, basketball court, and a shoreline natural area undergoing restoration with native plants

common to Union Bay before 1850. A fresh-water spring that was once the source of a seasonal creek still flows through a culvert into Union Bay at the Waterway.

In 1906, a large boulder offshore served as the central marker for the original, fan-shaped plat of the Laurelhurst neighborhood. Today, when the level of Lake Washington falls in autumn and winter, a blue heron fishes from the same boulder at the center of Waterway 1. A sun-filled glen above the beach invites families to view flotillas of new ducklings and goslings in spring, while tall trees on the surrounding hillsides protect the park from winter storms.

Significance: How Waterway 1 Became a Village Green

On October 30, 1906, McLaughlin Realty made Waterway 1 the hub of their new development, called “Laurelhurst, an Addition to the City of Seattle.” McLaughlin provided a substantial public area for a pier and public small-boat launching area at Waterway 1. The platted properties were laid out in a fan-shape around the Waterway.

In June, 1909, the Alaska-Yukon-Pacific Exhibition leased the Alaska-Yukon-Pacific Boat Landing on Union Bay to the Laurelhurst Launch and Interlaken Steamship Companies, which were granted joint privileges to provide passenger transportation to and from the fair. In 1909, Laurelhurst Launch steamships provided service between Madison Park, the AYP Boat Landing, and two sites on the west side of Laurelhurst—Laurelhurst Landing (Waterway 1) and Hazel Landing. Later, the Laurelhurst Launch added a third stop on the east side of Laurelhurst Point. The Passenger and Row Boat Company also provided launch service and boat rentals for visitors to Waterway 1. In 1912, *Boist's Real Estate Atlas of Surveys of Greater Seattle* shows a dock and boathouse at Waterway 1 and records that 18 homes had been constructed in Laurelhurst Addition.

In 1916, when the level of Lake Washington fell approximately 9 feet, the original pier was left high and dry, but residents continued to reach the neighborhood by small boat and personal yachts. That year, the first one-room Laurelhurst school house was constructed adjoining Waterway 1, where families could deliver and collect their children by boat. Then, in 1919, when the Laurelhurst School moved, the building became the site of the Laurelhurst Mission, later called Laurelhurst Sunday School. In the early 1920s, Laurelhurst Improvement Club, (LCC) held their meetings at the “old Laurelhurst School,” paying \$2 per month rent. Club President Arthur Eldridge, who

owned several Buick dealerships in the growing city, moored his yacht, Alarwee, on Laurelhurst Point.

During the ensuing decades, the Laurelhurst Community Club (LCC) and the neighbors enhanced the Waterway as a public open space and waterfront landing for the whole community. While the LCC established the Laurelhurst Beach Club as a private, members-only facility, the community improved Waterway 1 as a public park and boat landing and intervened to preserve public use.

During the depression years in the 1930s, neighbors supplemented their family budgets by fishing from Waterway 1. A 1929 photo by Vern Gorst shows Union Bay filled with small rowboats fishing. A 1937 aerial photo shows a row of small boats moored to a log boom at Waterway 1.

January 21, 1946, the LCC Committee on Zoning and Building Restrictions was instructed to take immediate action to notify the State of Washington and the Port of Seattle of encroachments by the southeast property owner, Carroll Martin, into Waterway 1. When public officials failed to respond, the Laurelhurst Community Club intervened to prevent encroachment of the public waterfront and to develop it as a public park.

January 19, 1948, the LCC Waterfront and Recreation Committee proposed the basic plan for construction of a waterfront park at Waterway 1. In 1949, with approval from the Port of Seattle, LCC hired Dr. John Hanley, horticultural consultant, to design the Waterway park. They paid \$110 for roto-tilling, grading, raking, and seeding the park with clover. When Martin extended his hedges and sprinklers into the Waterway, the correspondence indicates that the executive committee of LCC sent letters and had a conference with him insisting that he remove his hedges and sprinklers. Shrubs were placed along the public Waterway, but the public retained access to the public land.

October 21, 1950, Harlan Edwards, President of LCC wrote to the Mayor and Seattle City Council as follows: "Rowing is a year-round recreation that is open to anyone. North of the canal there are few, if any, public areas where the ordinary guy can get to the shore to launch, moor and store his rowboat, for street-ends are now for the most part taken over by adjoining property. As you may recall, for several years, the LCC has been active in trying to maintain adequate access to Lake Washington for the launching and mooring of rowboats. At their substantial expense they recently cleared,

graded and planted Waterway No. 1...on Union Bay when adjoining property had moved to close and appropriate it to their own use, and with the cooperation of the Boy Scout troops they are maintaining it for the use of the Laurelhurst citizens who are not fortunate enough to own waterfront property.”

In 1952, LCC’s Chair of Waterfront Development, Elmer White, supported by a group of neighbors, offered to construct the basketball court at his own expense. With permission from the Port of Seattle, LCC authorized the improvement and the park was widely used for both recreation and boat launching after that.

Nineteenth Century Settlement on Union Bay

The Laurelhurst neighborhood is set on a hilly peninsula east of the University of Washington campus and north of Union Bay. Waterway 1 opens onto a southwest-facing cove of Union Bay, a few hundred feet east of the Union Bay natural area. Since marshland and Ravenna Creek separated the peninsula from the high bluff to the west where the buildings of the Alaska Yukon Pacific exhibition and the University of Washington campus grew up, direct access was difficult. However, beginning in the 1860s, travelers to Laurelhurst’s woods could ride by wagon road to the south side of Union Bay at Madison Park and travel to the north shore by boat.

In 1869, investors John S. Maggs and Henry Nathan, Jr. acquired 35 and 94 acres of land on the east side of the peninsula. Then, in 1872, William H (Joe) Surber acquired 165 acres to the west.¹ Later, in the 1880’s, Surber sold approximately half of his land to Henry Yesler and his nephew, J. D. Lowman, officers of the Yesler Wood, Coal and Lumber Company. In 1888, the company founded the Town of Yesler and built a sawmill on Union Bay. After a fire burned the original mill in 1895, they constructed a shingle mill on the same site.² The original town of Yesler was located near the southwestern border of Laurelhurst, at N.E. 41st Street and N.E. Surber Drive.

