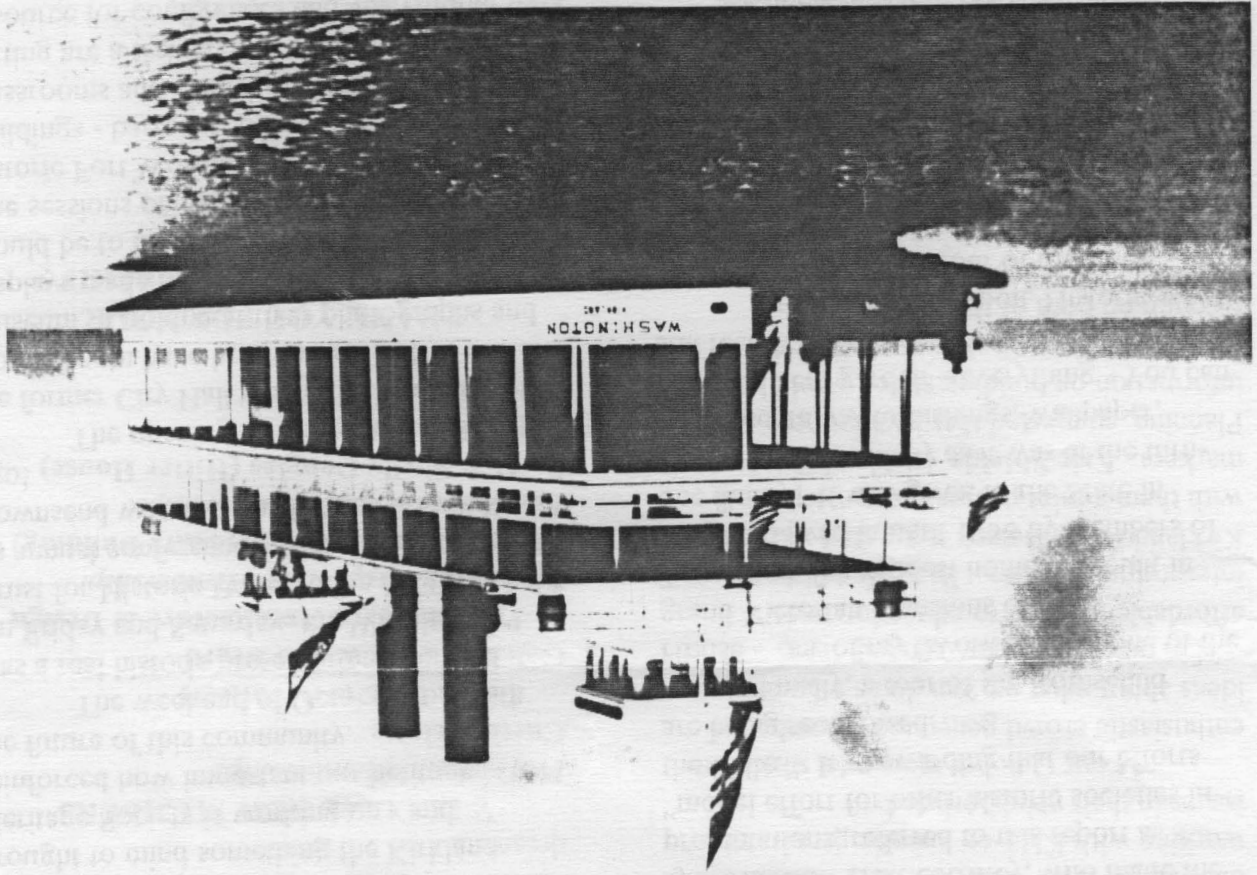


November Meeting: The Ferries of Lake Washington



Kirkland Heritage Society

The Journal of the

Blackberry Preserves



Kirkland Heritage Society

**OCTOBER -- FULL OF HISTORY
PRESIDENT'S LETTER**

by
BOB BURKE

October was a very active month with a lot of historic preservation activities! It seems every organization had something of interest going on! Every meeting I attended brought to mind something the Kirkland Heritage Society is working on - and reinforced how important our heritage is to the future of this community.

