

OUR FOUNDERING FATHERS



Picture Section



Harry French and the Reverend Samuel Greene on what is now Lake Washington Boulevard and Marsh Park. French's first cabin (right) was built across from the present Bay Shores Apartments.



The First Church of Christ of Pleasant Bay, built in 1879 across from what later became Marsh Park on Lake Washington Boulevard. The building was torn down in 1974.



Harry French - Caroline O. French - Samuel French
From the left: Harry French, Caroline French and Sam French in front of Harry's home, built on NE 63rd in 1874. The two persons on the right are not identified. (French home was moved from NE 63 and Lake Washington Boulevard to 4130 Lake Washington Boulevard in 1978. It is still on property that was a part of the French homestead. The people on the right are probably Lucy Tuttle, adopted daughter of Samuel and Caroline Olivia Fuller French and Edward W. Stamp, Lucy's husband. Editors' note).



The James Franklin (Frank) Curtis home built in 1883 was the second wood frame home built in the Houghton area. From left: Frank Curtis, Walter Curtis, Alvin Curtis, Mary Matilda Curtis.



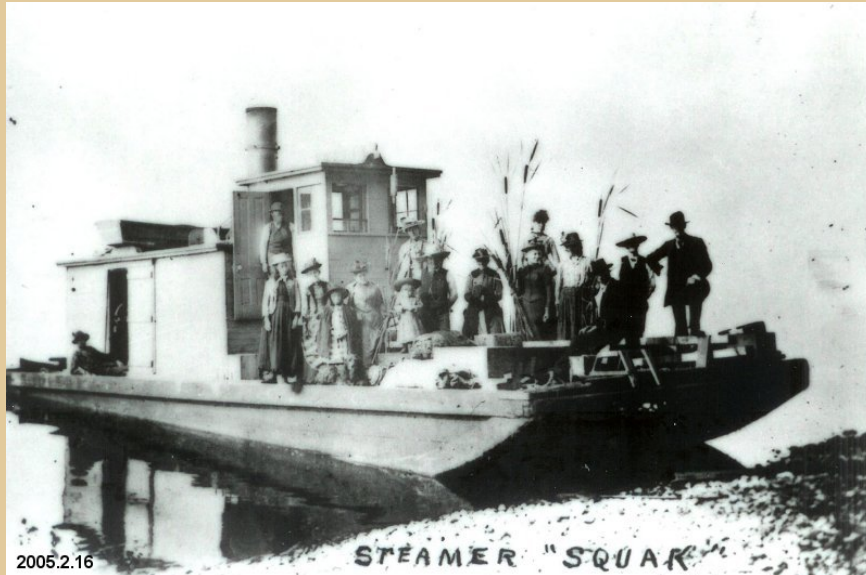
The farmhouse on the right was the William Curtis home which served as the earliest post office in the area. The puncheons (half logs) along the waterfront were the only road settlers could take to travel from one home to another. During times of heavy rain, the puncheons were often in danger of floating away, Frank Curtin home, left). (Frank and Mary Matilda "Molly" Curtis, Editors' note).



Frank and Mary Matilda (Molly) Curtis in their large home at the Curtis Landing. Many original Houghton settlers took music lessons from Mrs. Curtis in this home.



James Curtis, left and Will Curtis working on the homestead with young Wilbur Curtis driving the horse. Photo taken by Walter Curtis, 1890.



2005.2.16

Captain Jay C. O'Conner's flat-bottomed scow, the "Squak". Before the boat ran up the Sammamish Slough, it took 10 days to make the 20 mile trip from Issaquah to Seattle. (Pictured on the Squak are: Capt J.F. Curtis is reclining in the doorway, Fanny Kirk, Mrs. J.F. Curtis, Mrs. Kneisel and her daughter, M.L. Baer, Mrs. T.H. Duncan, Maud Frederick, Gertrude Duncan, Ben Wright, Al H. Curtis and T.H. Duncan. In the back are Olive Kirk and Marie Kirk. The Squak sank off the dock in Kirkland on December 25, 1890. Parts were salvaged and used at the Woolen Mill. Editors' note)



2005.2.184

Martin Clark, who came to Kirkland in 1880.



The Clarke homestead in the northern section of Kirkland



John and Anna Andreen and their children: Albert, Ellen, Frank, Mabel on their Rose Hill homestead c1890. (homestead and home were on N Rose Hill, where the Lake Washington High School is currently. Home was moved when the high school was built. Editors' note)



Dorr and Eliza Forbes, early Juanita homesteaders. Mrs. Forbes was the first woman Justice of the Peace in King County in 1887.



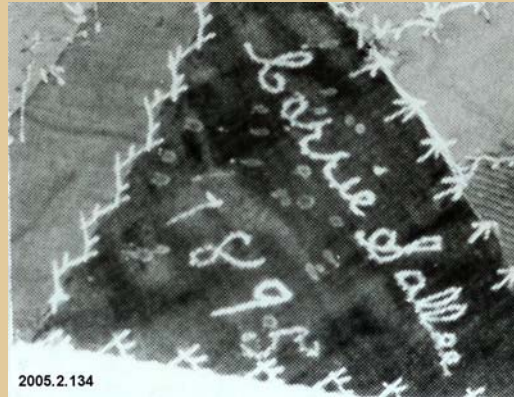
The Lake House on NE 59th, about 1888. Abigail Fish is on the left, John and Bessie Fish are in the middle. Many early homesteaders watched the red glare in the sky of the Great Seattle Fire from the Lake House on June 6, 1889.



The puncheon walkway (Lake Washington Boulevard), the Curtis home and the Houghton School at the site the later became Yarrow Bay Marina. In later years, the road along the waterfront ran through the Lake Washington Shipyard, until the lake was lowered (Lake lowered in 1916. Editors' note).

