

## Timeline of the Early History of Waterway 1: 1906 to 1953

1. On October 30, 1906, McLaughlin Realty made Waterway 1 the hub of their new development, called Laurelhurst. McLaughlin provided a substantial public area for a pier and public small-boat launching at Waterway 1. The platted properties were laid out in a fan-shape around the waterway. The developers surveyed locations from a Marker Stone at the center of the waterway, which stone is still at the waterway.
2. 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. The Passenger and Row Boat Company also provided launch service and boat rentals for visitors to Waterway 1. In 1909, 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 on the east side of Laurelhurst Point.
3. In 1916, the level of Lake Washington fell approximately 8 to 9 feet, leaving the original pier high and dry.
4. In 1916, the first one-room Laurelhurst school house was constructed adjoining Waterway 1, where families could deliver and collect their children by boat.
5. In 1919, when the Laurelhurst School moved, the building became the site of the Laurelhurst Mission, later called Laurelhurst Sunday School.
6. In 1922, Laurelhurst Community Club, (LCC) held their meetings at the “old Laurelhurst School,” paying \$2 per month rent. In 1920, Club President Arthur Eldridge, who owned several Buick dealerships in the growing city, moored his yacht, Alarwee, on Laurelhurst Point.
7. 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. A 1929-32 era photo by Vern Gorst shows children at the beach sailing toy sailboats in the cove.
8. During the depression years in the 1930s, neighbors supplemented their family budgets by fishing from Waterway 1. A 1929 photo by 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.
9. 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.
10. 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 retained along the public waterway, but the public was to have access to the public land.

11. 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."
12. In 1952, 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.

### **Pre-European Cultural Resources**

In the summer of 2000, a neighbor living across from the waterway found a mahogany red chert blade, or biface, in her garden, on the same lot that later became the location of the old Laurelhurst school. A Burke museum representative and UW archeologists who visited the waterway noted the fresh-water mussel beds and identified the waterway cove as a probable Duwamish fishing camp. Since then, they have provided neighbors and volunteers at the waterway with information brochures on the identification of archeological artifacts and protection of archeological sites. Maurice Major, Aquatics Archeologist for Department of Natural Resources, is scheduled to meet with volunteers this spring to provide education on the protection of archeological resources at Waterway 1. This protected, sun-lit cove has nurtured people for eons. Today, it still allows us to re-connect with our neighbors and with nature.

Sources:

Thornton, Judith. *Waterway 1: A Landmark of Washington State's Heritage*. Nominated to Washington State Advisory Council on Historic Preservation for the Washington Heritage Register, Washington State Department of Archeology and Historic Preservation. (February 2010.)

University of Washington Special Collections, Pacific Northwest. *Laurelhurst Community Club Archive*, OCLC Number 123953297, Accession Number 3922.