

Change Over Time

The Lowering of Lake Washington

Teachers' Guide to the Primary Source Documents

This teacher's key is designed to help instructors understand the stories being told through the primary source documents. Included in the following pages, are questions, prompts, and observations for each document in the unit. These can be used to guide students as they study the sources and draw conclusions.

Overall Guide:

This unit tracks the lives of thirteen individuals in the time surrounding the lowering of Lake Washington. The unit materials contain the following information for each:

Biography – This will be brief, running only one or two paragraphs. In many (but not all) cases, the biography stops before the lowering of the lake in August, 1916. This allows the students to draw their own conclusions about the effect of the ship canal on the individual's life.

Map Details – For each individual, there is a map of the area in which he or she lived. The maps are details of the larger USGS map that comes with the unit. The black line shows the water line prior to the lowering of the lake, the brown line is after the lowering. In some cases, the map will show a great difference in the location of the shore, in other cases, there will be very little difference. However, even those who did not see an obvious change in the shore where they lived could be influenced by the lowering of the lake.

Documents – There are four or five primary source documents for each individual. Some of these documents will not refer directly to the lowering of Lake Washington. However, taken as a whole, each group of documents shows how the individual's life changed as a result of the new shoreline.

The Individuals

John Anderson

Students Should Realize:

Anderson was a shipyard owner in Houghton. His business expanded after the ship canal opened and Lake Washington was connected to the ocean. In the first decade of the 20th century, he was making ferry boats which travelled back and forth across Lake Washington. By 1917, after the canal opened, the shipyards were making larger, ocean-going ships.

Anderson Biography:

The biography describes how Anderson came to Seattle, purchased his first boats and established the shipyards in Houghton in the first decade of the twentieth century.

Anderson Map Detail:

The map shows the location of Carillon Point, where Anderson had his shipyards. There was very little change to the shoreline in that location.

Anderson Document 1:

Lake Washington ferry schedule published in the newspaper *Kirkland-Redmond Sun*, May 29, 1907. What is the name of Anderson's company? What kind of boats does he build? What are they used for? Where do they travel?

Anderson Document 2:

Photograph of the Anderson Shipyards in 1908. Compare this photograph of the shipyards to the next one.

Anderson Document 3 :

Photograph of the Anderson Shipyards, circa 1917. What has happened to the shipyards? Is it larger or smaller? More buildings or fewer?

Anderson Document 4:

News article from the Bellevue newspaper *Lake Washington Reflector*, July 10, 1918. What is happening at the Anderson Shipyards in this article? What makes the ship "Osprey" different from Anderson's earlier boats? Do you think that Anderson would have built this boat if the ship canal had not existed? Why or why not?

Anderson Document 5:

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." According to the first part of the article, who was buying ships from Anderson during 1918? Do you think that Anderson would have had this customer if the ship canal had not been there?

Ferry Fay Burrows

Students Should Realize:

Ferry Burrows operated a fishing resort on the Black River. When the lake was lowered, the Black River dried up, and he had to close the resort and find another job.

Burrows Biography

The biography discusses Burrows' move to Renton with his family in the 1890s and his decision to open a fishing resort on the Black River.

Burrows Map Detail:

This map detail shows the south end of Lake Washington at Renton. The difference between the pre-1916 and post-1916 shorelines is quite dramatic. The lowering of the lake dried up the Black River and exposed a large amount of new land.

Burrows Document 1:

Excerpts from the 1989 oral history of Homer Venishnick, grandson of Ferry Burrows. How does Mr. Venishnick describe the resort? What did people do there? In what other way did Ferry Burrows use the Black River to make money? How did the lowering of Lake Washington change the landscape?

Burrows Document 2:

Interview with Martha Burrows Hayes, widow of Ferry Burrows, taken from a *Seattle Times* article by Lucile McDonald, December 25, 1955. How does Mrs. Hayes describe the Black River? What was "driving rafts?" At the end of the article, what does Mrs. Hayes say happened to the resort business when the lake was lowered?

Burrows Document 3:

Photograph of the Burrows Resort on the Black River, circa 1910. Compare this photograph of the Black River to the next one.

Burrows Document 4:

Photograph of the Black River, November, 1916. This photograph was taken only a few months after the ship canal was completed and the lake was lowered. What has happened to the Black River? Do you think that this would have any effect on the resort? Why or why not?