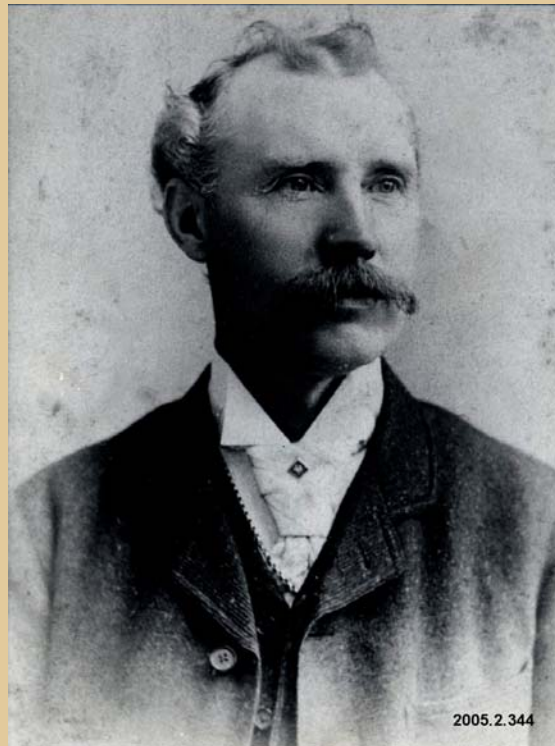


The Houghton School built on the Curtis Road (NE 53rd) across from Lake Washington Boulevard. The Houghton Cornet Band is in the front. Members (of the band) are from the left: Robley Northup, tuba; Mr. Peterson, tenor; Ray Northup, alto; Walt Curtis, cornet; Mr. Hanks, cornet. (Robley Northup, Arthur Peterson, Ray Northup, Walt Curtis, Olif Hanks. Ray Northup was born in 1880 so photo is early 1890's as he is a young boy in this photo. Editors note).



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Carrie Salee's signature from an autograph quilt.



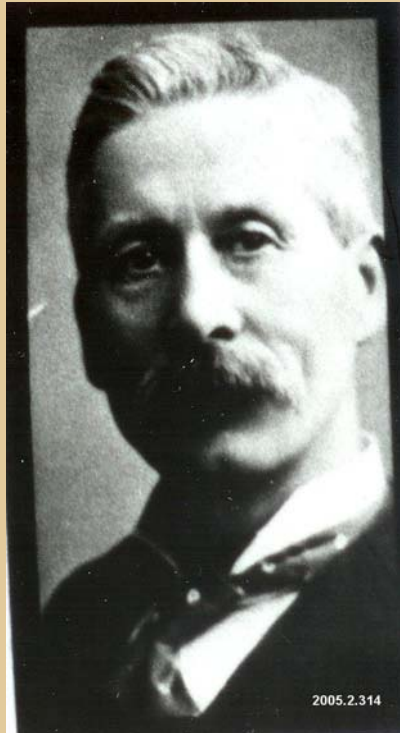
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Peter Kirk



2005.2.311

1888 business card (Kirkland Land Company, Editor's note)



