Captain John L. Anderson  
(1869 – 1941)

John Anderson was an immigrant from Gothenburg, Sweden. When he arrived in Seattle in 1888, he had only $20 to his name. His first steady job was as a deckhand on the C. C. Calkins, a steamer that ran between Mercer Island and Seattle. He saved his money and purchased his first boat, the Winnifred, in about 1895. For the next few years, he made his living by purchasing boats, repairing them, and then selling them at a profit.

In 1907 John bought a piece of land on the Houghton lakeshore (present-day Carillon Point) and opened the Lake Washington Shipyards. He intended to build a fleet of ferries to serve not only the residents of the Eastside, who often had to travel to Seattle to work or shop, but also tourists who came to see the Lake Washington wilderness. By the time of the Seattle World’s Fair in 1909 (the Alaska-Yukon-Pacific Exposition), John owned 14 ferries.
Shoreline Map: Houghton/Kirkland

### Map Key

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**EXPLANATION**

- **Shoreline**
  - Corresponds to the line of mean high water level (saltwater) or mean lake level.

- **Mean lower low-water line**
  - (Not shown)

- **Streams**
  - Intermittent
  - Perennial
  - The historical mapping made no distinction between intermittent and perennial streams. Streams indexed with solid, inverted triangles are historical channels that have been filled, diverted to sewers, or significantly modified. Open triangles indicate historical streams that today enter the lakes or bays in a near-natural state.

- **Wetland**
  - The historical wetlands were freshwater marsh except in Salmon Bay, where salt and brackish marsh existed.

- **Forested upland**
  - (Not shown)
  - The historical forest vegetation was predominantly a mixture of Douglas fir, western red cedar, and western hemlock.

- **Grassland**
  - (Not shown)
  - The historical grasslands included land that was logged prior to the surveys but not then developed for agricultural or urban use.

- **Agricultural land**
  - (Not shown)
  - Limits of land cleared for agricultural use. The polygons represent plots of different ownership or fields for different crops.

- **Urban land**
  - (Now shown as streets, buildings, or structures)

- **Shoreline structures**
  - Piers, wharves, warehouses, and mills extending from the shoreline.

- **Solid-waste disposal sites**
  - (Not shown)
  - Sites of filled or modified land where the filling has included general waste and demolition waste (Sources: Wilson, 1975; Phelps, 1978, p. 208).

"Change Over Time: The Lowering of Lake Washington" was developed by Eastside Heritage Center in collaboration with the Bellevue School District.
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Photograph of the Anderson Shipyards in 1908. **Source:** Eastside Heritage Center. L 93.100.010

Photograph of the Anderson Shipyards, circa 1917. **Source:** Eastside Heritage Center. Andre/Ely Collection L 75.0109
A NEW ERA

Another footprint on the sands of time occurred at the Anderson Shipyards on the 3rd, when the 3500-ton wooden ship “Osprey” was launched before one of the largest crowds ever assembled on the East side. The “Osprey” is the first ocean-going boat to be built on the shores of Lake Washington and marks a new era in this territory. The boat left the waves about 5:45 p.m. and sailed serenely across the bay to the Yarrow shore. It was built for the Oriental American Steamship Co., Among the speakers of the day were ex-Senator Samuel H. Piles, Judge Thomas Burke and Mayor Hanson of Seattle. Miss Elinor Ramsay, niece of County Commissioner Claude Ramsay, was sponsor. The ship is now back at the Anderson yard dock, where it will be finished.

“The Reflector” is “Here to Stay”

News article from the Bellevue newspaper Lake Washington Reflector, July 10, 1918. Source: Eastside Heritage Center Newspaper Collection.
News article from the Kirkland newspaper *East Side Journal*, Sept. 29, 1919. The headline for the article (not shown on the document) is "Renewed Activities Have Begun at Anderson Shipbuilding Company’s Big Local Shipyards." Source: *Bellevue Regional Library.*

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