The weekend of October 16 - 18th was a real historic preservation overload. On Friday and Saturday, the Washington Trust for Historic Preservation (WTHP) held its annual conference in historic Port Townsend where it was formed 20 years ago!

The opening reception was held in the former City Hall where the Fire Hall and Court Room have been turned into a museum. Looking at their photographs and displays made me think how wonderful it would be to have such a facility in Kirkland! The sessions on Saturday were held at historic Fort Worden. These plain wood buildings - barracks, officer houses, classrooms and chapel - in this fantastic setting are a tremendous community resource for conferences and year-round education and recreation programs. Our community has lost such resources which could have served us in the future!

Donovan Rypkema, the luncheon speaker was truly inspiring! He recently

wrote *The Economics of Historic Preservation*. He spoke on the same subject. The thrust was not on whether restoring a historic building financially pencils out, but whether those communities who don't recognize their history and retain their historic buildings and sites will continue to be economically viable in our increasingly high-tech, global economy. It reminded me of the urgency here in Kirkland and how much we have to do to keep our history alive.

Saturday night Barbara Loomis and I accepted the award given to the Kirkland Heritage Society from the WTHP for the report entitled *Historic Preservation - City of Kirkland*. Walt Crowley, who made the presentations, referred to this report as a "model effort for other historic societies in the State." It's rewarding that our efforts are being recognized.

Finally, a tour of the Rothschild House - one of my favorites. Not one of the grand Victorian Mansions of Port Townsend, this modest home was built in 1868 and lived in until 1958 by members of one family. It was given to the State in 1959. It is essentially as it was at the turn-of-the-century - furnishings, wallpaper, pictures, herb garden - everything. You can still feel their presence, today!

On Sunday afternoon, Historic Seattle had a tea with tour of the 1914 Boeing estate - Alderra - in the Seattle Highlands. A real contrast to the Rothschild House. It reminded me that there are homes and buildings in Kirkland which would be of interest to the public and we should start having an annual tour.

Sunday evening the Woodinville Historical Society had a dinner celebrating their 20th Anniversary. It was a wonderful community event with reminiscences by many people who had lived there when it was a small agricultural community.

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Representatives from the City and County were also present. I bought a copy of their book *Village in the Woods – 1870-1920, Woodinville's Early Days*, published in 1993. This book utilized interviews from their oral history, historic photographs and research done in a number of newspapers. It is a high quality book edited by three Historical Society members. The Kirkland Heritage Society with our photographs, newspaper research, and oral history project certainly has the means to put together a similar publication!

As a result of a mailing to Neighborhood Associations we were invited to the Highlands Neighborhood Association on October 24th. They are very interested in working with KHS on historic preservation issues in their neighborhood.

At our October meeting a small but enthusiastic crowd generated a number of ideas about what we can do as a Society within our community, ranging from affordable housing to education and interpretive markers. **Paul Hoerline**, Kirkland Parks Board, suggested we discuss with them a joint program on interpretive markers. **Eric Shields**, Kirkland Director of Planning, suggested that having more information on building styles would be useful to their staff. We are following through on both of these.

The KHS Board authorized doing a survey of our membership this month. When you receive it please fill it out promptly and return it so we can design our programs and activities in 1996 to meet your interests.

October was a month that reinforced the importance of all the programs of the Kirkland Heritage Society. In every case each successful effort goes directly back to the excellent work of our individual members! Thanks to each of you not only for your membership, but also for your making all of our programs so successful!

See you at our November meeting on the Ferries of Lake Washington!