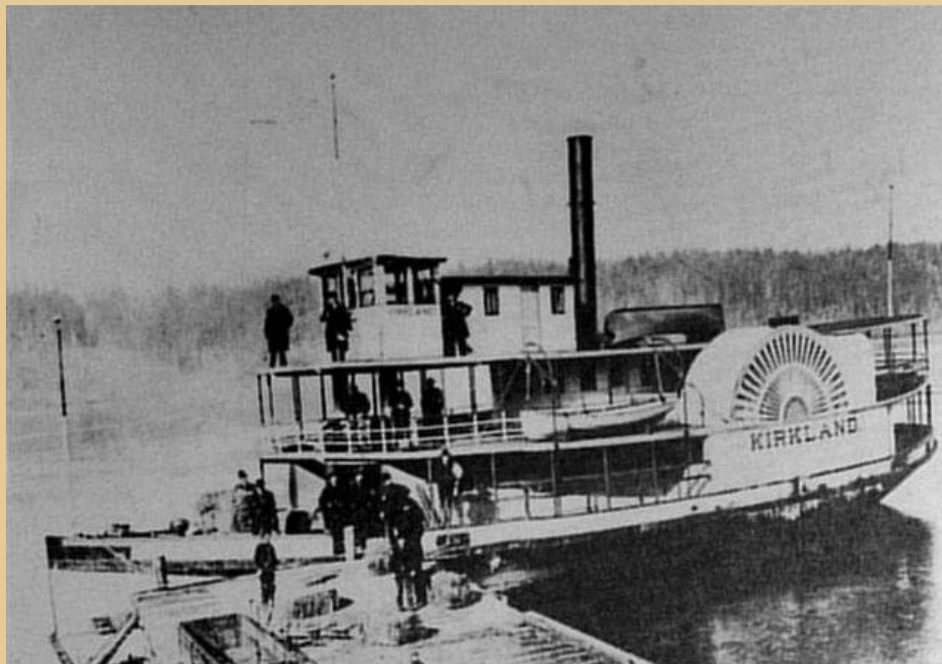
Walter Winston Williams



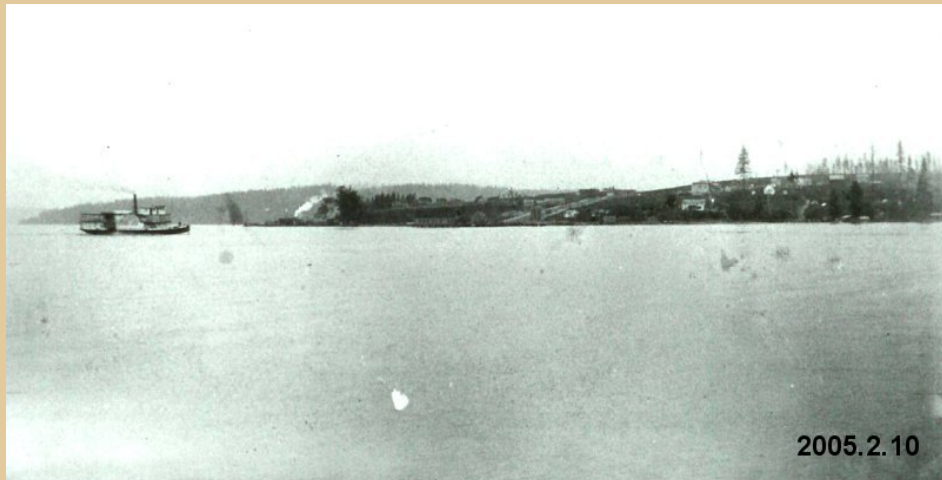
John George Kellett



Leigh S.J. Hunt

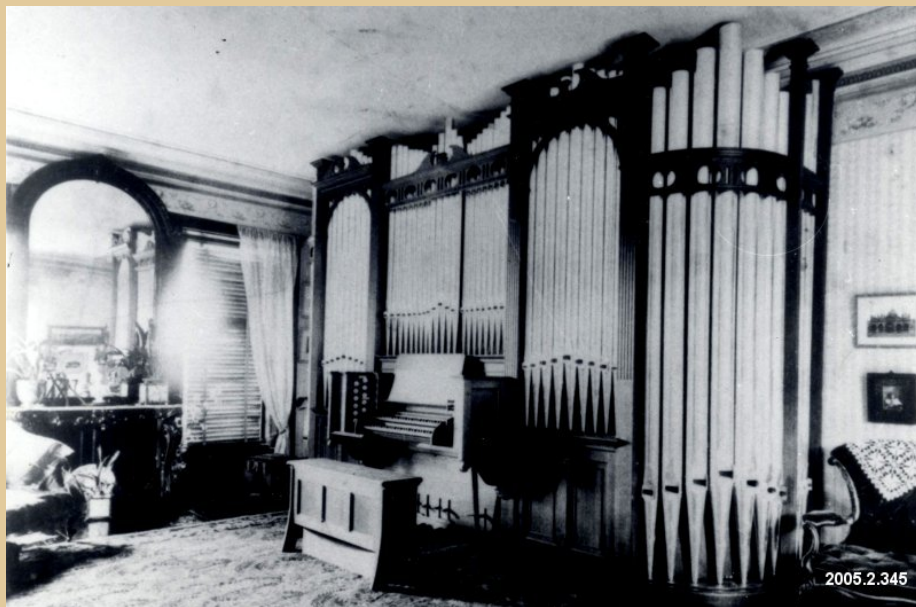


The pride of the lake, the "Kirkland", was owned by the Madison Street Cable Company, which was owned by Leigh S.J. Hunt. The "Kirkland" had the distinction of carrying President Benjamin Harrison around the lake in 1891.



Kirkland about 1890 with the steamer (the side wheeler Kirkland, Editors' note) named for the "boom town" on the east side of the lake. The Standard Mill Company (the shingle mill) was at the foot of Market Street and smoke on the left was from the woolen mill.

Bankfield built in 1875 by Peter Kirk and his brother-in-law, Charles James Valentine. In front is Peter Kirk, Jr. with his cousin Charles Valentine. (Bankfield was in Workington, England. It was torn down in 1985. Explosives had to be used because it was so well built. Editors' note).



The massive pipe organ on the third floor of Bankfield.



Mary Ann (Quirk) Kirk strongly resembled Queen Victoria.



Peter Kirk's home in Kirkland, Fir Grove, was built about 1889 in the 200 block of Waverly Way. The grounds were landscaped with rose and fruit trees. An abundance of wild strawberries enhanced the estate. (Fir Grove was torn down in 1916 after the death of Peter Kirk. Editors' note).



The Kirk girls: Olive, left standing; Jessie, in the middle; Fannie on the right; Clara, kneeling in front.



James and Marie (Kirk) Bell with their children. Charlotte, the baby; Vivian, standing; Clarence, seated on the floor. James Bell started the first telephone company and the first light company in Kirkland.



The Baptist Church originated in Houghton but moved to Fifth Avenue in Kirkland during the "boom days". It later became the American Legion Hall.



The first Methodist Church in the area was built at the Northup Landing in 1886 on a lot donated by William Cochrane. The church moved to First Street and Seventh Avenue in Kirkland when the area north of Houghton became a "boom town". (Kirkland was the "boom town", Editors' note).



Dorr Forbes' 1890 contribution to the "boom town" (Kirkland. Editors' note) was the first Juanita Slough Bridge. The slough was to be lined with many subsidiary businesses – especially shipping interests, once the Lake Washington Ship Canal was built. (Ship Canal was built in 1916 but was planned as early as 1875 to make Lake Washington a fresh water Naval harbor. The Juanita Slough Bridge is now a footbridge in the Juanita Bay Park. Editors' note).



The Kirk's summer home, Deer Lodge, was built on this waterfront property between Mitchell Bay and Garrison Bay on San

Juan Island.



The Kirk home, Deer Lodge, was built by J.G. *Bartsch* on a 500-acre peninsula between Garrison Bay and Mitchell Bay on San Juan Island.



The "Constance" at the Kirk's San Juan home, skippered by Arnold Kirk. There was 3.5 miles of waterfront at the Deer Lodge estate.



The Great Western Iron and Steel Works on Rose Hill about 1891. This large (foundry) building faced Piccadilly (Seventh Avenue) which was then a planked road. Even if Kirk had gotten the ore from the mountains to Kirkland, the steel mill might not have succeeded on the complete ore-converted-to-steel basis, as the value of the ore in the Snoqualmie Mountains has never been proven. (Kirk's mill in England manufactured Bessemer Steel and that was his goal in Kirkland. Editors' note). All the steel that has been successfully manufactured in Washington State has been manufactured from scrap iron



The Great Western iron and Steel Works on Steel Works Lake, previously known as Forbes Lake, now known as Lake Kirkland. These were the only buildings constructed but many more were planned. (Lake Kirkland is now Forbes Lake once again. It was called "Little Lake" by Kirkland's youth who used to ice skate on it. Editors' Note).



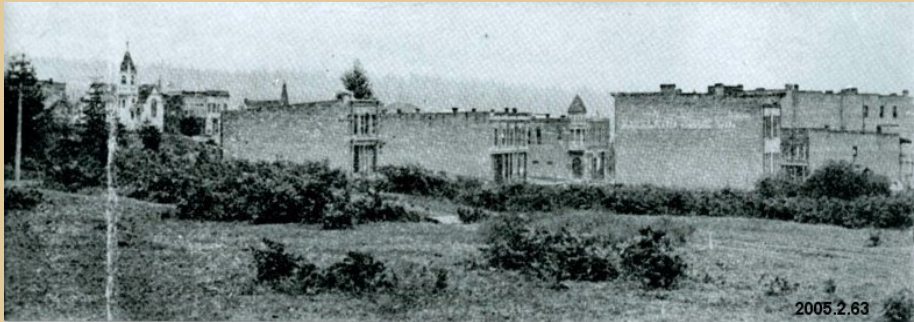
The Larson home, 424 Eighth Avenue West in Kirkland was built in 1889 by the Kirkland Land and Improvement Company. The photo shows Olaf Johan Larson (John Larson) and his wife Christina about 1910.



The Walter Williams home, built in 1889 by the Kirkland Land and Improvement Company on Waverly Way caught fire in 1952 and was torn down. The bricks were used to build a new home on the same site. A.T. Churchill and Walt Wittenmeyer, both city clerks, lived in the home and before there was a Kirkland City Hall, this home was the cache for all the city's financial records



Lake Street about 1905 taken from the hill on First Street and Third Avenue in Kirkland.