The southern 35-acre portion of Laurelhurst’s Webster Point soon became the property of Henry A. Webster and, with his death in 1883, passed into the hands of his widow, Mary E. Webster. After a period of confusion as to title, Mary Webster sold the land in 1896 to Ellen Lenora Little, of Oskaloosa, Iowa for \$6,000.³ The following year, Little’s uncles, Wilbur and Hobart McNeill built a landmark home at the tip of Webster Point, which they named “Colonsay” for the Scottish island where there mother was

born (3008 Webster Point Road N.E.). Ellen lived there until her marriage to Rees W. Price in 1902.⁴

Briefly between 1900 and 1908, the Seattle Golf and Country Club maintained a golf course on the east side of Webster Point, renting the land from owner, David Ferguson, and using the original farmhouse on the site as their clubhouse. Scotsman Josiah Collins developed the course on hilly terrain planted with apple and cherry trees.

Early in 1907, the Seaboard Security Company offered to sell the club up to 350 acres of land located four miles north of Ballard overlooking Puget Sound. At the same time, it offered to purchase the club's Lake Washington property for three times the option price. Club members bought 155 of the 350 acres available for their golf course and acquired the remaining acres for individual home sites, which they developed into The Highlands, an exclusive gated residential community. In September, 1907, the Seaboard Realty Company platted their new property as "Laurelhurst Heights", adjoining the newly-established "Laurelhurst Addition".

The Founding of Laurelhurst

In October, 1906, Joseph R. McLaughlin, Paul C. Murphy, and Frank F. Mead of the McLaughlin Realty Company in partnership with the Seaboard Realty Company pressed ahead with the platting of a majority of the peninsula. They purchased Webster Point from Ellen Little Price, plus 65-acres from William Surber together with the Seattle Golf Club property. McLaughlin Realty made Waterway 1 the hub of their new development, called "Laurelhurst, an Addition to the City of Seattle." At Waterway 1, McLaughlin provided a substantial public area for a pier and public small-boat launching area for the convenience of potential purchasers of their 50-foot lots. The platted properties were laid out in a fan-shape around the Waterway.

[Insert Plat of Laurelhurst, An Addition to the City of Seattle, November 15, 1906, Vol. 14, p. 15, King County, Recorder's Office File #19061115436727, 2 pages]

The 1906 development imposed strict requirements, limiting the size of piers and boathouses and enjoining any commercial activity. The median lot sold for \$500, with prices ranging from under \$200 to \$2,000. Houses were to cost a minimum of \$3,000. Terms were: one-third cash, the balance in eight quarterly payments at six percent interest."⁵

The 1906 map shows the cove at Waterway No.1 before the level of Lake Washington was lowered. At that time the beachfront extended into Laurel Avenue (now 43rd Ave NE) and the residential lot to the east of the present Waterway was partially under water inside the cove. (See *Plat of Laurelhurst*, above.) To the southeast, Laurel Avenue continued uphill to two short lanes, Laurel Court and Lookout Road. A lane called Cove Place (now NE 35th Street) descended the steep hill to the north-east of the Waterway. Thus, the Waterway and surrounding glade formed a protected dell, sheltered from the north by a hillside and from the south by a high knoll on Lookout Road.

As part of the platting of the neighborhood, developers set aside a few waterfront lots to use as boat-launching facilities, hoping to attract investors with nautical interests. At Laurelhurst Landing (Waterway 1), they constructed a large pier and public boathouse. Across the street from Laurelhurst Landing, they provided a clay tennis court.⁶

Developers purchased the Laurelhurst Launch to connect Laurelhurst Landing to the city. In their prospectus to buyers, they write, “We have purchased an extremely fine yacht, which we will put on the run between Madison Park and Laurelhurst. It will make a round trip every fifteen minutes. The interior is to be finished with solid mahogany throughout...The exterior is to be trimmed with mahogany, with heavy brass railings. Generally speaking, it will be the finest boat ever put on Lake Washington...We are also building an attractive yacht house, fitted with waiting rooms, and space for canoes and small boats for the accommodation of Laurelhurst residents only.”⁷

There were three “estates” in Laurelhurst and Laurelhurst Heights. One was Colonsay at the tip of Webster point. Another estate, originally owned by one of the developers, Paul C. Murphy, was sited on five acres overlooking Laurelhurst Landing at the intersection of Laurel Ave. and Olympic View Drive (West Laurelhurst Drive). Its lands extended west to Union Bay. Today, the former Murphy residence still looks out over the Waterway.

Another historic home adjoining the Waterway is Melroyden Cottage, built by Roy and Melcena Denny. Writing later, in the 1960s, Melcena Denny says, “...Roy and I went to Seattle from California in 1907 or early 1908. Our first home was an apartment on Queen Anne Hill... We loved the water view, and decided to build in

Laurelhurst....McLaughlin, Murphy and Mead were developing this section. Senator McLaughlin (I believe he had been a senator in Michigan) owned a Pierce Arrow car. Perhaps it was he who took us in his car to the top of the hill. I think there were no houses there—it was an abandoned golf course, where delicious mushrooms sprang up after rains. The day was beautiful. We could see the dazzling Olympics, Mount Rainier and the blue expanse of Lake Washington. We fell in love with the spot, but asked if we couldn't buy waterfront property. We were given to understand it was all sold....Then we learned... that we could buy for \$3,000 a lovely lot facing Union Bay. We paid the price, and the lot was ours—riparian rights, madrona trees, tree spiders, everything...

“...We named the place Melroyden Cottage...With a clinker brick fireplace, an Inglenook, leaded glass windows, a furnace in the basement, fumed oak Stickley chairs in the living room, and a player piano, we seemed to want nothing but a motorboat...

“Our transportation to Seattle was the Laurelhurst Launch. This smart, attractive little launch was operated by the Herzog brothers, handsome, rather small young men who always wore blue uniforms. This launch was for our convenience. Laurelhurst had two docks, both on the side of the peninsula facing Seattle.”⁸

[Insert Laurelhurst Launch, Barrett]

[Insert Laurelhurst Launch at Canoe House, MOHAI]

Surrounded by Lake Washington, Laurelhurst oriented itself to the water. Melcina Denny reports, “Eventually we saved up...\$50, and bought a rowboat with an outboard motor. In company with the Moodys, we took a fine long trip on Lake Washington, they in their boat, we in ours. Coming back the lake was rough. Our motor kept dying. But we survived and still enjoy the boat.”

With a flurry of speculative real estate activity, the entire Laurelhurst peninsula south of 45th Street was platted. However, despite the efforts by developers to promote their subdivisions, the area's remote location and inconvenient access delayed substantial residential construction until after annexation by the City of Seattle in 1910. A 1911 map notes that 18 houses had been constructed in Laurelhurst Addition.