MEMBERSHIP

by **Barbara Loomis**

I would like to say thank you for your membership. The support from long-term members and new members is not something we take for granted. You are an integral part of our program to preserve and protect Kirkland's unique heritage. Not everyone appreciates the special contribution historic preservation makes to the American experience. Without it we could fall victim to *cultural amnesia*, and forget where we came from, what we achieved, believed and dreamed.

WELCOME NEW MEMBERS

Professional Membership:

Curtis Gelotte

Curtis Gelotte Architects

Galen C. Page & Lee Beard

Page & Beard Architecture & Design

Sustaining/Supporting Membership:

Lloyd & Sharon Powell (Sears Building)

Family/Individual Memberships:

Scott & Shelly Douglas (Hitter House)

Betty Richardson

Velda Wilson

Nadine & Jan Zackrisson

THANK YOU FOR YOUR

CONTINUED MEMBERSHIP

Jeanne & Hilbert Bartels

Greg Crafts & Nancy Roach

Chet & Susie Creger

Corey Kahler

Lynette Friberg

Colleen Granger

Rob & Lorraine McConaghy

Fred & Courtney Romano

Penny Sweet & Larry Springer

THANK YOU FOR YOUR DONATION

Jeanne & Hilbert Bartels

Dick Shinstrom

Velda Wilson

Tales from the East Side Journal

By Alan J Stein

FUNDRAISING
by Barbara Loomis

I still have some *entertainment* books. I'm hearing about some of the savings people are getting now; \$300 for a honeymoon suite and \$150 for hotel and parking at the Airport; plus all the restaurant discounts. Remember we make \$8.00 a book, so call me at 827-7194 to pick up your copy.

BOARD/COMMITTEE MEETING

6:00 pm, November 29, 1995
Kirkland Congregational Church

LORRAINE McCONAGHY HONORED

Lucile McDonald's Eastside Notebook: 101 Local History Vignettes, edited by Lorraine McConaghy received a Certificate of Commendation from the American Association for State and Local History.

KHS AWARD FROM WASHINGTON TRUST FOR HISTORIC PRESERVATION



Bob Burke and Barbara Loomis receiving our award from Leonard Garfield, President, Washington Trust for Historic Preservation.

Since the topic of our meeting this month pertains to the Lake Washington ferries, I thought you might like to read a first-hand account of the ferries that were used at the turn of the century. This article was written by Kirkland's first mayor, R H Collins.

Pioneer Tells of Early Ferry Run

R. W. Neighbor,
Traffic Manager,
Lake Washington Ferries
Seattle, Wash.

Separated from Seattle as we are by Lake Washington, transportation has always been a vital problem in the development of this section.

Before the arrival of the automobile with consequent building of good roads a trip by team into Seattle was an undertaking of some magnitude. The trip consumed at best a long day and was an arduous undertaking owing to bad roads and the uncertainty of being able to get through at all.

For a number of years, small boats furnished the only transportation and no provision was made for transporting teams etc. Owing to the many landings the trip to Madison street consumed a much longer time than at present.

After much agitation and persuasion about 1900 the county was induced to build a ferry, (the King County of Kent) and from this time the development of this section was more rapid.

The fact is that the operation of the ferry by the county showed a loss each year of many thousands of dollars from the commencement of the service.

This drain on the resources of the county, caused much criticism and opposition from the south and city districts and made constant vigilance necessary by the citizens of this district, to retain the service, although many citizens of Seattle gave us loyal support. About 1908 the King County of Kent had to be replaced by a new boat, The Washington, which called for about one hundred thousand dollars further expense by the county.

Old residents will recall, with interest, the many contests we had to secure or retain our ferry service. It was only done by the united efforts of the entire Eastside. The growth and development of the Eastside in the past 34 years has been largely owing to our efficient ferry service, which has been as regular and dependable as railroad train service.



R. H. Collins

Finally when the Washington was

THURSDAY, NOVEMBER 15, 1934

condemned and it became necessary to replace it by a new steel boat, so much opposition developed in the other districts that for a time it looked as if we would lose the service altogether.