Looking south at Market Street and the five brick buildings built during the "boom days". To the left is the Kirkland Methodist Church and two hotels built for the workers of the mythical steel mill. The first brick building on the left was situated on the corner of Eight Avenue and later became the offices of a motor company. The building on the far right, on the *southwest* corner of Seventh and Market, was torn down in the late 1960's. (new brick building opened in 2007 and is called Leland's Place after the motor company. Editors' note). The Englishmen who built these buildings played rugby at noon in the empty lot in the foreground.



The corner of Waverly Way and Market Street before Market Street was cut through. Peter Kirk lived for a time in the little

white house on the left, which had been Andrew Nelson's original homestead. In those days, the lake was nine feet higher. (Lake was lowered 9 feet in 1916 when the ship canal was opened. Bay is called Moss Bay but was Nelson Bay before Kirk's arrival. Editors' note).



The same corner (as above) after the town site had developed farther. Peter Kirk's offices for the steel mill and the offices of the Kirkland Land and Improvement Company were in the brick building on the left known as the Bank Building. The wooden warehouses across the street became the first city hall and jail.



The Seattle Lake Shore and Eastern Railroad pulled into the train depot on Sheffield Street (116th Avenue NE) and filled up with water at the steel works. After the mill failed, the old tracks were torn up and the depot dismantled. The wood was used to build two houses in the neighborhood.

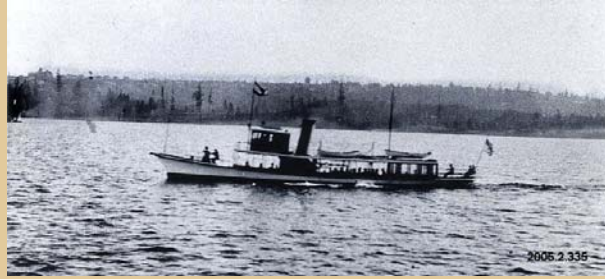


Peter Kirk and associates installed smelters in a copper mine in Tucson, Arizona about 1900.



The "Elfin" with a 60-foot length and 13-½ foot beam began service from Houghton to Madison July 4, 1891. She was run continuously until she was destroyed by fire on December 2, 1900





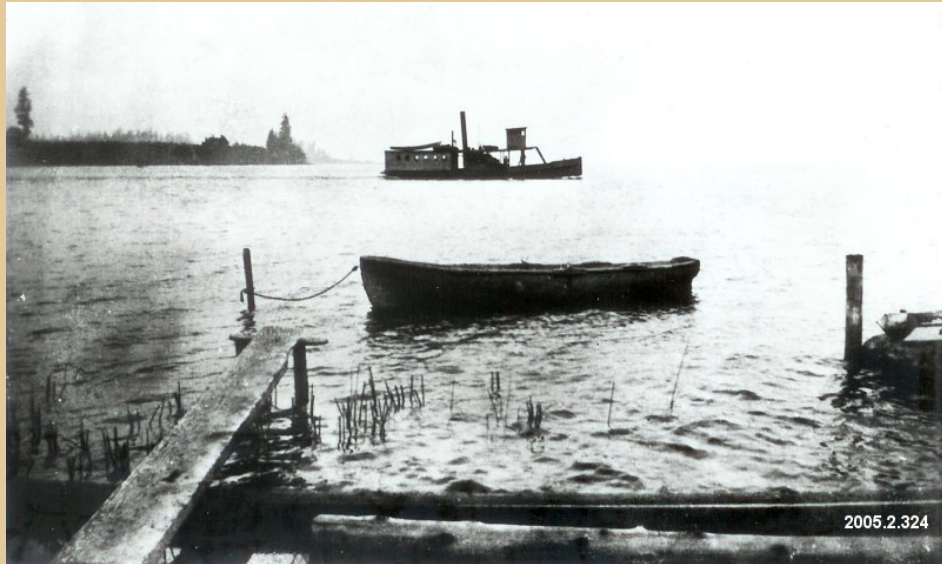
The steamer "Xanthus", 1909.



The steamer "Cyrene", 1909.



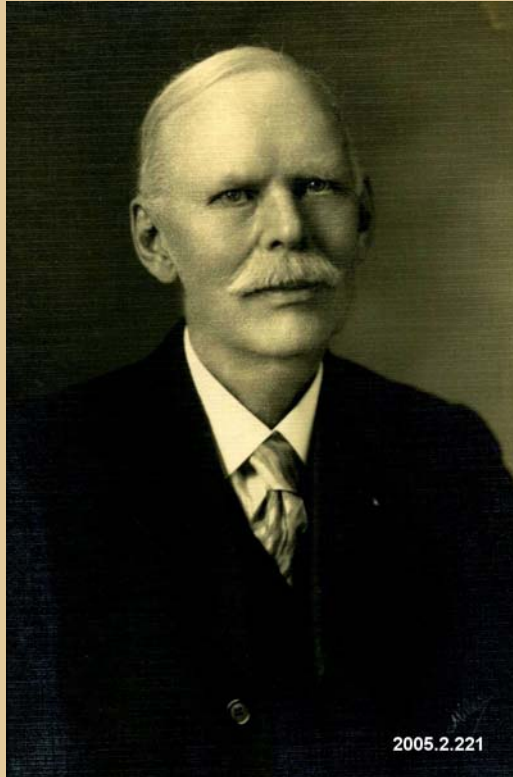
Captain Jay C. O'Conner's steamer, "Katherine" built in 1890. This steamboat was eventually taken out through the Black River and run on the sound. Photo taken by Captain Walt Curtis in 1891 at the old Curtis Wharf. (Lake Washington flowed into the Black River until 1916 when opening the ship canal lowered Lake Washington by 9 feet. Editors' note).



The "*Lura Maude*" was built in the mid 1880's for Captain Jay C. O'Conner. She carried passengers between Kirkland and Houghton to the Seattle, Lake Shore and Eastern railroad station on Portage Bay.



"Stump City, USA" 1900, taken from Rose Hill, looking west.



Reginald H. Collins, Kirkland's first mayor, 1905.



The *George Tew* home, just north of 10th Avenue South on Lake Washington Boulevard, about 1900, formerly the Edwin Church homestead.



The county ferry landing at the end of Kirkland Avenue about 1910.