[Insert 1912 Boist Map]

In June, 1909, the Alaska-Yukon-Pacific Exhibition management leased the Alaska-Yukon-Pacific Boat Landing on Union Bay to the Laurelhurst Launch and

Interlaken Steamship Companies. The Passenger and Row Boat Company also provided launch service and boat rentals for visitors to Waterway 1. In 1909, the Laurelhurst Launch steamships provided service between Madison Park, the AYP Boat Landing and two sites on the west side of Laurelhurst—Waterway 1 and Hazel Landing. Later, the Laurelhurst Launch added a third stop, named Pallasades, on the east side of Laurelhurst Point. During the exhibition and afterward, contemporary photographs show visitors and students exploring the inlets of Union Bay and picnicking on the Laurelhurst shoreline. The following year, in 1910, the University of Washington boasted both men’s and women’s crew teams practicing on Union Bay.

[Insert AYP Boat Landing on Union Bay, Frank Nowall]

[Insert Students Canoeing 1908]

[Insert University of Washington Woman’s Crew in Racing Shell, 1910]

In 1916, the Seattle School District leased land across Laurel Avenue above Waterway 1 and built a one-room portable school to accommodate the growing number of children moving into the neighborhood (now NE 35th Street and 43rd Avenue NE). Author Christine Barrett quotes an interview with Mrs. Alice Clayton Moores in May 1948, “In the fall of 1915 I had been doing substitute teaching when the Seattle School Board office called me and said that I could have a regular teaching position if I would accept the new school which was being established at Laurelhurst...At that time there was no bus service to Laurelhurst. I took the Ravenna street car to the end of the line and walked to Laurelhurst most of the time...The school building was a one-room portable heated by a large stove. The Yesler School janitor walked over each morning and built a fire. The first year there were only 11 pupils, most of them from four families...the second year there were 17 pupils in four grades.

“It was a very happy experience. The residents had wished for a school so long that they greatly appreciated everything that was done for them. The mothers made curtains for the windows. At noon we heated soup on the big stove so that the children could have something hot. The soup was nearly always supplied by the parents.”⁹

In the spring of 1916, after the Montlake Cut lowered the level of Lake Washington almost nine feet, the pier at Waterway 1 was left high and dry. Now, parents had to deliver and collect their children from school by rowboat.

In 1919, the Seattle School built a two-room portable further north at McLaughlin Lawn Acres and closed the Yesler and Laurel Ave. portables. When the Laurelhurst School moved, the building was converted to use as an Episcopal Sunday School, directed by the Missionary Bishop of the Diocese of Olympia. It was first called Laurelhurst Mission, then, re-named St. Stephen's Mission in 1922. Church services were held once a month and Sunday school was held weekly.¹⁰ Today, St. Stephen's Episcopal Church is located a few blocks away. A photograph of the expanding Laurelhurst neighborhood, taken in 1920, shows the pier at Waterway 1 high and dry. Waterway 1 is a level, open area surrounded by trees with small boats on the beach. The school/mission building is visible across Laurel Avenue above the Waterway.¹¹

[Insert Laurelhurst with Waterway 1 in 1920]

[Insert St. Stephen's Sunday School, 1922]

Laurelhurst Improvement Club Provides Stewardship

During the 1920's, the founders of Laurelhurst established a strong, community-oriented framework for the neighborhood. In October, 1920, residents formed the Laurelhurst Improvement Club, later re-named Laurelhurst Community Club, or LCC. Its constitution provided that "The object of the Club shall be the improvement, beautifying and betterment of that part of the city known as the Laurelhurst District, which will comprise the Laurelhurst, Laurelhurst Heights and Palisades Additions to Seattle." Their governance resembled a colonial-era town meeting and all residents of Laurelhurst District and contributors to the bus fund were eligible to be members.¹²

The Laurelhurst Improvement Club held their meetings at the old Laurelhurst School above Laurelhurst Landing, paying a monthly rental of \$2. Club President Arthur Eldridge, who owned several Buick dealerships in the growing city, moored his yacht, Alarwee, on Union Bay and often arrived at club meetings in a skiff.

[Insert Alarwee on the Shoreline of Laurelhurst Point]

In the spring of 1922, the Club began a search for a special club house site. They sought, first, to purchase one of the lots adjoining Laurelhurst Landing. The club minutes for May, 1922 report: "Mr. Skeel reported concerning the title to the lots near the old dock across from the school-house, stating that lot 12, Block 17 (South of the landing) was owned by A.A. Sherman, and was 140' x 80' of upland...this property was

mortgaged for \$3,000.00 to George F. Trimble, and was encumbered by assessments. He was of the opinion that the mortgage could be discounted and the property obtained free and clear for \$4,000.00 or less. The lot to the North of the dock...was owned by Col. W. T. Perkins, was about the same size, had about \$1500.00 of delinquent taxes and would cost considerably more than the Sherman lot.”¹³

However, in the fall of that year, Mr. Skeel reported that two, cheaper lots of similar size were available for a total of only \$1,600 on the east side of Laurelhurst Point adjacent to a Port of Seattle Waterway.¹⁴ Thus, following this news, the Laurelhurst Improvement Club organized the private, members-only Laurelhurst Beach Club on the east side of Laurelhurst Point while still protecting Laurelhurst Landing as a public boat-launching area on the west. The LCC minutes for February and May, 1923 report that 12 keys were issued for access to the private Laurelhurst Beach, while a committee was named to work with the city on the removal of the old pier at public Laurelhurst Landing. In February 1923, the Laurelhurst District counted 72 residents.¹⁵

Laurelhurst Landing did provide the whole community with public access to Lake Washington. Beginning in 1920, the Seattle Yacht Club held their Opening Day Parade from the Montlake Cut to the Laurelhurst Point light. After the parade, small boats launched at Waterway 1 joined the moored yachts to fill Union Bay. Vern Gorst’s photographs in 1929-32 show children on the Laurelhurst beach sailing toy sailboats and an early speedboat cutting a wake through the water.

[Insert Gorst: Children Sailing Sailboats]

[Insert Gorst: Speedboat on Lake Washington]

The depression had a heavy impact on Seattle. Of the 175,000 people living in the city in the fall of 1930, 35,000 were out of work.¹⁶ During the depression years in the 1930’s neighbors supplemented their family budgets by fishing from Laurelhurst Landing. A 1929-32 photo by Gorst shows the bay filled with small rowboats. A 1937 aerial photo of Union Bay shows a row of small boats moored to a floating dock or log boom at the Waterway.