It was only by the loyalty of David McKinzie, commissioner of the city district, to whom we owe a debt of gratitude, that we were able to secure the ferry Lincoln.

By 1921 the annual loss to the county

gave rise to so much opposition that the county leased the ferry system to J. L. Anderson and it has been since operated by J. L. Anderson.

We have no means of knowing the receipts and expenditures since that time but we surmise that in some years at least, the service has shown a loss, but the service has been loyally maintained with efficiency, regularity, and at low cost to the public.

The older residents of this district had long had a vision of a bridge across the narrow part of the lake, from some point near Juanita beach but with the development of Sand Point by the U. S. Government as an aviation field, that dream has been blasted, as the government will not approve it.

By the building of the paved road around the lake to Seattle the ferry system lost much traffic, although the expense is greater than the ferry service.

We are particularly fortunate in the fact that the county owns the ferry system and rates and service are not subject to survey by the State board, to this fact we owe our low rates and frequent trips.

Many people do not realize that our ferry rates are the lowest in the state, equal service considered. The passenger rate being about one and one-half cent per mile, while the rate on street cars in Seattle is slightly over two cents per mile and equally low rates for autos and trucks prevail on the ferry.

We must realize that, with the impossibility of getting a bridge, our future growth depends on service over the lake or by paved road around it and it is the part of wisdom to support our ferry system.

Many people criticize our transportation as being too infrequent, but we must realize that any increase in it must depend upon increased business for the ferry, as we cannot expect J. L. Anderson or any one else to establish it at a loss.

Yours very truly,
R. H. Collins.

**November 29 Meeting:
Norm Blye and Lake Washington's
Ferries**

By Hazel Kelly

We'll meet at 7 pm at the Kirkland Congregational Church, 106 5th Avenue, Kirkland.

Mr. Blye will be speaking on "The History of Lake Washington Ferries." A University of Washington graduate, he grew up around Puget Sound, but both his parents worked on lake ferries. He did also selling newspapers to the passengers.

There will be no meeting in December.

**The Kalakala and Kirkland's Past
by Alan J Stein**

Many of you probably remember the Kalakala, the silver streamlined ferry that operated on Puget Sound from 1935-1967. Have you ever wondered what ever happened to this most famous of the Northwest's ferries? Well, there's an organization that is currently trying to rescue this beautiful ship, which is currently dry-docked in Alaska, and bring it back to the shores of Seattle.

The Kalakala Foundation, located at 154 N 35th St, Seattle, was founded by Peter Bevis for the preservation and return of the Kalakala to Puget Sound country. Mr. Bevis is originally from this area, but he currently lives in Alaska. He has been working since the mid 1980's trying to save the vessel, and established the Foundation in 1991 as a way of getting more people involved in the restoration. I recently contacted Barbara Luecke, local coordinator of the project, to offer my services. In case you didn't know it, the Kalakala was built here in Houghton at the Lake Washington Shipyard. It's construction provided a big payroll to the local area, which at that time was in the grip of the depression. I searched the East Side Journal index, and brought them all the local articles I could find.

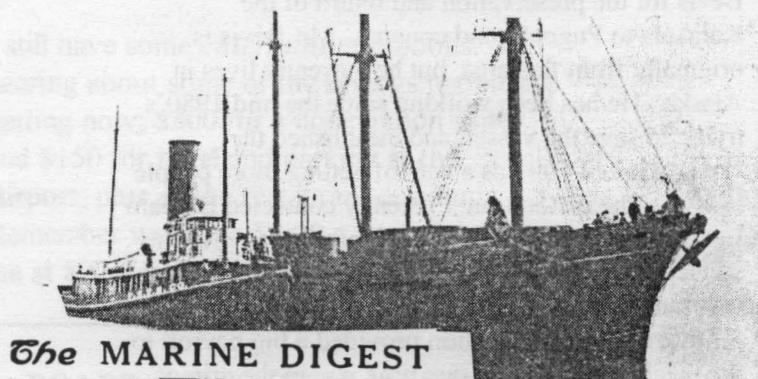
After meeting them and seeing current photos of the Kalakala, I offered to help out in any way I can. These days, I'm spending a lot of time in Museum archives, and while I'm their looking things up for us, I could also dig into the Kalakala story. I have already uncovered interior photos of the ferry taken by Asahel Curtis and am currently looking for any original plans or blueprints.