Burrows Document 5:

Page from 1920 United States Federal Census for "Renton City." What is Mr. Burrows's occupation in 1920? Note: The entry for Ferry and Martha Burrows is highlighted in red. The beginning of the entry is on the first page, the end of the entry is on the back.

William Crooker

Students Should Realize:

William Crooker worked at the Hewitt-Lea Mill. After the lake was lowered, the mill went out of business. However, the lowering of the lake also exposed new land in the Mercer Slough area, and William Crooker moved there to become a farmer.

Crooker Biography :

The biography describes Crooker's move to Wilburton with his family and his first job at the Wilburton Mill. It also mentions his later life in Bellevue, although there is no reference to the lowering of the lake.

Note: There is an error in the biography. Crooker's father died in 1915, not his family.

Crooker Map Detail:

The map shows the Wilburton Hill and Mercer Slough area. The most striking feature is the dramatic change in the length and width of Mercer Slough after the lake was lowered.

Crooker Document 1:

King County survey of the Hewitt-Lea (Wilburton) Mill site, 1909. How far does Mercer Slough extend? The Wilburton Trestle exists today – does Mercer Slough still run under it?

Crooker Document 2:

News article from the *Lake Washington Reflector*, March 20, 1920. Look at the second paragraph. What is William Crooker doing? Do you think that he still works at the mill? Why or why not? Look at the last paragraph. Why were people buying land on Mercer Slough; what were they going to do there?

Crooker Document 3:

News article from the *Lake Washington Reflector*, April 20, 1920. This article describes a drainage project. What does the article say will happen to the land in "Mercer Valley?" What will it be used for? Based on Documents 2 and 3, what do you think that William Crooker intended to do with his land on Mercer Slough?

Crooker Document 4:

Testimony from the court case *Hewitt-Lea vs. King County*, April 23, 1919. What was Mercer Slough like before the lake was lowered? How did the appellant use the slough? Look at Document 1 and the Map Detail. Do you think that the lumber company could still use the Slough after the lake was lowered?

Crooker Document 5:

Photograph of a farmhouse on Mercer Slough in 1922. This is not Crooker's house, but he would have had one like it. What does the land look like? What would a person have to do to plant a garden there?

Walter Curtis

Students Should Realize:

Walter Curtis and his family worked with boats, both as builders and operators. Walter saw how the boats changed after the ship canal was constructed. Before the canal, the boats on Lake Washington were small and carried only passengers. After the ship canal, the boats became much larger and carried cars as well as passengers.

Curtis Biography:

The biography describes how the Curtis family arrived in Houghton and operated a boatbuilding business, and how Walter Curtis got a job on one of John Anderson's ferries, the Urania.

Curtis Map Detail:

The map shows the location of Carillon Point, where the Curtis family lived and had their shipyards. There was very little change to the shoreline in that location.

Curtis Document 1:

April 15, 1942 article from *On the Ways*, a newspaper produced by the Lake Washington Shipyards in Kirkland. What did Walter Curtis and his family do in 1901? How did they use the Black River? Was it easy or difficult to take a boat to Puget Sound in those days?

Curtis Document 2:

Poem appearing in the newspaper *Kirkland-Redmond Sun*, Sept. 25, 1907. What is this poem describing? How many people work on this boat? Look at the Biography for Walter Curtis. Who was the captain of this boat (the Urania) at the time the poem was written?

Curtis Document 3:

Postcard of the steamer ferry Urania when Walt Curtis operated it, circa 1909. What does the Urania look like? Would it carry cars or only passengers? What does "Grand Excursion" mean? How are the passengers dressed? What do you think the passengers are doing on the Urania in this photograph?

Curtis Document 4:

News article from the Bellevue newspaper *Lake Washington Reflector*, Jan. 20, 1918. What boat is Walter Curtis operating now?

Curtis Document 5:

Photograph of the ferry Leschi when Walt Curtis operated it, circa 1918. How is this ferry different from the Urania? Is it larger or smaller? Can it carry more or fewer passengers? Do you think that it can carry cars?

Fred Eitel

Students Should Realize:

Fred Eitel worked in real estate. He liked to find properties that were cheap but would grow in value over time. He bought property in Lochleven, near Meydenbauer Bay, because he knew that the population of Bellevue would increase after the ship canal was constructed.

