

The Sentinel on Sheffield

The History of 8806 116th Ave NE Kirkland, Washington

By Eric E. Mitchell

Parcel 123790-0010

BURKE-FARRARS KIRKLAND DIV # 13 W 108 FT LOT 2



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A Passing Century

This is the story of a simple house positioned resolutely on Sheffield overlooking the city of Kirkland and Lake Washington that has existed through the turmoil and triumphs of the last century. Demands on its existence were presented on all sides: the steel mill debacle to the east, the railroad to the west, thoroughfares to the south and east, and neighbors to the north, and of course, the economics on its very essence. The occupants and owners were a result of and a witness to the events through which they lived. The house is the visual marker for those periods. It has changed at the demands of its occupants as the physical and social environments have forced those changes.

What does a house hold?

*If these walls could talk, what would they say?
They've seen it all; from the beginning 'til today
Those secrets never to be revealed but only to store
Layered as paint, applied by many - coated more and more*

*They have listened to sobs and cries raw or sublime
They've provided warmth in return for the passing of time
There's nothing they can do but reflect the light
And give comfort through the darkest hour of night*

*Of expectations so profoundly unmet
Or crimes of commission committed without regret
They held us to no standard but that which we brought
And constant support to those that we sought*

*They never are critical for any of our mistakes
They just hold us up each morning as we awake
They stood and they listened when no one else would
The walls would never reveal, even if they could*

*Maybe we all should pause if even for old time's sake
And thank these old walls for all those keepsakes
That hold the trials; times of courage and vessels of fears
Where we enjoyed the laughter and shed the tears.*

Eric Mitchell 2015

The property is legally described as BURKE-FARRARS KIRKLAND DIV # 13 W 108 FT LOT 2 REVISED BY KIRK LL-88-177 REC # 8902010593

Western face of 8806 in 2015



The stories about those who were privileged to participate in its ownership and development are chronologically organized, each with a history to tell within the times of their occupancy.

Sources used:

- Wikipedia
- HistoryLink.Org
- Museum of History and Industry
- Kirkland Heritage Society
- Tacoma Ledger
- Eastside Heritage Society
- Secretary of State, Archives, State of Washington
- City of Kirkland
- King County: Archives, Records, Department of Transportation
- The Center for the Study of the Pacific Northwest
- FindaGrave.com
- City of Hunts Point
- U. S. Census

Washington Territory, U.S.A. (March 2, 1853)

Before the arrival of Europeans, much of King County was the realm of the Duwamish and Suguamish, small clans belonging to the community of Puget Sound Salish, or Lushootseed-speaking peoples. Except for occasional raids by warriors or slavers from North Coast tribes, they lived a peaceful and culturally rich existence blessed with abundant fish and game and a mild, if not damp, climate.



Lake Washington indigenous people c 1900 (MOHI)

Visitations by European explorers in the late 1700's brought to these tribes the first of several catastrophic epidemics. In Western Washington a measles epidemic in 1848 and a smallpox epidemic in 1853 resulted in massive numbers of deaths in indigenous villages. As Europeans began settling on the Duwamish River around 1850, the devastation of indigenous peoples contributed to a white majority by 1858.

During the middle 19th century, American settlers moved west along the Oregon Trail, and some traveled through the northern part of the Oregon Territory and settled in the Puget Sound area. The first settlement in the Puget Sound area was Fort Nisqually, a farm and fur-trading post owned by the Puget Sound Agricultural Company, a subsidiary of the Hudson's Bay Company. Washington's pioneer founder, Michael Simmons, along with the black pioneer George Washington Bush and his Caucasian wife, Isabella James Bush, from Missouri and Tennessee, respectively, led four white families into the territory and settled New Market, now known as Tumwater, in 1846. They settled in Washington to avoid Oregon's racist settlement laws. After them, many more settlers migrating overland along the Oregon Trail, wandered north to settle in the Puget Sound area. Contrasted with other American occupations of the West, there was comparatively little violence between settlers and indigenous peoples, though several exceptions, such as Territorial Governor Isaac Ingalls Stevens' extensive campaigns in 1853 to force Indians into ceding lands and rights, were the exceptions.

The John Denny family was an active participant in the migration westward in the 1840's and 1850's. Their destination was the Oregon Territory which included the current states of Oregon, Washington and parts of Idaho, Wyoming and Montana. But like many before them, and many more after, they found Oregon City and the

Willamette Valley too crowded, and in late 1851 most of the "Denny Party" relocated to Puget Sound.