The "King County of Kent" was the first double-ended ferry on the lake. People who drove to the ferry in wagons had to carry lanterns so the lights could be seen at a distance up the trails. As long as lights could be seen, the ferry waited. At her launching she shot out into the lake and got stuck on the mud bank, marooning her party of political and civic dignitaries until a steamer could rescue them. In 1908, only eight years after her launching, she was condemned with numerous lawsuits for leaky and faulty machinery.



R.H. Collins in front of his real estate office on the west side of Lake Street, just south of what is now Commercial Street. (Commercial Street is now Park Lane. Editors' note).



As early as 1900, Jack Ferry opened the Rex Drug Store on the southwest corner of Lake Street South and Kirkland Avenue. The ferry dock was just to the right at the end of the road.



2005.2.316

Looking south on Market Street from Seventh Avenue. Construction of the city's gutter project in the 1920's.



2005.2.346

Laying a plank road on Kirkland Avenue is Al Tilman (in the front). To the right of the livery stable and harness shop is the southeast corner of Lake Street South and Kirkland Avenue. The

Kirkland Livery Stable later became the Kirkland Independent Newspaper Office.



The steamer "Winnifred".



The steamer "Urania" during the Alaska Yukon Pacific Exposition in 1909. For 25 cents, a passenger could have an 18 mile trip around the lake.



The "Fortuna" during the Alaska Yukon Pacific Exposition in 1909, making one of her many stops around the lake. This scene is at the Houghton Beach, NE 59th Street. The large house in the foreground is the Lake House.



The "Atlanta" being built at the Anderson Shipyard.



The "Atlanta" is on the ways – ready for launching and the burned out hull of the "Gazelle" is shown in the foreground.



The Eyanson Woolen Mill located at the end of Fourth Street West on Lake Street was the first woolen mill in the state. 1890.



Florence Brooks Tillman, Ollis Patty, and E.A. Brooks in front of the Brooks Grocery just south of Seventh Avenue on Market Street. This building later became East Side Equipment Rentals. E.A Brooks built several buildings near this intersection and ran his store in various locations over the years.



The Kirkland State Bank was started in the Bank Building at the foot of Market Street where the offices of the steel mill and the land company had been. The Lake Washington Telephone Company was located upstairs and the Burke and Farrar had an office in the little building next door. They advertised Kirkland as the "Oakland of Seattle." Lanny Ross, singer and movie star, was born in this building when it previously had been a little cottage.



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The inside of the Kirkland State Bank, founded by Glenn Johnson in 1911 at the foot of Market Street.

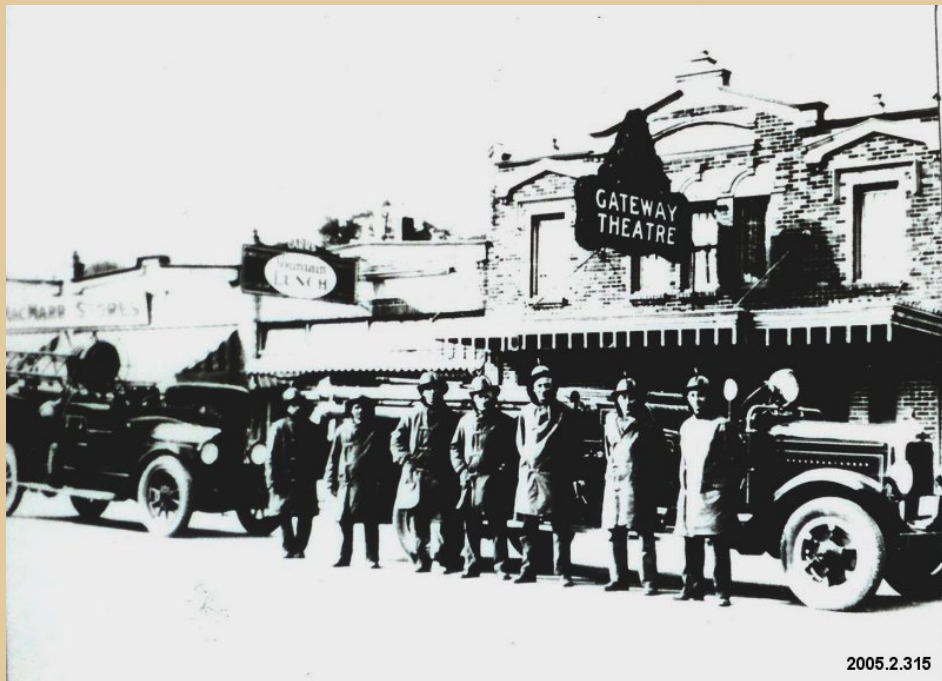


The second auto in Kirkland was this 1907 Cadillac, purchased that year by A.T Churchill. The first car in town was an Oldsmobile also owned by Churchill. The Cadillac was a one-cylinder auto with 12 horsepower. This photo was taken on an outing to Snoqualmie Falls. Churchill is driving, his son Verne is next to him and Mrs. Newell and Mrs. Churchill are in the back. Mr. Newell took the photo.



2005.2.245

An early motorized stage to Fall City from Kirkland, 1905 White Steamer operated by Gus (pictured) and Elmer Perrigoue.



2005.2.315

The members of the Kirkland Fire Department on Central Way in 1929 with their New American LaFrance Truck. From left: Leonard Condo, Joe Scavella, Dick Nyquist, Fred Huber, Floyd Berkey, Glen Irelan, Ed Blau. The LaFrance is now part of the antique fire truck collection of the Last Resort Fire Department and comes to Kirkland each year for the Moss Bay Celebration's "Oldtimer's Parade". (Moss Bay Celebration has been replaced with the 4th of July Parade. The LaFrance Truck is seldom in parades. Editors' note).



Dr. Keiffer of Redmond and Dr. George H. Davis in front of the Redmond Hotel, 1907.



The Girls' Basketball Team of Kirkland High School, 1913-1914, won three consecutive championships. Second from left is Hattie (Burt) Norman, fourth from left, Mary McGinnis and next to her is Cecile Ferry. Zoe Hutchinson is on the far right.



2005.2.97

Burke and Farrar built their real estate office on the northwest corner of Lake Street and Kirkland Avenue about 1918. The East Side Journal newspaper was started by Burke and Farrar in this building.



2005.2.306

2005.2.306

The Kirkland Hotel at the turn of the century was located on the northeast corner of Kirkland Avenue and Lake Street. When it caught fire in 1916, a bucket brigade was formed to the water's edge at the ferry dock, but to no avail. The building was completely demolished.