[Insert Gorst: Fishing Boats on Lake Washington]

[Insert Waterway 1 in 1937]

Still, the neighborhood continued to grow in spite of hard times. Early residences overlooking the Waterway had an air of permanence about them that persists today. In 1929, Elmer J. White built a substantial red brick home on the forested slope above Waterway No.1. A large sequoia, visible in the 1920 map of the Waterway, still dominates the White's backyard. Across the street, on the lot to the south-east of the Waterway, the Carroll Martin family built a three-storey brick residence and, in 1930-32, other sturdy, brick tudor homes appeared on the slopes around the cove.

Working with Commissioners of the Port of Seattle, the LCC provided active stewardship of the Waterway, although their interactions with public officials moved slowly then as now. For example, in LCC meeting minutes in 1925, the Chairman of the Waterfront and Public Safety Committee reports that the City Engineer's office is driving pilings into the lake on the west shore of Laurelhurst, to which booms of logs are fastened. The log booms partially block Laurelhurst Landing and the waterfront to the south of the Waterway. LCC protests, but nothing happens. Then in May, 1926, the Port Warden orders removal of the log boom from the port Waterway, but nothing happens. In January, 1927, there is another LCC resolution asking the city council to prohibit storage of logs in Union Bay and removal of existing pilings and dolphins. Finally, a decade later, in February, 1934, the LCC minutes record the removal of the "immense log booms", although dolphins and pilings still remain.¹⁷

Laurelhurst Community Club Builds a Public Park

After the Second World War, the Laurelhurst Community Club continued to provide stewardship of the public Waterway at Laurelhurst Landing, now called Waterway 1. From the minutes and correspondence of the LCC, it appears that their decision to create a community asset of the sun-filled, south-west facing cove was, in part, motivated by the need to preserve the public land from expropriation. In Club minutes of January, 1946, the LCC Committee on Zoning and Building Restrictions is instructed to take immediate action to notify the State of Washington and the Port of Seattle of encroachments into the Waterway by the southeast property owner, Carroll Martin.¹⁸ Then, after no public response, in October, 1946, the LCC Board appointed a committee headed by Hugh Miracle to draw up plans for construction of a public waterfront park at Waterway 1.

The Waterway park committee, including Hugh Miracle, Harlan Edwards, William Somers, L. Wallis Graves, and Wallace Young, first approached the Seattle Parks Department and then decided to move forward with the park as a community project. In January, 1948, they asked Dr. John Hanley, horticultural consultant, to take on the task of checking titles and obtaining permission of public agencies.¹⁹ The following year everything was in place. In January, 1949, Hanley submitted the report, below, and the members of LCC voted to pay \$110 for roto-tilling, grading, raking, and seeding the park with clover. Hanley wrote:

“Dear Mr. MacFarlane:

I have the pleasure of submitting the following report on behalf of [the] committee which was charged with the responsibility of doing something constructive with the Port of Seattle property lying between the Martin and Burkheimer properties at approximately E. 33rd and 43rd N.E.

“The plan was submitted to three landscape outfits. The bids were as follows: \$300.00; \$175.00; and \$110.00 respectively. All the bidding firms are known to me as being reliable and capable.

“It is my recommendation that the low bid be accepted and that the work proceeds as soon as weather permits. The low bid was submitted by Mr. John R. Stucker...

“Plan calls for (1) Cleaning off debris such as rocks, sticks, etc. (2) Spreading the pile of soil that stands near the center of the tract. (3) Roto-tilling, after applying commercial fertilizer. (4) Raking to establish a good grade. And (5) Sowing approximately 30 pounds of Dutch White Clover. In my judgment this clover cover will provide a neat appearance; it will withstand usage; and it will maintain itself with a minimum of care.

Respectfully submitted,

John H. Hanley.”²⁰

[Insert LCC letter from Hanley]

The following year, in October, 1950, LCC President Harlan Edwards wrote to the Mayor and Seattle City Council about Waterway 1:

“Rowing is a year-round recreation that is open to anyone. North of the canal there are few, if any, public areas where the “ordinary guy” can get to the shore to launch, moor, and store his rowboat, for street-ends are now for the most part taken over by adjoining property. There exist a number of moorages for power and sail boats and we are considering as a city additional needed moorage facilities at Portage Bay in Lake Union and at Shilshole Bay for power boats, but not many of the rank and file can afford to own and maintain one of these. They can have a rowboat and use it for healthful, body-building exercise and pleasure at very moderate cost to themselves and at practically no cost to the City, were there scattered areas where free access to the water existed.

“As you may recall, for several years the Laurelhurst Community Club has been active in trying to maintain adequate access to Lake Washington for the launching and mooring of rowboats. At their substantial expense they recently cleared, graded and planted Waterway No. 1 at the foot of E. 35th St. on Union Bay when adjoining property had moved to close and appropriate it to their own use, and with the cooperation of the Boy Scout troops they are maintaining it for the use of the Laurelhurst citizens who are not fortunate enough to own waterfront property...”²¹

In 1950, Elmer J. White, President of Mac Rae Brothers Construction Company and a licensed engineer, agreed to chair the Waterfront Development Committee, a task that turned out to require not only engineering, but also diplomatic skills, as the LCC officers worked to save Waterway 1 from expropriation.

Elmer White was well known in the Seattle community as an engineer whose company built many of bridges in and around Seattle, including the Portage Bay Viaduct. In the local community, too, he was a builder of bridges, linking people to people in order to build a strong community. The Whites and other neighbors kept row-boats and fishing dinghies at the Waterway.

[Insert Picture of Elmer White]

Elmer White was born in Ballard in 1902 and graduated from the University of Washington in 1923, where he was admitted into the engineering honor society and served as president of the student auxiliary of the American Society of Engineers. Sharing his memories of growing up in Seattle, he recalled balancing on logs to walk

across Shilshole Creek before the level of the lake was lowered. He reminisced about going out in a deep fog to salmon fish on Elliott Bay. In college, he recalled heading out into the country-side to outlying farms with a fellow engineer, driving a pick-up truck containing a cement mixer, gravel, and cement. There, they would barter to pour the foundation for a chicken coop or shed in exchange for farm produce. Then, work completed, they would return to Seattle with a truckload of fruits, vegetables, eggs, or honey to sell at the Pike Place Market.

In 1930, Elmer married Nikoline, and the couple moved into the house he built near the Waterway where their sons, Jim and Nikolas, grew up. After teaching engineering at the University of Washington, working for General Electric in New York, and working as a chief engineer and production manager for a local steel fabricating company, he became a partner in the MacRae Brothers Company. In 1957, Elmer bought MacRae Brothers and re-named its crane-rental component as Mobile Crane. His son, Jim, is president of that company today.