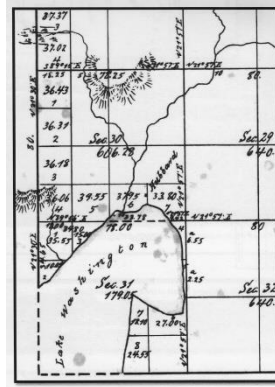
As settlers poured into the Puget Sound region, governmental structures required updating. In late 1852 the Oregon Territorial Legislature created King County out of Pierce County. King County's seat was located at Seattle on the land claim of Dr. David S. Maynard (1808-1873).

The next year, on March 2, 1853, the Territory of Washington was organized and incorporated as part of the United States. The Territory held the authority to grant tracts of land to interested (white) pioneers, and set aside specific lands for the indigenous inhabitants.

One such set of pioneers was the Denny family, who, along with many others, settled in Seattle, which became the main hub for business and commerce. On January 4, 1860, the Territorial Auditor submitted to the Washington Territorial Legislative Assembly a report (dated December 31, 1859) on the numbers of white persons, horses, hogs, acres of potatoes, and other endeavors that existed in King County. Washington Territory Census for King County for 1859 listed:

- Number of Persons assessed 155
- Number of persons subject to poll tax 130
- Number of white male inhabitants 130
- Number of white female inhabitants 31
- Number of white males under 21 years of age 34
- Number of white females under 18 years of age 29
- Total white population 225
- Value real estate \$70,650
- Value personal property \$80,523
- Total value of property \$151,173
- Number of horses 55
- Number of mules 13
- Number of neat cattle 244
- Number of hogs 93
- Number of acres of wheat 94
- Number of acres of oats 81
- Number of acres of rye 54
- Number of acres of barley 53
- Number of acres of peas 96
- Number of acres of potatoes 82
- Number of lumber mills 1
- Value of lumber mill \$5,000
- Number of stores 5
- Number of churches 1
- Number of schools 1

During this period, land surveyors began plotting out the ranges and townships on the sparsely populated regions east of Lake Washington. The surveys transpired over a period of 30 years and were conducted, in part, so settlers could stake homestead claims and, more importantly, so that investors could acquire land. Although Seattle was the center of commerce, plenty of undeveloped resources were available around Lake Washington and into the foothills of the Cascades.



Juanita Bay survey map (1859-1889)

The Western Cascades lowlands and river systems were characterized by a network of steep ridges and narrow valleys with elevation up to 4000 feet. The temperate, moist climates with warm soils that promote lush forests were dominated by Western Hemlock and Douglas-fir, Western Red Cedar, Big Leaf Maple, Red Alder, and Vine Maple. Underbrush was lush on the forest floor. The steep valleys trending to the west contained high and medium gradient rivers and streams that support cold water salmonids, including the Chinook salmon, steelhead, and bull trout. Minerals, namely iron ore and coal, were abundant in specific locations.

In eastern King County, hop-growing, logging, and coal mining developed during the 1870's. After the Great Northern Railroad chose for its terminal Tacoma over Seattle, the Seattle & Walla Walla was built, and soon became profitable hauling coal from Newcastle to the Seattle waterfront. In 1885, the Seattle, Lake Shore & Eastern Railroad Company began servicing Seattle with tracks north through Bothell and around Lake Washington and to Lake Sammamish.



Hewitt and Lea Lumber Company 1905

By 1875 coal had superseded lumber as King County's first industry. By 1907 King County produced a million and a half tons with the main terminal in Renton – at the southern end of Lake Washington.

The lumber business also flourished. By the 1880's sawmills were a major segment of the economy and resulted in productive east King County towns such as Bothell, Duvall, Sammamish, and Enumclaw. (Seattle's sawmills were still by far more numerous and productive during this time.) Lake Washington was geographically centered in the ensuing industrial activity.



The first (coal-hauling) railroad, the Seattle & Walla Walla, was followed in 1885 by the Seattle, Lake Shore & Eastern Railroad Company that serviced Seattle through tracks north from Bothell to Renton and Lake Washington and Lake Sammamish.

The land around Lake Washington to the east of Seattle was inhabited by indigenous tribes when the first English settlers arrived in the late 1860's. The McGregor and Popham families built homesteads in what is now the Houghton neighborhood in south Kirkland. Four miles to the north people also settled near what is now called Juanita Bay, a favored campsite of the Natives because a wild potato, "wapatos", thrived there. The Curtis family arrived in the area in the early 1870's, followed by the French family in 1872. The Forbes family homesteaded what is now Juanita Beach Park in 1876, and settled on Rose Hill in 1877. Gradually, additional people settled in the area, and by the end of the 1880's, a small number of logging, farming and boat-building communities were established.