Eitel Biography:

The biography describes Eitel's business experience and strategy.

Map Detail:

The map shows Meydenbauer Bay, the location of Eitel's properties at Lochleven.

Eitel Document 1:

Bellevue Land Company to United States of America - release of damages following construction of the Lake Washington Ship Canal, dated November 23, 1906. What did the Bellevue Land Company do? Who worked there? Did the employees know that the lake was going to be lowered before 1916?

Eitel Document 2:

Plat of Lochleven, filed for record at request of Bellevue Land Company, Oct. 3, 1907. What does the Land Company have to do with this land? Where is the land in relation to Lake Washington?

Eitel Document 3:

Brochure for Bellevue real estate, circa 1912. According to this brochure, what are the major businesses in Bellevue? What will happen to the population and business of the Eastside after the ship canal is constructed?

Eitel Document 4:

Brochure for Lochleven, published by the Bellevue Land Company, circa 1918. What reasons does the brochure give for buying a house in Lochleven? How well are the properties and houses selling? What does the brochure predict will happen to the population of the Eastside and the price of land?

Eitel Document 5:

Excerpt from the Bellevue newspaper *Lake Washington Reflector*, May 20, 1919, listing tracts sold by Fred Eitel in Lochleven. How is Eitel's business doing? Is he selling his land? Do you think that the land is worth more in 1919 than it was in 1906?

Bert Farrar

Students Should Realize:

Bert Farrar was in real estate. He started buying and selling land in Kirkland in 1909. He made a handsome profit after the ship canal was constructed and the population of the Eastside grew.

Farrar Biography:

The biography describes the beginning of Farrar's real estate business.

Farrar Map Detail:

The map shows downtown Kirkland. There was little physical change in the shoreline after the construction of the ship canal. The biggest changes were in the economic sector.

Farrar Document 1:

Articles of incorporation of Burke and Farrar, Inc., February 17, 1909. What does this company do?

Farrar Document 2:

Advertisement from the Kirkland newspaper *East Side News*, June 13, 1912. What does this advertisement say about the Lake Washington Ship Canal? What does it say will happen to the communities on Lake Washington? Who will come to Lake Washington? Who put the advertisement in the paper?

Farrar Document 3:

Photograph of the Seattle ferry dock at Leschi Park on Lake Washington, circa 1914. Whose office is this? What are they selling? How big does the office look?

Farrar Document 4:

Editorial from the Kirkland newspaper *East Side Journal*, May 15, 1919. According to this editorial, what has happened to Kirkland? Who is responsible for the growth? How much land have Burke and Farrar sold? How successful are they?

Farrar Document 5:

Advertisement from the Kirkland newspaper *East Side Journal*, June 5, 1919. According to this advertisement, what happens to the value of land in Kirkland? Do you think that the same thing has happened to the land that Burke and Farrar owned?

Alicia Forbes

Students Should Realize:

Alicia Forbes and her family lived in Juanita. After the lake was lowered, a wide, sandy beach appeared on the Juanita shore. Alicia and Leslie purchased some of this new property and built a successful resort.

Forbes Biography:

The biography discusses Alicia Forbes' early life in Juanita and her marriage to Leslie in 1910.

Map Detail:

This map shows the new land uncovered in Juanita Bay after the lowering of the lake.

Forbes Document 1:

Excerpts from "Our Mother," a biography of Alicia Forbes written by her children. Where did Alicia and Leslie Forbes work in 1910? Where did they work in 1920? What was "Juanita Beach?"

Forbes Document 2:

Excerpts from the 1978 oral history of Dorris Forbes Beecher, daughter of Alicia Forbes. What effect did the lowering of Lake Washington have on the Juanita shore? How did the Forbes family take advantage of this change?

Forbes Document 3:

Photograph of Juanita Beach, circa 1914. Compare this photograph with the next one.

Forbes Document 4:

Photograph of Juanita Beach, circa 1920. How has the beach changed? What does the ground look like? How close are the trees to the water line? Who is at the beach?

Forbes Document 5:

Photograph of Juanita Beach Resort, circa 1925. Is the resort popular? What can people do there?