This is Cedarmere, for many years the home of Mr. and Mrs. A.B. Newell. It was part of the original Andrew Nelson homestead and was not sold to the Kirkland Land and Improvement Company. Nelson moved to this seven acre tract at the end of 13th Avenue West in 1889 and built the large two story home in the photo. He sent for a half dozen seedlings from the lovely copper beech trees which grew in the forest in his native Denmark but only one survived the transplant. Later, when the Nelson's waterfront property was acquired by the Newells, this copper beech inspired Mrs. Newell to transform the property into the beautiful Cedarmere gardens. The Newells developed wide-trimmed lawns, vine covered pagodas, fountains, fish ponds and flowers. Just when the Newells were preparing to build an elegant new home on the estate, they lost all their money in the Scandinavian-American Bank failure. And the flowers and vegetables on the Cedarmere estate were what kept the couple financially solvent. Mrs. Newell took the produce and flowers across the lake and sold them at the Pike Place Market. Eventually, the Cedarmere acreage was acquired by John Gates and John McCrory, who furthered the beauty of Cedarmere by producing award winning camellias.



The Central School, with both lower grades and high school grades, was built in 1905 by J. G. Bartsch. John Larson also helped to build the structure which was replaced in 1936. The Kirkland Congregational Church and the Kirkland Baptist Church (left) were established in Kirkland during the "boom days".



The Reverend and Mrs. Charles E. (Amelia) Newberry.



Irving Gates who served as mayor of Kirkland.



Miss Carrie Shumway of Kirkland, the first city councilwoman in the state of Washington.



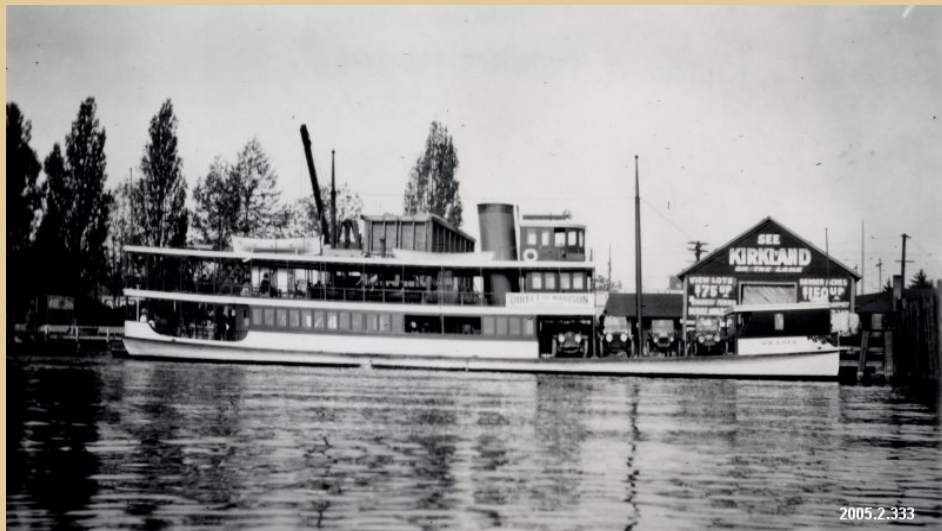
Kirkland High School held in the Central School in 1912. Stand from left to right: Ingwald Tronsrud; Miss McDonald, teacher; Jesse Curtice; Frank Kirtley; Phil Marsh; Don Peters; Miss Easterday, teacher; Delance Price; Leon Bruner; Cecile Ferry; Ada Hutchinson; Lena Brooks; Hattie Chapman; Myers (Mike) Everest; Wallace Stiller; Clark parker; Ed Nelson, Miss Waters, teacher; Kenneth Easter; Ray McGonigal; Ronald Boyce; Edmond Reese; Seth Coleman; Faylor (Ray) Chapman; Hugh Daniels; Mr. Terpening, Principal; Forrest Andrews; Asa Rock; and Mr. Newhouse, teacher. Kneeling in the middle: Frank Keller; Keith Easter; Jessie Wittenmeyer; Clover Newell; Arabella Faulkner; Marguerite Campbell; Ruth Rerick; Mildred Fosnough; Agnes Barrie; Dixie Rock; Emily Babcock; Olivia French; Ruth Trezise; Mabel Andreen; Grace Mickelson and Hattie Burt. Sitting are: Melvin Simpson; Walter Johnson; Rada Uppers; Effie Burgess; Minnie Perrigoue; Eleanor Parker and Lela Boyce.



The "Leschi" built as a sidewheeler by Captain John Anderson, was later converted to become the fastest boat on the lake and was the last ferry to be taken off the Kirkland-Madison run.



Captain John Anderson and his wife, Emilie. Anderson came to America in 1889 with \$20 in his pocket and by 1930, had become the master of the Lake Washington ferry fleet.



The steamer "Urania" in 1913 after she was remodeled to compete with the larger ferries by carrying autos crosswise on her deck. This scene was at the Madison ferry dock, where Burke and Farrar advertised Kirkland on their land office buildings alongside the dock.



Charlie Parrish established a real estate office about 1900 on the southeast corner of Kirkland Avenue and Lake Street. The real estate building was brick because Parrish bought the Kirkland Land and Improvement Company's deserted brickyard east of Third Street on Kirkland Avenue, about 1900.



The intersection of Lake Street and Kirkland Avenue, *early 1920's*, looking east. Until 1965, this road and the old Redmond Road, which connected to the Curtis Road in Houghton, were the only routes to Redmond. When Central Way was built in 1965 it created a much more direct route.