Anyone interested in providing information about the Kalakala, or helping with the project can contact the Kalakala Foundation at 632-0540.



**The distinctive ferry Kalakala cruises
Elliot Bay C. 1940.**

The Fresno Mystery: Finally Solved By Matt McCauley



The MARINE DIGEST

DESTROYED BY FIRE AT BELLEVUE

I first learned of Meydenbauer Bay's whaling fleet around 1969 or 1970, when I was about five years old. My late grandfather, William F. McCauley, a siding contractor during my lifetime, had worked at the shipyard during World War II and remained friends with men he'd known then. I liked to accompany Grandpa to his jobsites, the subdivisions that seemed to be popping up everywhere across the Eastside back then.

One of Grandpa's friends, who was older than him and did electrical or plumbing or something, was a grizzled old salt. Like many construction tradesmen of his time he was missing a few fingers. He once told me that he had worked for the American Pacific Whaling Company "before the Depression." He had great sea stories of harpooning giant whales in the North Pacific. I was fascinated and asked him if he threw the harpoon at the whales. He laughed and said "no," that they used a harpoon fired from a "steam cannon" on the vessel's deck.

For the next year or so I longed to fire a harpoon from a steam cannon at a giant whale. I even considered swapping my planned future vocation, astronaut, for steam cannon trigger man, but finally decided against it. I figured whaling would just be a side line.

The old salt had described what the whaling steamers were like, along with other details of Meydenbauer Bay's whaling days, including a casual reference to a "real big ship that burned and sunk in the lake" one spring. Soon after, the old salt died, but I couldn't forget his Lake Washington whaling stories.

Above: The Fresno is shown under tow in 1914.

In 1978, with a borrowed tank and regulator, I made my first SCUBA dive in Lake Washington and by 1979 I was a certified diver and thoroughly hooked. I dove nearly every day for several years thereafter.

I was quickly drawn to diving at old steamer landings and the Lake Washington Shipyards site, where the ruins of wartime buildings and docks waited for replacement by the shiny new retail area and marina we know today as Carillon Point. These sites often yielded old bottles and other relics of the Eastside's past. Like many divers, I was also intrigued by the prospect of exploring a shipwreck. Unfortunately, I did not know where any were located except the one at the Edmonds Underwater Park and it didn't really count; it was just an intentionally sunk dry-dock that everyone knew about.

I thought of the old salt's mentioning the "real big ship" that burned at Bellevue. "My first shipwreck," I thought, but I needed to know more. I thought of questions I wished I had asked him before he died. What was it and, more importantly, exactly where was it?

After several trips to both the Bellevue and Seattle libraries, I began to get some answers. The ship was the *Fresno*, a 1149 ton bark built in 1874 at Bath, Maine for the Pope & Talbot-owned Puget Sound Commercial Co., of Port Townsend, who used her in the coastal lumber trade. She made her last voyage under sail in 1908 when she was sold to Capt. Hibbard of the Tyee Whaling Co. He had Winslow's Hall Bros. Shipyards remove her sailing gear and then used her as a barge to carry supplies and whale oil between its whaling station at Akutan, Alaska and Seattle.

According to and Bellevue's first newspaper, the late W.E. LeHuquet's long-defunct *The Lake Washington Reflector*, "spontaneous combustion" caused the ship to catch fire at the company's dock on the morning of April 4, 1923. The ferry *Leschi* was nearby and attempted, unsuccessfully, to tow the burning ship out into the bay to keep the dock from the flames. *The Marine Digest* reported that at the time of the fire the *Fresno* had been outfitted with a steam donkey engine, winches and other machinery. I also discovered a 1970s divers' chart which listed the *Fresno* as a wreck, sunk in Meydenbauer Bay.