John Hector (September 2, 1884)

Census records show a John Hector landing in New York from Liverpool on April 13, 1847 at the age of 10. He, as many others, fled the Irish Potato Famine and its aftereffects on the surrounding European populations. For instance, Scottish authorities actually encouraged migration to the Americas in order to reduce the population. There is no record that this man ever resided in the Pacific Northwest, but his recorded activities shows it possible he was still alive and active during 1884. He might have been a land agent of sorts, maybe connected to the Northern Pacific Railroad. Wealth from New York was trying to find investments during this period so he may have had connections to financiers as well.

Another possibility is that he is John C. Hector, residing in Bellingham, who married Kathryn Little of Seattle in 1914. On the marriage certificate, he is listed as an accountant originally from Scotland. They were married in the home of A.A. Phinney in Seattle but there is no further evidence they lived in King County afterwards.

In any case, it appears that he was more interested in speculation than development, as he held the property for a relatively short time.

Seattle and its surrounds were in a significant era of growth and transition during the late 1880's and 1890's and transportation played a significant part in the region's development. Between 1883 and 1893, cities to the north of Portland, on the safer, deep-water harbors of Puget Sound and the Straits of Georgia, acquired their own connections to transcontinental railroads—and by railroads to interior regions of the Northwest as well as to eastern North America. Railways were major avenues of commerce and directed traffic to Tacoma, Seattle, Everett, and Vancouver, B.C. Population centers on Puget Sound developed their own surrounding resources by exporting some extractive products (such as coal, timber, and fish) more readily than Portland could or San Francisco could thereby stealing away some of their business.

This caused Seattle to grow both in prestige, commerce and power. The population grew from 3,500 in 1880 to 42,800 in 1890, and by the early 1890's the city had reached a level of attention to attract its own transcontinental railroad, the Great Northern, which was completed in 1893. The founders thought of Seattle as a gold mine of sorts—not a place to make a life but rather one to make a living, preferably through an increase in property values. This philosophy, which emphasized growth over livability, prevailed for many subsequent decades. To increase personal wealth this way required developing some form of control over the natural wealth of the surrounding areas, and then controlling the generated wealth. The message was that Seattle was a good place to spend your money. The philosophy played out on the eastside of Lake Washington as well.

So it was a good time to buy into the Pacific Northwest, in more ways than just land. During this period, Seattle's Mayor Hiram C. Gill sanctioned and approved the construction of the "largest house of prostitution in the world" on 10th Ave. S. in Seattle. Liquor flowed unrestricted. Seattle was indeed a frontier town.

With a major shipping facility on Puget Sound and railways running north, south and east, Seattle was primed for the gold rush fever of the 1890's. In the summer of 1896 prospectors found a substantial amount of gold along the Yukon River in Canada; four years later another substantial find was located in Nome, Alaska.

Seattle and Lake Washington circa 1900

Prior to the cut through Montlake, Lake Washington's eastern shore was rugged and just beginning to undergo pockets of development. Ferry service was prevalent on the lake. This photo of a hand-drawn view shows the Houghton/Kirkland area at the upper right. Mercer Island's northern tip is jutting out from the right side just to the south of Evergreen Point. Following the shoreline to the north (left), Juanita Bay is prominent.



It is unknown how much area was purchased or for what purpose John Hector intended. It might have been exclusively for the Hunts who soon became investors in the steel mill endeavor. It might have been for the raw materials, namely old-growth timber. Only several homesteads existed in the Forbes Lake area at this time, namely those of John DeMott and Ed Church, and none of the structures from that period are currently standing.

Leigh J. and Jessie N. Hunt (June 5, 1888)

Leigh S. J. Hunt came from early American stock, born in August of 1855 on a farm in Indiana. He pursued a university education and became an educator himself, attaining the distinction to serve as the third president of the State Agricultural College at Ames, Iowa, later becoming Iowa State University. But in essence he was an American businessman. With his wife of one year, Jessie, he settled in Seattle and purchased the Seattle Post-Intelligencer. He ran that paper from 1886 to 1893. The

Hunts built their family and influence in Seattle, but they also built a vacation home on a peninsula jutting out into the eastside of Lake Washington, which became the community of Hunts Point, Washington.

Rumors had been rampant in the area that an enterprising Englishman named Peter Kirk was attempting to interest financiers in backing his plan for a steel mill in the area immediately north of Houghton. Kirk had been in the Northwest region since 1886 scouting sites, meeting with governmental officials and railroad interests, and lining up investors.