[Insert Elmer White Salmon Fishing]

Jim White and his brother, Nikolas, grew up across from the Waterway. As a teenager, Jim kept a lapstrake skiff on the beach or tied to a log at the Waterway, as did other neighbors. The skiff was sturdy, with a flat transom that held a small motor. In the 1940's, these wooden skiffs were constructed by hand in a time-honored fashion on Lake Union. The skiffs had overlapping planks fastened with copper rivets and bronze oarlocks.

Like his dad, Jim was an enthusiastic angler. When he wasn't salmon fishing or cruising with his dad on Puget Sound, the San Juans, or the Strait of Georgia, Jim caught perch and trout in Union Bay for the family table. Jim followed his father into engineering, graduating with a B.S. in Civil Engineering in 1955. After service in the US Air Force, Jim's career in structural engineering took him to New York, where he was involved in building the World Trade Center Towers. He returned later to the helm of Mobile Crane and to his boyhood home in Seattle above Waterway 1.

[Insert Jim White, 1950]

In Laurelhurst, Elmer White served as a strong community activist, admired and trusted. "My dad knew everyone," Jim recalls. Elmer spent countless hours working in

the community as a member of University Lutheran Church, as a regent of Pacific Lutheran University and as president of the Mountain Pacific Chapter of Associated General Contractors. His efforts inspired the neighborhood. In 1952, as chair of LCC's Waterfront Development Committee, White provided the equipment and materials and organized the work to construct a hard-surface basketball court at the Waterway for everyone's use. Thus, without any formal public funding, the neighborhood was able to create the waterfront park that remains our jewel in the city today.

Laurelhurst Community Club Saves Waterway 1

The timing of LCC's effort to build a park at Waterway 1 was partly a response to the threat of expropriation. LCC's new efforts to protect the Waterway first appear in the minutes of their January, 1946 meeting. In 1946, the LCC Committee on Zoning and Building Restrictions was instructed to take immediate action to notify the State of Washington and the Port of Seattle of encroachments into the Waterway by the southeast property owner, Carroll Martin. Unfortunately, LCC's protest received no response. Since the Waterway was a property owned by the Washington Department of Natural Resources and managed by the Port of Seattle, yet located in a residential neighborhood of Seattle, the Waterway was an institutional orphan, with no public agency taking responsibility for its stewardship.

Elmer White's son, Jim, who still owns his house in Laurelhurst above the Waterway, recounts that the adjoining property owner, Carroll Martin, originally lived next to the Waterway at 3333 43rd Ave NE. Martin subdivided his lot into two lots in 1946 and built in his side yard a second house at 3335 43rd Ave. NE, adjoining the Waterway. At that time, Jim notes, the adjoining property had minimal waterfront access to Lake Washington, so Martin dredged and excavated a waterfront cove out of the shoreline of Waterway No.1, thereby gaining access to Lake Washington waterfront along the side of his yard where it had earlier abutted the upland of the Waterway. Martin further built a bulkhead along the newly-excavated cove. Since the new house had minimal set-back from its lot line boundary with the public waterway, Martin began fencing and landscaping an increasing portion of the public Waterway into his private side yard.

In the absence of public intervention, the community acted through LCC to protect the public access to Union Bay and Lake Washington. In the minutes of LCC, the account reads like a melodrama. The formal correspondence between LCC and the encroaching property owner extends through 1950 and into 1951. On April 20, 1950, LCC president, R.E. Kistler wrote to Carroll V. Martin:

“As you know, the residents of Laurelhurst have long felt a great interest in Waterway No. 1, which runs from Lake Washington to 43rd Ave. NE. at East 35th Street. It is about 80 feet in width. In recent years, you have constructed a new home on the property adjoining the Waterway on the south.

“In recent years, it has become increasingly important for all of us in the community to have a place, with access to the water, where we can launch small boats. The Commissioners of the Port of Seattle have given this Club assurances that the Waterway would be preserved for such use. Acting upon that assurance, the Community Club appropriated money last year to grade the plot and plant it to clover, which we feel was done in an excellent manner and with attractive results.

“Since the improvement was done, we have advised residents of the community that they were welcome to use the Waterway for the designated purpose, and many of them have done so. Others would like to be able to launch their boats there this spring and take them from the water in the fall.

“It has just been brought to the attention of the Club than in recent months you have attempted to extend your yard and garden into the Waterway tract. You have planted berry bushes and trees which would grow to large size if allowed to stay on the publicly owned strip. This use, of course, defeats the purpose for which the land was dedicated and improved.

“At its last, meeting, the Club voted unanimously to take whatever action was necessary to keep the Waterway clear, and that you be advised on the Club’s position. We are at this time requesting you to remove all obstructions from the Waterway, including your hedge, shrubs, trees and berry bushes.

“If this request is not complied with, we expect to take the matter up with the appropriate public officials so that the matter may be clarified and the title to this strip and right to its use confirmed in the public.”²²

LCC officers met with Martin on May 14, 1950 and followed up with letters and a map in June and November detailing the required changes. Martin was to remove hedges, trees, and sprinklers. Shrubs were retained along the public Waterway, but the public was to have access to the public land and the surveyer's marker showing the corner of the private lot was to be retained and respected.²³

[Insert LCC letter to Martin]

Elmer J. White Builds a Village Green

Once the Laurelhurst Community Club had established a park at Waterway 1, neighborhood families sought enhancements to the public boat-launching area, but, in 1952, with dues of only \$2.00 each collected from 837 families, the club could not fund the desired amenities.²⁴ Then Elmer White, Chairman of the Waterfront Development Committee, stepped forward and offered to fund and oversee the requested improvements. A February, 1952 letter from retiring president, R.E. Kistler to incoming president, Gordon Crosby writes:

“This is with regard to the street end of E. 35th Street west of 43rd N.E. commonly known as Waterway No. 1. You will remember the Community Club secured permission from the Port of Seattle to improve this land for community use mainly for access to the lake by owners of small boats. The Club graded and planted the area and has endeavored to keep it mowed. However, it...has been a problem to keep in a satisfactory condition.

“Mr. E. J. White has a proposition to improve the land and make it useful for the children of the neighborhood. He would like to level an... area near the center of this 80 foot street end well back from 43rd N.E. and blacktop it and place a pole and basket for the boys to play basketball. He will do this at his own expense, and is only asking Community Club approval...It might also prove a means to securing cooperation from Mr. Martin in removing a line of sprinklers which he has in the street more than 25 feet from his property line...”²⁵

Following visits to the site, LCC's Committee on Streets and Sewers approved the plans and, by mid-summer, White's committee saw a new basketball court in place. In November, 1952, neighbor Roy Kistler wrote to the LCC president:

“Dear Gordon

...I would like to call to your attention another fine example of individuals who have helped the boys in our neighborhood. I refer to the good job recently done by Elmer White and other neighbors who paved a portion of the street end at E. 35th and 43rd N.E. for a basketball court.