Although a bare novice wreck hunter, I just knew the ship *had* to be in the lake. Being high school

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kids, my diving partners and I did not have access to any electronic sonar equipment. We had to search for the wreck the old fashioned way. Over the next few years we made dive after dive scouring the bottom of the bay, making several interesting discoveries, but no *Fresno*. Eventually, we had covered so much lakebottom in the bay that we eliminated all the places a 1149 ton wreck could hide.

We never found the *Fresno*, though I had numerous other diving successes in the lake; especially after high school, when I bought a sophisticated sonar system. I salvaged five W.W.II-era Navy aircraft and located several lake steamers. I pulled up ski boats and located a diamond lost by a parasailing Arab Sheik. I even salvaged old logs, selling them to pulp mills. But my sonar confirmed what we knew from our earlier dives: there was no burned ship hull anywhere near Meydenbauer Bay.

This was a frustrating state of affairs. Not because the *Fresno* was a financially valuable target; it wasn't. It wasn't about making money, it was about just finding the wreck, about *winning*. I didn't even have to dive on the wreck; I just needed to know what really happened to put the issue to rest. Where was it? I'll admit that I didn't exactly lose sleep, but the gnawing mystery of the *Fresno* stayed with me for 16 years.

The mystery finally ended earlier this year. Not in the usual way, out on a pitching boat when an image slowly forms on a sonar record, but in, of all places, the law library. I was doing some computerized case law research on the LEXIS system. After I'd finished my work, for fun I decided to enter "Lake Washington." The computer quickly produced a list of legal cases containing that term. Several caught my eye, but I was immediately drawn to *North Pacific Sea Products Co. v. Nieder & Marcus*, 137 Wash. 85, 241 P. 682 (1925).

The case suddenly and unexpectedly answered my 16 year-old question; I finally knew the *Fresno*'s fate.

It involved a contract dispute. The instrument was executed four days after the fire: "Seattle, on April 9, 1923. In consideration of one dollar, receipt whereof is hereby acknowledged, the undersigned hereby sells and conveys to Nieder & Marcus the barge *Fresno*, her apparel, tackle, and appurtenances as she now lies alongside the dock at Bellevue (sic), Wash. It is agreed that as a further consideration the undersigned purchasers, Nieder & Marcus, will

entirely and completely remove the said *Fresno* from Meydenbauer Bay within thirty days from this date.

North Pacific Sea Products Co., By Wm. Schupp, Pres.

Nieder & Marcus, By M. Nieder."

North Pacific sued Nieder for breach of contract. After the fire, Mr. Schupp, wanting the burned hull removed from his whaling station, invited Nieder--a scrap and salvage business owner--out to inspect the wreck on the 6th. Nieder estimated the salvage value of the machinery and the costs associated with its removal. The ship was then still afloat but, unbeknownst to Nieder, the fire had burned several small holes in her hull and the slowly sinking *Fresno* had settled down into the muddy lakefloor by the 8th, the day before he signed the contract agreeing to remove her. After Nieder discovered the vessel's plight, he sought to rescind the contract since refloating the hulk would cost considerably more money than he stood to make from salvaging the ship's machinery. Schupp refused to allow rescission and after Nieder failed to remove the hulk within the allotted 30 days, Schupp removed the machinery himself and sold it as scrap. He pumped out the water and refloated the vessel and once afloat he towed the ship out of the bay and into the middle of the lake. There, he slowly filled the *Fresno* with gravel until she slipped beneath the lake's surface to her final resting place 200 feet below.

Schupp won the case and the court ordered Nieder to pay him \$2,463.16 in damages for breaching the contract to remove the ship. Nieder appealed, but the Washington Supreme Court affirmed the trial court's judgement for Schupp.