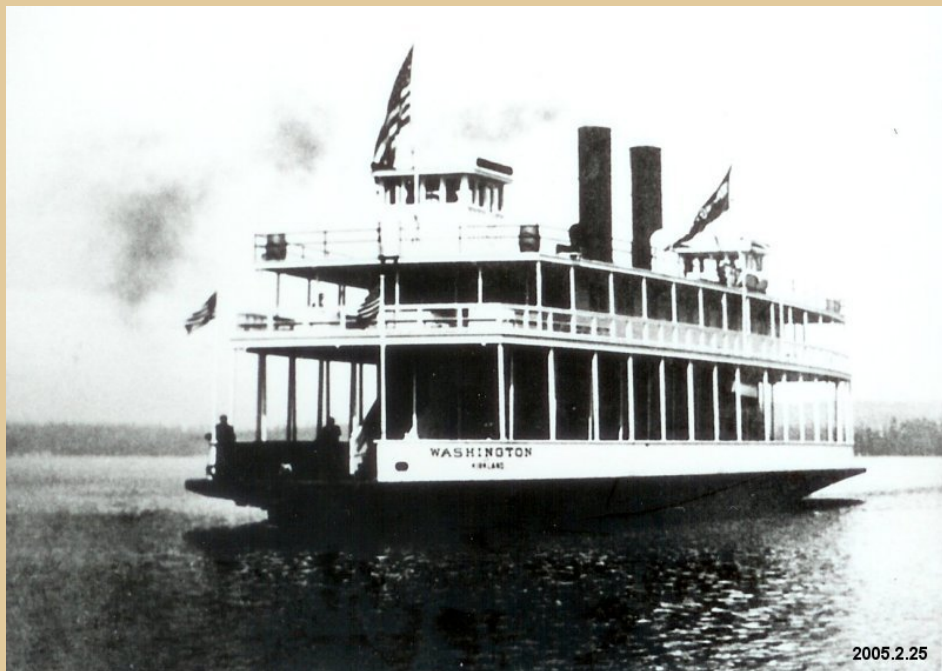
Lake Street, Kirkland's main business center in the late 1920's.



The Todd Feed Company on Commercial Avenue in the 1920's.



Frank Kirtley, left and Al Tillman, at work for the Kirkland Transfer Company.



The ferry "Washington" launched in 1908 for the Kirkland-Madison run. In 1910, the "Washington" spotted a fire in the drying shed of the Kirkland Shingle Mill and steamed to the mill, keeping the fire under control until firemen were able to rescue the mill. The "Washington's" openness caused her to blow around so much on the lake, she was rebuilt and enclosed. She was replaced in 1915 by the "Lincoln".



Kirkland Avenue from the ferry dock. On the left is the small Burke and Farrar office that was built first about 1910, before the larger brick building on the corner. On the right is the Rex Drug Store and the Pastime Café.



The Kirkland-Redmond stage that connected with the Kirkland ferry. (Leo Reed and Louie Green)

2005.2.129



The "Lincoln" at the Kirkland ferry dock, where it was a familiar sight for 25 years.

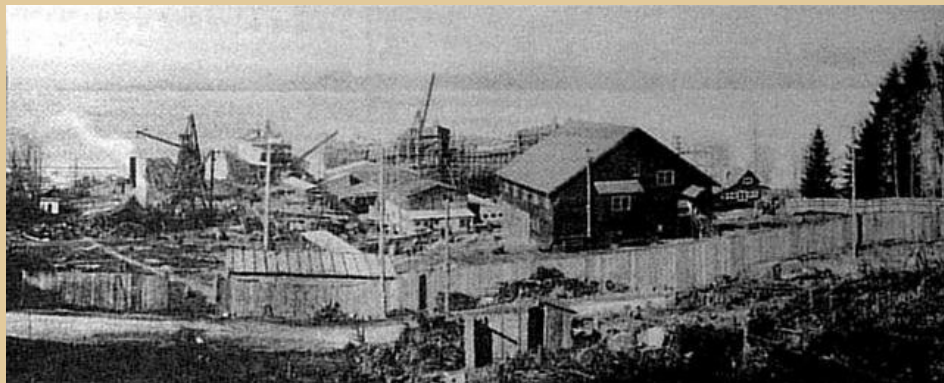


The Follies Review of 1929, produced by Dave Burr, gave every businessman in town a chance on the stage. Note the beauty queen on the right who is Miss Fortune. In the front row seated on the stage is the Flora Dora chorus, from left: Mr. Pennington (J.C. Penney Co.); Mr. Wickenkamp (druggist); Clark Patty (Skaggs Grocery); Mr. Worrell (barber); Earl Morris (butcher); Al Bass (Ford plant); Dan Larson (Kirkland Laundry), Dave Burr (Lake Washington Telephone Co). Musicians from left: Clover Everest; Lawrence Larson; Lloyd Carr; Bob White; Mr. White; Dick White. Front row standing from the orchestra from left: Lowell King (printer from the East Side Journal); H.P. "Dick" Everest (editor of the East Side Journal); J.P. McEvoy (lumber company); Mr. Valen (Skaggs Grocery); Mr. Franklin (retired businessman); W.E. Sherbrooke (Burke and Farrar); O.E. Nordstrom (painter), Mrs. Neighbor; Mr. Watson (Strawberry King of Juanita); Mr. Benson (florist on Rose Hill); Mr. Gore (hardware), Mr. Shinstrom (banker); Ralph Williams (Kirkland Electric); Clarence Halverson (druggist); Ed Williams (Kirkland Mercantile); Roy Gent

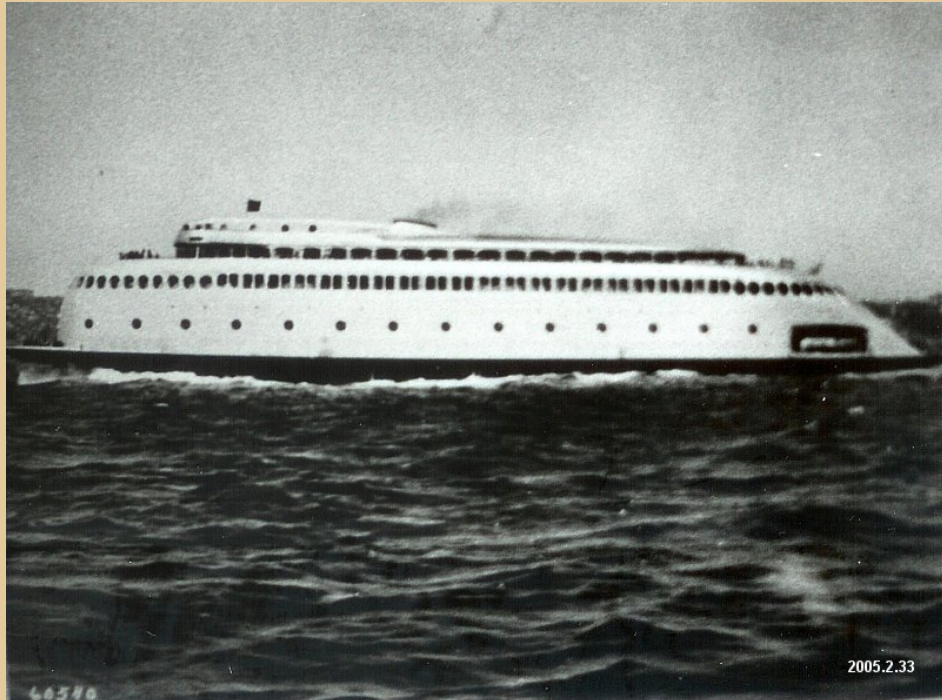
(painter); Mr. Smith (Music Store); Mr. Peterson (woolen mill); Mr. Shroder (J.C. *Penney* Co.). Back row from left: Harry Kean (school board); O.E. LaBarr (Puget Power); Dr. Raymond (dentist); Willie Huntington (Elson's Hardware), Mr. Elson (hardware store); Mr. Patty (bookkeeper for the Ford Company); I.W. Gates (bookkeeper for the telephone company and an insurance salesman); John Wester (contractor); Louie Todd (feed man); H. Brown (hardware store).