I think it would be a very nice gesture for the club to give some recognition to this improvement and would like to suggest that an appropriate resolution be passed by the club at this meeting thanking Elmer White and those who assisted him in paving the street end.

The subsequent letter of thanks from the club by Gordon E. Crosby, Jr. to Elmer White reads: "On behalf of the membership of the Laurelhurst Community Club, I wish to express our appreciation to you for the excellent work recently completed by you and others in your neighborhood in paving a portion of the street end at East 35th and 43rd N.E. so as to be usable as a basketball court and available for other play activities. A major portion of the projects sponsored by the Laurelhurst Community Club are those of youth activity and it is commendable that there are those in our community who themselves undertake other projects in addition to sponsoring those supported by the Community Club."²⁶

[Insert 1952 thank you letter to Elmer White]

The park at Waterway 1 created a simple, friendly village green where families gathered to enjoy the water and make friends. It was a spot where toddlers could watch turtles, ducks, and frogs, where kids practiced riding a bike with training wheels, where adults and children shot baskets or kicked a soccer ball, and where neighbors met to chat or to jog along the waterfront. Although the basketball hoop needed frequent replacement, for more than sixty years generations of children and parents have grown up shooting baskets on the basketball court provided by Elmer White, and they still do.

Like Jim White, who still owns the brick house above the Waterway where he was born, many other residents share fond memories of growing up in Laurelhurst and using Waterway 1 as a park. Ninty-one year-old Iola Groth recalls that in 1936, her parents built their pleasant waterfront home on shorefront northwest of Waterway 1. At that time, new homes had appeared above 43rd Avenue NE and a large vegetable garden occupied the level lot east of NE 35th Street. After she married, Iola and her husband,

Arnold Groth, lived nearby on the Union Bay shoreline, raising their two children in Laurelhurst and later moving to Iola's childhood home adjoining the Waterway. Iola served as president of the Seattle Junior League from 1952-54, establishing innovative new programs to train volunteers and to serve as advocates for children in the court system. In May, 2010, the Junior League honored Iola Groth as the earliest serving Junior League president.²⁷ (In the attached picture, Iola Groth is the slender woman wearing a purple sweater.)

[Insert Iola Groth Junior League President]

One summer evening in 2008, the whole UW marching band appeared on the Groth's water-side lawn for a party to celebrate the 60-plus years of support that the University had received from the Groth family. They serenaded not only the party-goers but also the whole community that gathered at Waterway No.1 to hear their favorite Husky marches enliven the neighborhood.

Daniel J. Evans, who served three terms as governor of the state of Washington and represented the state in the United States Senate, is another long-time resident of the neighborhood and a former member of the Laurelhurst Boy Scout troop. LCC minutes for December, 1941 recount: "President Hazen called on W.A. Douglas, Scoutmaster of Boy Scout Troop 180, who introduced the Troop and asked Eagle Scouts James Corlett and Daniel Evans to come forward. After Scoutmaster Douglas had told briefly...about the Eagle Scout Rank..., he asked the mothers of the boys to come forward to stand with their sons. Then President Hazen presented to each of the boys an Eagle Scout Ring and to each of their mothers a silver badge to wear. It was a very impressive ceremony." LCC passed a motion to buy Rings for Eagle Scouts and suitable presents for Sea Scouts, Camp Fire Girls and Girl Scouts in Laurelhurst who reach similar ranks. (Cost is \$6.50 for each ring.)²⁸ The following month, LCC received a polite thank-you note from Evans.

Dan Evans recalls life on the street above the Waterway after his family moved there in 1935. In those days, Evans reports, what is now University Village property was a truck farm for Japanese and Italian farmers. The farmers would drive through Laurelhurst in old trucks with long black canvas sides, Evans said. "They would stop and honk and all the housewives would come out, and it was a replica of what you see today at Pike Place Market with all the vegetables nicely displayed."²⁹

[Insert Dan Evans picture]

Beginning in the 1950's, Josef "Joe" Diamond and his wife, Violet, lived in the modest rambler on the northwest side of Waterway 1. Diamond was a Seattle legend—an attorney and property developer. In 1974, Diamond argued the reverse-discrimination law suit of Marco DeFunis against the University of Washington School of Law before the U.S. Supreme Court. He was also the father of the first self-service parking lots when he took over management of the family-owned Diamond Parking after World War II. A graduate of Garfield High School (1924) and the University of Washington School of Law (1931), Diamond returned to Seattle after World War II to practice law and assist in managing the Diamond Parking lots, a family business. He was a large, outgoing man with a keen sense of humor who seemed to know every business leader and policy maker in Washington State.

The Diamond family constructed their home on Union Bay next to the Waterway in the early 1950's and lived there for almost thirty years. Their children, Joel and Diane, attended Roosevelt High School and enjoyed sailing and swimming on Lake Washington.

Joel studied law and, then, founded Rainier Properties in Seattle, while assisting in management of Diamond Parking. Diane attended the Harvard Business School Executive Program after earning her undergraduate degree, taught school, and, later, founded Columbia West Properties with her husband, Richard Foreman.

After World War II, as the University of Washington Medical School, and Children's Hospital grew, many young professional families settled in nearby Laurelhurst, forming a strong, service-oriented community. Parents and kids practiced basketball at the Waterway and water-skied from the neighboring docks. Stephanie Ambrose, a current resident, recalls growing up in a waterfront home located on Union Bay between Waterway 1 and the Union Bay Natural Area in the 1950s and 1960s. After school, she explored the marshes and inlets of the Union Bay natural area, seeking out the secret hide-out that her brother and his friends had constructed in the woods. As is true today, the most visible structures for water-side visitors to the marsh were beaver lodges, heaped with willow, their entrances opening under water into the shallow inlets. Stephanie recalls that the shallows of Union Bay were filled with fresh-water mussels, harvested by wildlife and birds.

Another current resident, Bill Watts, spent his teenage years in historic Melroyden Cottage, a few lots southeast of the Waterway. Bill's father, a noted Seattle physician moved to Union Bay when Bill was ten years old. Dr. Watts Sr. had acquired a classic gaff-rigged yawl with two masts and square sails in 1953 and moved it to Union Bay in 1959. Bill Jr. became an expert sailor on the yawl and on subsequent sailboats moored on Union Bay, although academic studies and medical school took him away from Seattle until he returned as an adult with his wife, Dr. Mary Watts, to raise their daughters at Melroyden Cottage.

