Fred J. Eitel (1866 – 1938)

Fred Eitel was born in Minnesota to German immigrant parents. He inherited his father’s business, a flour mill, and in 1894 he came to Washington State and opened up a new flour mill in Bridgeport (near Spokane). In 1900 he came to Seattle, and in 1902 he started the Eitel Land Company. Eitel owned, bought, and sold properties along 3rd and 5th Avenue, between Pike and Pine Street. His office was in the Eitel Building on 2nd and Pike (this building is still standing today). He predicted that the land he bought would appreciate in value, that is, become more expensive over time.

In 1906 Fred Eitel sold the Eitel Building and began looking for other real estate investments. Again, he wanted land that was cheap at the time, but would become more valuable in a few years. In July of 1906, Fred Eitel formed the Bellevue Land Company with William Norris and F. A. Sutphen.
Shoreline Map: Bellevue

Map Key

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<td>Shoreline structures</td>
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<td>Piers, wharves, warehouses, and mills extending from the shoreline.</td>
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<td>Solid-waste disposal sites</td>
<td>(Not shown)</td>
<td>Sites of filled or modified land where the filling has included general waste and demolition waste (Sources: Wilson, 1975; Phelps, 1978, p. 208).</td>
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The historical wetlands were freshwater marsh except in Salmon Bay, where salt and brackish marsh existed.

The historical forest vegetation was predominantly a mixture of Douglas fir, western red cedar, and western hemlock.

The historical grasslands included land that was logged prior to the surveys but not then developed for agricultural or urban use.

Limits of land cleared for agricultural use. The polygons represent plots of different ownership or fields for different crops.

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

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.
Bellevue on Lake Washington

BELLEVUE is a thriving, prosperous suburb of Seattle, situated on the east shore of Lake Washington and lying directly across the lake from Leschi Park.

The population of the Bellevue district is about nineteen hundred. There are three good stores, three grammar schools, a fine high school, and two churches—Congregational and Baptist. There is one blacksmith shop, one large sawmill and shingle mill, postoffice, daily rural free delivery of mail and daily delivery of Seattle papers by carriers. Also telephone connection with the city. In fact, all the conveniences of city life without its crowding and congestion. There is plenty of pure air and abundance of the purest water (but no saloons). There is also a very live improvement club, E. M. Sherman, Secretary; a grange, J. A. Hoadley, Secretary; a lodge of Modern Woodmen of America, Gordon Clayton, Secretary.

The land is held largely in small tracts of from two to ten acres, although there is yet a large area lying between Lake Washington and Lake Sammamish that is undeveloped and covered with natural fir and cedar timber for which this state is noted.

The soil is diversified in character, ranging from gravelly loam on the highlands to black peat and muck in the valleys, as classified by the official government soil survey.

There are many fine orchards. A few of the trees which thrive and reach perfection here are cherry, apple, pear, quince, plum and prunes of all varieties. Then there are the phenomenal berries, Loganberries, blackberries, raspberries and strawberries, which are wonderfully prolific and of surpassing size and flavor. Currants, gooseberries, grapes, and, in fact, all varieties of small fruits, grow to perfection. Among the tree fruits which merit special mention are our cherries of all varieties for which this district is noted, and in which we challenge the world for comparison as to size, quantity and flavor.

As to vegetables, all varieties are grown successfully and in great quantities. Hundreds of tons of tomatoes are shipped to the Seattle markets every year. There are several large greenhouses which grow flowers and vegetables under glass, out of season, for the Seattle market, and are very successful.

This district is particularly adapted to dairying. The climate, soil and other conditions are ideal for this industry. No finer clover and other forage crops are grown in the world than are raised here, and on account of the mild and equable climate the percentage of production from a given ground area and number of cows is the highest possible. The district and vicinity has held several world’s records...

Brochure for Bellevue real estate (Front), circa 1912. Source: Eastside Heritage Center. Eleanor Eitel Dawes Collection.
for butter and milk production from single cows
within the past few years, and we now have some
of the finest thoroughbred herds in the world.

TRANSPORTATION.
The Northern Pacific railroad passes through
the town, connecting with Seattle, two trains daily.
A fine large steamer plying between Leschi Park
and Bellevue makes ten round trips a day. Com-
muination fare, 15 trips for $1.00. Single trip,
15 cents. Round trip, 25 cents. The Port Com-
misson of the Port of Seattle has recently let a
contract for the construction of a fine, fast steel
ferry to ply across the lake, directly between Bel-
liveau and Leschi Park, Seattle, making the run in
about 15 minutes. The contract price is $93,500,
and the required dimensions and capacity are:
Length, 160 feet; width, 50 feet; speed, 14 miles
per hour; space for 40 teams or autos on the main
deck, and seating capacity for 400 persons on the
passenger deck. The vessel is to be completed and
ready for operation in the early autumn.

On June 1, 1911, work was begun on the new
government canal, which when completed will con-
nect Lake Washington with Puget Sound and the
Pacific Ocean, making of Lake Washington a land-
locked fresh water harbor of the first magnitude.
On account of the size and favorable location of
the lake it is expected that upon the completion of
the canal the government will utilize it as a rendez-
vous for war ships of all classes when not in active
service, or when awaiting orders. This will be an
added attraction on the lake, and will help to make
it what it is destined in the near future to be—one
of the greatest show places on the Pacific Coast.
The near proximity of the coal fields which lie less
than two miles from the east shore of the lake guar-
antees a lasting supply of cheap fuel for manufac-
turing and domestic purposes.

The opening of this canal will also add 125 miles
of water front to the present harbor area of Seattle,
and will provide the city ample and convenient
shipping and terminal facilities, both by rail and
water, to make it one of the great cities of the world.

The Bellevue district, situated as it is on the
shore of this lake, and in such close touch with the
city, cannot fail to develop and expand with the
city, and by the very force of actual physical and
commercial conditions now existing, and not merely
in prospect, is certain to become in a very few years
a rich and populous section of a great city. At the
present time the County Commissioners and the
Port Commission are working in conjunction, sur-
veying and laying out through this district a very
complete system of boulevards and highways to
connect all parts of the section with the system of
ferries being established on the lake, all connecting
with the city by the shortest and quickest routes.
King County is already operating one large ferry
on the lake.

Brochure for Bellevue real estate (Back), circa 1912. Source:
Eastside Heritage Center. Eleanor Eitel Dawes Collection.
BELLEVUE

The following lots have recently been sold by the owner, F. J. Eitel;

H. Moldenhauer, an architect of Seattle, has purchased the tract adjoining H. H. Perkins' place to the east between Lake Washington Boulevard and Highland Drive.

Wesley Banke of Seattle has purchased the tract just east of the tract purchased by Mr. Moldenhauer.

Mrs. Ethel Griffiths has purchased the lot just east of the lots owned by herself and her husband, L. C. Griffiths, between Highland Drive and Lakeview Av. near Clyde.

A. J. LeMoine has purchased 2 lots on Highland Drive just east of the Griffiths property. He is improving them and plans to build this fall.

Ernest Graeff has purchased the lot just north of his new home in Lochleven.

D. D. Dobbins is planning to build at once on his recently acquired lot north of and adjoining the lot his father just bought on Bellevue Ave.

The pretty little triangle tract bounded by Clyde road, 1st Avenue and Lake Washington Boulevard was purchased last week by Mr. and Mrs. W. T. Fulton who plan to build sooner than they at first expected because the place, where they now live, formerly

The Van Siclen place, has also been sold and the purchaser wants possession.