The *Fresno* mystery was all but solved. There are just a few spots in the lake as deep as 200 feet. I've sonar surveyed those areas in past years and a look at the sonar records in my files showed a large target that I had previously dismissed as probably being an empty work barge, not an appealing enough target to prompt a dive to that great depth. It had never occurred to me that the *Fresno* might be that far from Meydenbauer Bay.

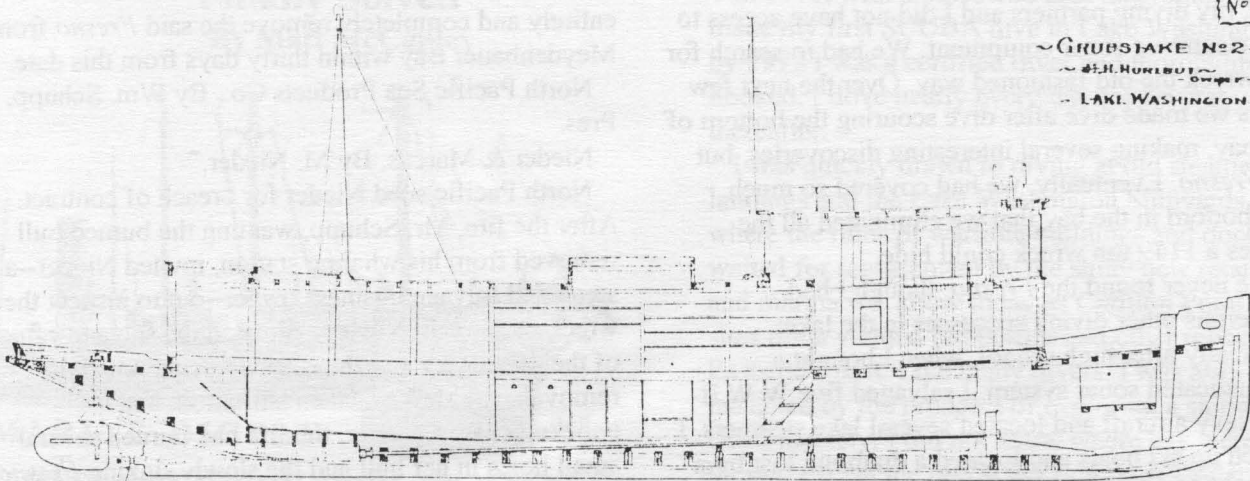
Now that I know her probable whereabouts, I might go down someday and break off a small chunk of her hull as a souvenir to add to the collection of Lake Washington historical memorabilia that I keep in my garage. Like most of my family my wife calls it "Matt's junk."

Remember, we will have no December meeting or Blackberry Preserves. See you next year!

Floating Grocery Store for Lake Washington

No. 41

GRUBSTAKE No. 2
 J. H. HULBERT
 LAKE WASHINGTON



Work was started last week at Lake Washington on the Grub Stake No. 2, buildings for Captain Hulbert, from designs by S. M. Gage. This boat is a "grocery man" and comes out with all the earmarks of a grocery store.

The Grub Stake is 50 feet in length by 12 feet moulded beam. The cabin is small. There is a pilot house forward, and engine space. Aft of this is a 15-foot space ar-

ranged for groceries. There are shelves, lockers and counters. Next is the 14-foot space for storing vegetables.

The plan gives a very clear idea of the craft. She is heavily constructed throughout and put up for long life. The planking will be 1 3/4-inch stuff. The frames are double 2-inch stuff, and space 15-inch center. She will be operated on the lake.

Blackberry Preserves is produced by the Kirkland Heritage Society, 10635 NE 120th, Kirkland, WA 98034, for KHS members and those interested in Kirkland's past. Matthew W. McCauley, Editor. For more information call: 823-6838 or 827-7194. E-mail: mccaule@seattleu.edu

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