[Insert Long-time Laurelhurst Residents, Stephanie Ambrose, Bill Watts and Sally Henry Fiorini hold their preschool class photo.]

Throughout the years of urban change, the Waterway remained a haven for wildlife, serving as an extension of the Union Bay natural area and as a nesting spot for birds. Frogs croaked on the logs, turtles sunned at the shore, and generations of mallards, mergansers, and wood ducks sailed their flotillas of chicks into the sheltered cove, seeking protection from the bald eagles that circled above and the bass that lurked under the water lilies.

In this era, Waterway 1 played the role of the village green. In the 1970s the grass at the Waterway was carefully mowed and the neighborhood celebrated holidays, such as the Fourth of July, with neighborhood picnics on the lawn. Many inland residences used the Waterway to launch small watercraft such as canoes and sailboats and used the spot as a place to learn the basics of water safety and boat operations. On weekends, students practiced rolling and righting their kayaks with the sweep of a paddle in the shallow cove.

Across Union Bay, the UW Sailing Club taught beginning sail-boaters the rudiments of sailing in sloop-rigged dinghies. Since most of the beginning sailors had zero experience, they were able to take off at a brisk pace to leeward in the prevailing westerly winds, ending up on the shore of Waterway No.1. Unfortunately they didn't know how to beat close-hauled to windward to return home. Neighborhood teenagers sometimes climbed into a dinghy to demonstrate how to tack it back to campus, but, more often, the adjoining neighbors simply towed the sailors home with a power boat.

Many other community leaders settled on the street around our local village green. Cartoonist Gary Larson and his wife lived just across the street from the Waterway and the natural environment of the Waterway, from bugs to beavers, found its way into Larson's cartoons. In keeping with the subject matter of his cartoons, the Larson house had a large colony of bats living in the chimney, which kept the Waterway bug-free on warm summer evenings. Each summer evening at sunset, a helical column of bats would spiral from their chimney and soar out over the Waterway to catch flying insects.

In 1983, Bill Gates III moved into the modest bungalow that had once belonged to the Diamond family next to Waterway 1. Summer parties on his lawn were sometimes heralded by the arrival of a helicopter, which would drop hundreds of ping pong balls onto his grass and onto the adjoining Waterway. After a rain of ping-pong balls, the younger children in the neighborhood would fetch baskets from home to engage in an Easter egg hunt in the grass of the Waterway, although their parents required that they deliver the contents of their baskets to the Gates front door. According to guests, the ping pong shower was the Microsoft equivalent of an Easter egg hunt in which executives would gather up the balls, some of which could be cracked open to reveal a slip of paper with a message, such as: "You have Won a Trip to Hawaii!" Occasionally, Gates and a friend would join the troop of joggers who gathered at the Waterway each morning to stretch and run along the level waterfront streets between Webster Point and the UW playing fields.

Waterway 1 is an inseparable part of the memories of all of the neighbors. Residents recall their children's first bicycle ride with training wheels on the basketball court, shooting hoops with friends and family members at the park, and kicking a soccer ball on the grassy lawn with friends. Richard Senseney, who has lived in Laurelhurst for more than fifty years, recalls pleasant summer evenings playing one-on-one basketball with his son at Waterway 1. Gardner and Vicki Brown recall canoeing from the Waterway with their sons and visiting at dawn or sunset to catch sight of the beavers and blue herons.

[Insert Shooting Baskets at Waterway 1 in 2009]

The First People Before

Before Euro-American development of site, evidence can be found that the area of Waterway 1 was used by the indigenous people. In the summer of 2000, a neighbor above Waterway 1 found a mahogany red chert blade, or biface, while digging in her garden. This artifact, buried in the beach sand above Waterway No.1, serves as a reminder of the significance of this resource-rich environment to people before the first Europeans settled in the Puget Sound.

Ethnographic reports note that there were several Indian villages that lay along the north edge of Union Bay. There were five longhouses on the northern edge of the bay—one near the present University of Washington steam plant and one near the present site of Talaris—originally the Battelle Research Center--in Laurelhurst. Since the level of Lake Washington was about eight or nine feet higher before 1916, the sites of these longhouses are often some distance from the current shoreline of Lake Washington. These villages were called the SWAH-tsoo-gweel, referring to the portage between Lake Washington and Union Bay. The Talaris site, located about six blocks north of Waterway No.1, was the principal longhouse of an influential group known as hloo-weelh-AHBSH, their name derived from the phrase for the narrow inlet that linked their village to the resource-rich marshes adjoining Union Bay.³⁰

Erna Gunther's *Ethnobotany of Western Washington* reminds us that the Salish nation made use of several of the plants that still thrive at the Waterway.³¹ On a recent investigation, environmental scientist Anne Gettel found several plants that were well known to the indigenous people - broad leafed cattails, sword ferns, dwarf blueberries, huckleberries, and kinnikinnik, since many of these natives have been restored by volunteers at the Waterway during the past ten years. Today, run-off from an underground spring still supports a bed of fresh-water mussels. Broadleaf cattail grows in the wetlands along the shore. Native Americans made use of the dwarf blueberries found at the Waterway and many other varieties of blueberries and huckleberries, *Vaccinium deliciosum*, *Vaccinium ovatum*, and *Vaccinium parvifolium*. Their salmon, mussels, berries, hazelnuts, and handicrafts were carried to other villages in canoes carved from red cedar growing along the shore.

A new book, "S'abadeb- the Gifts: Pacific Coast Salish Art and Artists," which accompanies an exhibit at the Seattle Art Museum, reminds us of the spiritual links

between the Salish and nature. Their symbolic linking of the beaver and mink is echoed today by frequent visits to the Waterway by beavers and by the occasional glimpse of the long, black, undulating form of a mink in the Union Bay natural area.

Conclusion

Waterway No.1 continues to play the role of a village green where neighbors and families come together to relax, make friends, and enjoy the natural world of Union Bay. Boaters launch canoes, kayaks, and skiffs at Waterway 1 to re-connect to the natural world of Union Bay, visiting the inlets and marshes of Union Bay just as their parents and grandparents and, before them, the first European settlers and the Salish people did. In recent years, Waterway No. 1 has enjoyed a restoration by the local community to enhance its integrity as a waterfront park and boat launching site and to foster its role as a waterside link to the Union Bay Natural Area. Its historic location and setting, as well as the features of the original landscape—spatial land patterns, natural vegetation, topography, the water features of Union Bay, and its site use—all contribute to its integrity and value today.