William Hewitt

Students Should Realize:

William Hewitt ran a logging company on Wilburton Hill in Bellevue. He used the Mercer Slough to move the logs. After the lake was lowered, he could no longer transport the logs, and the company went out of business.

Hewitt Biography:

The biography describes the Hewitt family's history with logging in Washington State.

Hewitt Map Detail:

The map shows the difference between the Mercer Slough before 1916 and after 1916. The Slough almost disappeared after the lake was lowered.

Hewitt Document 1:

Advertisement for the Hewitt-Lea Lumber Company, circa 1905. Where is the Slough in this picture? What do you think the long slide is used for?

Hewitt Document 2:

King County survey of the Hewitt-Lea (Wilburton) Mill site, 1909. How far does the Slough extend? Does it still extend this far today?

Hewitt Document 3:

Lake Washington ferry schedule from the Kirkland newspaper *East Side News*, February 11, 1910. Does the ferry travel to the Hewitt-Lea property?

Hewitt Document 4:

News item from the Bellevue newspaper *Lake Washington Reflector*, June 20, 1919. What is about to happen to the mill?

Hewitt Document 5:

Testimony from the court case Hewitt-Lea Lumber Company vs. King County, April 23, 1919. According to this testimony, what caused the mill to go out of business?

Climie Hill

Students Should Realize:

After the lake was lowered, the water table in Bellevue dropped and many residents' wells dried up. Climie Hill helped to build a new water system in the Lochleven area.

Hill Biography:

The biography discusses Hill's early life, his education, his talent for engineering and invention, and his arrival in Bellevue.

Hill Map Detail:

The map shows Meydenbauer Bay, the location of the new water system.

Hill Document 1:

Photograph of Rev. Strong's "Tower House" with water tank, circa 1910. What is on the top floor of the house? Students can also check the next document for a description.

Hill Document 2:

Excerpts from the 1978 oral history of Josephine Godsey, a Lochleven resident. Where did Bellevue residents get their water before the lake was lowered? What happened to those water sources after the lake was lowered? What was the Bellevue Water Company?

Hill Document 3:

Self-description of Bellevue Water Company, early 1923. How did the Bellevue Water Company plan to get water to the residents of Bellevue? Can you find Climie Hill's name on this document? Look at the seventh paragraph. Do you think that the Water Company used any of Mr. Hill's inventions in their water system?

Hill Document 4:

Sections of King County Resolution 1248, granting a franchise to the Bellevue Water Company, August 6, 1923. Look at the first paragraph. What did this document allow the Bellevue Water Company to do? Why do you think that the Company needed permission from King County?

Hill Document 5:

Guest editorial from the Bellevue newspaper *Lake Washington Reflector*, September 10, 1923. Look at the end of the editorial. Why does D. D. Dobbins think that a water system is necessary in Bellevue? What does he need from the citizens of Bellevue?

Jennie Moses

Students Should Realize:

Jennie Moses was a Duwamish woman who lived in the Renton area all of her life. During her lifetime, she saw vast changes in the local landscape, most notably the disappearance of the Black River when Lake Washington was lowered.

Moses Biography:

The biography describes Mrs. Moses' early life, her family, and the change in her property over time.

Moses Map Detail:

The map detail shows the Renton area and the Black and Cedar Rivers. Note the great difference in the Black River before and after 1916.

Moses Document 1:

Description of a Duwamish "sing-gamble," circa 1900. What was a sing-gamble? Where was this one held? How many people attended? Did Mr. and Mrs. Moses attend?

Moses Document 2:

Photograph of the Black River, circa 1900. What does the Black River look like in this photograph? How do you think people would use it?

Moses Document 3:

Interview with Henry Moses, circa 1964. Reprinted in "Where the Black River Flowed," by Morda Slauson, April, 1967. What happened to the Moses' property over time? Why? What was the Black River like when Henry Moses was a boy?

Moses Document 4:

Obituary of Joseph Moses, unknown newspaper, 1956. How does Joseph Moses describe the marsh and the Black River in the early days? What happened when the lake was lowered? How do you think that the Moses family felt?

Moses Document 5:

Obituary for Jennie Moses from the *Renton Chronicle*, February 18, 1937. According to the author of this obituary, what changes did Mrs. Moses see in her lifetime?