Journalism was a business enterprise for Hunt and a perfect platform to promote his agenda. Hunt came to Seattle intending to build a steel mill in Seattle. The need for steel was great, but the site's location was in a competitive dispute. In mid-1888, the Northern Pacific Railway's land agent Paul Schulze had attempted to woo the mill project to operate out of Cle Elum, Washington. However, in a counter move, the Seattle Post-Intelligencer reported it was going to be done "between Houghton and Juanita." By June 1888, that news had spread to national newspapers and the city of Kirkland was being mentioned by name. In August of 1888, incorporation papers were filed for the Moss Bay Iron and Steel Company of America, with Arthur Denny, Peter Kirk, and Leigh S. J. Hunt, among the six trustees.

Hunt personally purchased the 2500 acres on the east side for the foundry site at a cost of \$150,000. The mill was originally planned for the lake shore on the current Post Office/Park Place site. That site was abandoned within a year and resituated at the Forbes Lake site where the company acquired 120 acres of land.

Mr. Hunt was known to recognize talent and hire the best. His recruitment efforts brought Clark Nettleton into the endeavor in 1888, soon followed by his parents and seven siblings. The Nettleton family became an influential force in the city of Kirkland's development.

Kirkland Land and Improvement Company (July 14, 1888)

The Steel Works venture attracted a number of (substantial) investors as the lands were selected, purchased, and natural resources were located. It was to be the biggest privately-funded mill on the West Coast. Because Kirk was English, he was prevented from owning land in the United States. Therefore, the Kirkland Land and Improvement Company was formed as an American corporation with Leigh Hunt, A. A. Denny and George Heilbron, Seattle businessmen, Peter Kirk and Walter Williams, a fellow Englishman. The area selected for the mill operation was the homesteads of John DeMott and Ed Church.

Walter W. Williams was secretary to Peter Kirk in Workington, England and in Kirkland, where he eventually settled. (Workington was a major steel production and industrial center at the time.) The incorporation document was hand written by

Mr. Williams and signed by Harry French who sold the land to the Kirkland Land and Improvement Company. The embossed notary seal, affixed by attorney Harold Preston, was under the governance of the Washington Territory, but the Kirkland Land and Improvement Company seal was sketched because the city of Kirkland had yet to be established. Shortly afterwards, the Moss Bay Iron & Steel Works of America was incorporated, and reorganized as the Great Western Iron & Steel Works of America in 1890.

The Rose Hill/Forbes Lake area was poised for change. Investment capital was available, plans were laid, and supporting services initiated.

Peter Kirk (July 14, 1890) and the Great Western Iron and Steel Company (July 30, 1890)

The ownership of land on which the Moss Bay Iron and Steel Company of America was located was reorganized several times to conform to territorial and then state law. As the mill venture developed, it was reformed into the Great Western Iron and Steel Company. It was to be the biggest privately-funded mill on the West Coast. Because Kirk was an English citizen, he was prevented from owning land in the United States. To avoid any legal impediments, the Kirkland Land and Improvement Company was formed as an American corporation with Leigh Hunt, A. A. Denny and George Heilbron, Seattle businessmen, Peter Kirk and Walter Williams. The area selected for the mill site comprised the homesteads of John DeMott and Ed Church. The Great Western Iron and Steel Company owned the deed to the actual mill site, on which the house at 8806 no sits.

Artist's depiction of the Great Western Iron and Steel facility on Rose Hill 1882



In this depiction, from the 1892 *King's Handbook of the United States*, the mill would be facing south towards Piccadilly Street and railroad would be following a north/south line along the current Slater Avenue. 8806 would be off the drawing at the lower left. Some accounts placed the location of the main works of the mill east of Forbes Lake facing 124th. Information on Wikipedia states that “from historical photographs and descriptions, the mill was built on the east side of Forbes Lake, between the lake and present-day 124th Avenue Northeast in Kirkland. Historical society documents state that foundations and other remnants of the mill are reported to exist in the vicinity of the Kirkland Costco warehouse and the nearby Rose Hill Presbyterian Church...”, but this claim has not been substantiated.

In addition to the mill itself, other projects were developed for its support: warehouses, water mains, and railways. A railroad depot at Piccadilly Street (near the right angle bend of 116th Ave NE that runs into 7th Avenue/NE 87th Street) for the expected Northern Pacific Railway connection. Because of the proximity to the railroad bed on Slater Avenue, the property around 8806 was probably cleared of significant vegetation.