Waterway No. 1 is a jewel in the city. It provides a priceless waterside access to the Union Bay Natural Area and Washington Park Arboretum. By canoe and kayak, we can paddle to hidden marshes that re-connect us to the natural world. At the Waterway, we can view turtles and frogs, blue heron, kingfishers, wood ducks, merganser, and mallards. In the early morning, we spy otters diving for mussels, beavers carrying twigs, and bald eagles scouting for an unprotected duckling. Before breakfast, joggers gather for a morning run along the waterfront. After school, kids and adults practice shooting baskets at the basketball court while parents escort toddlers to the beach to watch the ducks. Neighbors mow and maintain the Waterway, learning and practicing restoration ecology as they replace invasive weeds with plants that thrived along Union Bay before 1850. Waterway 1 has been our village green for 100 years. The community is committed to preserving this unique cove for the next 100 years.

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Long-time Laurelhurst residents, Stephanie Ambrose, Bill Watts and Sally Fiorini hold their preschool class photo. (Photo by Paul Joseph Brown in Post Intelligencer, November 30, 1996).

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Appendix: List of Maps, Photographs, and Documents by Chapter

Property Description

Map 1. Waterway 1 (Seattle, Seattle Public Utilities, 2005, using July, 1999 orthophotography)

Map 2: Laurelhurst map (Mapquest)

Photo: Outlook from the ferns (Elena Gettel)

Photo: Playfield (Gerald Gettel)

Photo: Boat launching (Gerald Gettel)

Photo: Nine baby ducks (Cynthia Butler)

Photo: Freshwater mussels (Judith Thornton)

Nineteenth Century Settlement on Union Bay

Map 3: Union Bay in 1897 (US Department of Interior, Geological Surveys, 1897, scan provided by James White).

The Founding of Laurelhurst

Map 4: *Plat of Laurelhurst Addition*, 2 pages, November 15, 1906, Vol. 14, p. 15, King County, Recorder's Office File #19061115436727.

Map 5: Map of Waterway 1, State of Washington Board of State Land Commissioners, *Maps of Lake Washington Shore Lands 1908* (scan provided by James White).

Photo: Lake Washington Boat Landing, Alaska Yukon Exposition, Seattle, 1909. Nowell, Frank H., University of Washington AYPE Collection, AYP363.

Photo: Students Canoeing Near Canoe House, University of Washington, c. 1908; University of Washington Special Collections, UWC 1592.

Photo: University of Washington Women's Crew Team in Racing Shell, c. 1910. University of Washington Digital Collection UWC1576 (postcard).

Map 6: *Boist's Real Estate Atlas* of Laurelhurst, 1912 (Barrett, p 30).

Photo: Laurelhurst Launch, (Mohai *Laurelhurst Collection* 2008.28; Barrett, Box 1 of 2).

Photo: Laurelhurst Launch Moored at the Canoe House at Madison Park on Lake Washington, Seattle. The Oregon Historical Society, Portland; May 1981. (Mohai *Laurelhurst Collection* 2008.28; Barrett, Box 1 of 2).

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Photo: St. Stephen's Episcopal Mission, Easter Sunday 1922, Original from Arthur Quigley. (Mohai *Laurelhurst Collection* 2008.28; Barrett, Box 1 of 2)

Laurelhurst Improvement Club Provides Stewardship

Photo: Arthur Eldridge's yacht, Alarwee docked on Laurelhurst Point, Lake Washington, 1929. (MOHAI Photography Collection, Image 1986.5G.623.2).

Photo: Vern C. Gorst, Children sailing toy sailboats in Laurelhurst, c. 1929-32 (University of Washington Special Collections, PH Collection 810.K67a-b)

Photo: Vern C. Gorst, Speed boat on Lake Washington, c. 1929-32 (University of Washington Special Collections, PH Collection 810.K77)

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Laurelhurst Community Club Builds a Public Park

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Photo: Elmer J White (James White)

Photo: Elmer White salmon fishing (James White)

Photo: Jim White, 1950 (James White)

Laurelhurst Community Club Saves Waterway 1

Document: Laurelhurst Community Club letter to Martin, 1950. (From *Laurelhurst Community Club*, Box 2, folder 6).

Elmer J. White Builds a Village Green

Document: Laurelhurst Community Club thanks Elmer J. White, Kistler letter (From *Laurelhurst Community Club Archive*, Box 2, folder 6).

Photo: Iola Groth, Seattle Junior League President, 1952-54 (“A Bevy of Junior League Past Presidents,” May 17, 2010.

<http://www.cathihatch.com/2010/05/bevy-of-junior-league-past-presidents.html>

Photo: Daniel J. Evans, Laurelhurst boy scout, 1941 (From Mark Higgins, “Area’s history shows land always highly prized,” *Seattle Post Intelligencer* (www.seattlepi.com/neighbors/laurelhurst/))

Photo: Long-time residents grew up in Laurelhurst: Stephanie Ambrose, Bill Watts and Sally Fiorini. (Photo by Paul Joseph Brown in P-I, November 30, 1996).

The First People Before

Photo: Mahogany red chert scraper/biface (Judith Thornton)

Conclusion: A Jewel in the City

Waterway 1 gives the whole community access to Union Bay (Photo by Paul Joseph Brown, <http://seattlepi.nwsourc.com/neighbors/laurelhurst/scene2.html>).

Waterway 1: Outlook from the ferns (Elena Gettel)

Waterway 1: Playfield and shoreline (Gerald Gettel)

Waterway 1: Boat launching (Gerald Gettel)

Waterway 1: Basketball (Kate Lloyd)

Waterway 1: Mallards on shore (Gerald Gettel)

Waterway 1: Mallards in the cove (Gerald Gettel)

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- ²¹ *Laurelhurst Community Club Archive*, Box 2, folder 5.
- ²² *Laurelhurst Community Club*, Box 2, folder 10 correspondence
- ²³ *Laurelhurst Community Club*, Box 2, folder 6.
- ²⁴ *Laurelhurst Community Club Archive*, Box 2, folder 7.
- ²⁵ *Laurelhurst Community Club Archive*, Box 2, folder 6.
- ²⁶ *Ibid.*, Box 2, folder 6.
- ²⁷ "A Bevy of Junior League Past Presidents," May 17, 2010.
- ²⁸ *Laurelhurst Community Club Archive*, Box 2, folder 2.
- ²⁹ Higgins, Mark, "Area's history shows land always highly prized," Seattle PI Archive, 1996-2000.
- ³⁰ Buerge, David, "Indians of Lake Washington," *Seattle Weekly*, August 1-7, 1984.
- ³¹ Erna Gunther. *Ethnobotany of Western Washington*, 1973.