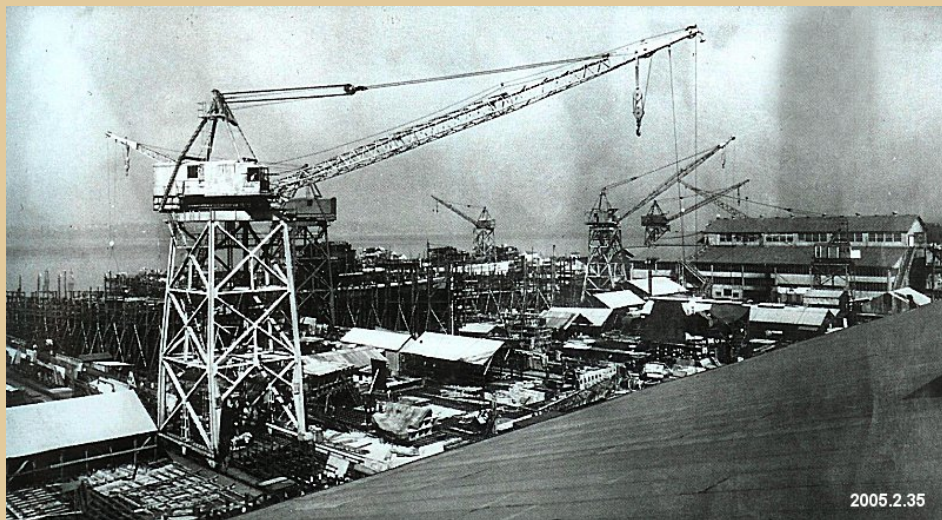
The "Peralta", a boat which started out as a turbo-electric ferry on San Francisco Bay was damaged by fire and Seattle's Black Ball Ferry Line bought her hull and towed her for Oakland to the Lake Washington Shipyard for reconstruction.



The Lake Washington Shipyard during World War I and after the lake was lowered. The ferry "Lincoln" is in the cradle. The large building to the right had previously been the Atlanta Park dance pavilion and was used for the mold loft and pipe shop



The burned out hull of the Peralta" was rebuilt into the modern streamline "Kalakala". In Northwest Chinook Indian language, "Kalakala" meant "flying bird", but many steamboaters thought she looked more like a pregnant whale.



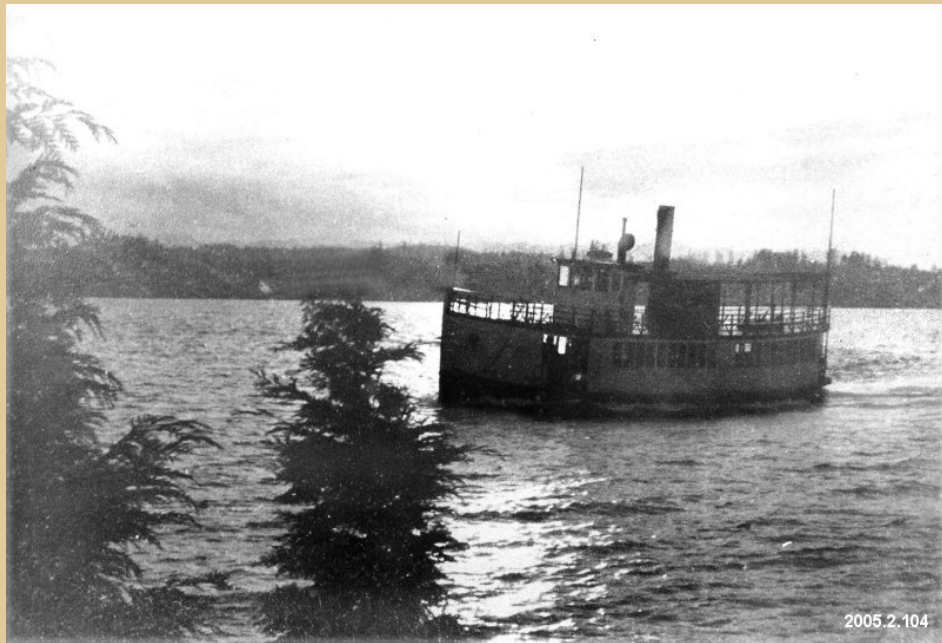
During World War II, production was at its peak at the Lake Washington Shipyard, creating jobs for 5,000 to 6,000 people.



Post-war activity at the Lake Washington Shipyard. The ferry "Shasta" and many other boats were repaired. To the left and the top of the photo is the Shell Oil Company's Fuel Tank Farm. That site is now Houghton Beach



During World War II the "Ariel" carried nearly 400 oxygen tanks across the lake to and from the shipyard daily.



The "Ariel" was one of many privately owned small steamboats that ran on Lake Washington. She stopped at 10 docks every day along the east side of the lake from 1915 to 1945. She was operated by Marcus Johnson and Henry Johnston, who always had a checkerboard set up in the corner.



The Summer Reading program of the Kirkland Library in 1953.



In July 1949, the whole town turned out for the burning of Mulligan's Variety Store. Only the jelly beans and gumdrops emerged unscorched when the building burned. But in less than one year the store was rebuilt by the owner, Ron Richardson and renamed Richardson's Variety Store.



Houghton Mayor John Pruss gave a gift to Kirkland City Manager Allen Locke. Pruss also gave Locke an open can of worms.



Aerial view of Kirkland, 1949. Behind City Hall was a sewage disposal plant. Until the advent of Metro in 1966, when the wind blew you knew it was coming from City Hall! Third Street, behind City Hall, was not cut through at the time this photo was taken and the council chambers were not yet constructed. Marina Park was still just a gleam in the eye of the merchants and the brick Bank Building, also known as the Telephone building, on Market and Central was still standing.