Alfred Pritchard

Students Should Realize:

Alfred Pritchard was a classic entrepreneur, taking advantage of the changing times. He started out doing a variety of sales related jobs but finally focused on real estate investment. With the lowering of the lake, he took advantage of his own property—highlighting what some would call muck and he called good soil—and began to actively develop and promote, including offering special guarantees to entice buyers.

Pritchard Biography:

The biography describes how Pritchard came to Seattle, tried a variety of jobs, and then tried to profit from the lowering of the lake by selling his property.

Pritchard map detail:

The map shows Pritchard Island before the lake lowering connected it to the mainland

Pritchard Document 1:

Plat of Pritchard Island Addition, filed with King County. How would this plat have to be accessed if the lake hadn't been lowered?

Pritchard Document 2:

Photograph of the family on the porch of the family home. Do they look prosperous? What do you notice about the yard?

Pritchard Document 3:

Advertisement from the *Seattle Times*, dated June 18, 1922. What were the key ways that Pritchard tried to entice people to buy his land? What didn't he mention in the advertisement?

Pritchard Document 4:

Pritchard boat house. When was this photo taken? Does the environment on the island look like you imagined it would?

William Schupp

Students Should Realize:

William Schupp purchased a whaling company in the late 1910s. During the winter months, he kept the fleet in a safe harbor in Meydenbauer Bay. If the ship canal had not been built, he would have been unable to winter his ocean-going fleet there.

Schupp Biography:

The biography discusses Mr. Schupp's early career, and his purchase of two whaling companies in the late 1910s.

Schupp Map Detail:

The map shows Meydenbauer Bay, where Schupp anchored his fleet.

Schupp Document 1:

Article from the trade journal *Pacific Fisherman*, "annual" issue, 1916. What was "shore whaling?" Where did the North Pacific Sea Products company and the American Pacific Whaling company have their stations in 1916? How many whales did each company take?

Schupp Document 2:

Article from the trade journal *Pacific Fisherman*, March, 1916. According to this article, what are the benefits of putting fisheries headquarters in Lake Washington?

Schupp Document 3:

Excerpt from the oral history of Bill Lagen, grandson of William Schupp. When did William Schupp build a pier and move the fleet into Meydenbauer Bay? When were the ships kept at Meydenbauer Bay? When were they in Alaska?

Schupp Document 4:

American Pacific Whaling Company deed for property on Meydenbauer Bay, 1919. What kind of document is this? Where is the American Pacific Whaling Company's property? (Lot 6 in Block 6)

Schupp Document 5:

Photograph of the whaling fleet in Meydenbauer Bay, 1920s. How many ships are there at the dock? What is the weather like in this picture? Is the lake calm? Can you see any other boats on the lake? Does this look like a safe spot to keep ships?

Fred Siegel

Students Should Realize:

Fred Siegel was a snagboat captain on Puget Sound. After the lake was lowered, he was responsible for removing the underwater trees and stumps that had been exposed and making the lake safe for boat travel again.

Siegel Biography:

The biography describes Mr. Siegel's professional experience and the definition and purpose of a snagboat.

Siegel Map Detail:

The map shows the route of the ship canal from Salmon Bay into Lake Washington. The *Swinomish* was the first boat to navigate some sections of this route (see Document 3, below).

Siegel Document 1:

Swinomish design, from the November, 1915 issue of *International Marine Engineering*. Look at the side view of the boat. What do you think the long beam and the ropes that stick out from the front of the boat were used for? Notice also that the bottom of the boat is very flat. Why was this useful?

Siegel Document 2:

Report to Accompany the River and Harbor Appropriation Bill of 1917 (H. R. 20079). United States House of Representatives. What was the *Swinomish* doing in 1915, the year before the ship canal was completed?

Siegel Document 3:

News article from the *Seattle Times*, August 29, 1916. Why was the *Swinomish* the first boat to enter Lake Union after the ship canal was completed?

Siegel Document 4:

Reproduction of October 1916 correspondence, found in historian Lucile McDonald's files. What dangers did people with small boats face after Lake Washington was lowered? Do you think that the *Swinomish* would be able to help them?

Siegel Document 5:

Annual report of the Chief of Engineers, United States Army, 1920. What kinds of work did the *Swinomish* do on Lake Washington after the lake was lowered? Why were these jobs important?