The map on the right depicts the extent of the Works by overlaying the current streets. As evidenced by property titles, 8806 was included in the western boundary of the plant. Sheffield runs in front to the west, and Michigan runs on the northern dogleg. The grades due west down to the lake are significantly steep, so the rail lines were to follow a gentler north/south route.



The following narrative was originally published by the Kirkland Heritage Society as the article “Peter Kirk and the Kirkland Steel Mill”. Sprinkled throughout are marketing teasers titled “Seattle’s Most Important Suburb” that were authored for the Burke & Farrar real estate company which purchased many of the land holdings after the steel mill’s failure. The teasers were published in Seattle and eastside newspapers and are formatted here in italics.

Peter Kirk had a dream of making Kirkland the Pittsburgh of the West, and although his plans were never realized, residents here in another 50 years may yet be living in a sprawling metropolis linked to Seattle by great floating bridges, just as Oakland is tied to San Francisco by the Bay spans. The tale of the failure of Kirk’s steel mill project, which seemed bright with promise in 1888, is fit material for a novel based on man’s vision and disappointments.

Out here familiar incidents of yesterday become history by tomorrow, so fast do we of Seattle accomplish the seemingly impossible in making a world city. There is no more romantic page in Puget Sound’s story than that of Kirkland. It was in 1884 that Peter Kirk landed in Portland, Ore., with the first shipload of steel rails for the Northern Pacific railroad, then reaching out into the wilderness. In broad vision of a new country’s needs he conceived the idea of a steel plant somewhere in the Northwest, and out of this idea was eventually evolved Kirkland.

In 1887, L. S. J. Hunt, the publisher of the Seattle Post-Intelligencer, intrigued with the idea of building a huge iron and steel works somewhere in the Puget Sound area, was successful in capturing the interest of Peter Kirk, an English steel manufacturer. Kirk was in the northwest to sell steel rails to the Seattle-Spokane railroad which was then due for construction. Iron and limestone, coupled with large deposits of coal, all the necessary elements for a large steel works, had been discovered in the Cascades near North Bend.

For two years, Kirk and another English manufacturer, Walter W. Williams, studied and planned the project. The plan was to mine the iron ore in the Snoqualmie Lode, owned by Seattle pioneer M. A. Denny, and ship it to a plant in Kirkland for reduction to steel.

To carry out his purpose of establishing a steel plant, Peter Kirk first made sure of a raw material supply. By purchase and lease, with Northern Pacific aid, he secured control of the Cle Elum iron mines, the Denny and Gray mines in Snoqualmie Pass, low grade ores at Hamilton and coal mines at Durham. It was first intended to build on Salall Prairie, above North Bend. But while at Snoqualmie, with his secretary, W. W. Williams, and his engineers, Messrs. Kellett and Anderson, Mr. Kirk met Leigh S. J. Hunt, former owner of The Post-Intelligencer – and Kirkland was made.

Because of the proximity to limestone and coal, it was believed that the Kirkland plant could undersell Eastern plants and monopolize the industry on the West coast and in the Far East, where China seemed on the verge of an era of railroad building.

Many Acres Purchased

Publisher Hunt purchased several hundred thousand acres of Kirkland and Ross Hill land from the people who had settled there, and then organized the Kirkland Land and Improvement Company and the Great Western Iron and Steel Company.

When Peter Kirk got back to Seattle, he found the capital subscribed, but only \$750,000 paid in. Courage is the dominant characteristic of the pioneer – so in the spring of 1890 a start was made anyhow; the present townsite of Kirkland was cleared, buildings for the steel plant erected, machinery ordered. Two shiploads of fire brick were brought from Scotland for the furnaces, the machinery was finally assembled and heavy engines installed. For three years, everything went fine.

During the next four years, the infant town became a beehive of activity. The brick building (still standing at the foot of Market St.) was erected in 1888 to serve as company headquarters. A townsite, named in honor of Kirk, was platted, and a population of forty or fifty thousand people was contemplated. Hundreds of workers were leveling the ground and erecting buildings. A sawmill rose near Forbes Lake to provide lumber for the construction going at a fast rate, and for a planked walk twelve foot wide on Market St. to Juanita.

In 1890, a great steel foundry and several smaller buildings were built on a Rose Hill site, and pits for two blast furnaces were dug. Building materials, machinery including two 1,000 horsepower engines, and Scotch brick for the blast furnaces came around Cape Horn in sailing vessels. At least \$200,000 was spent in setting up the smelting plant.

With 200 men employed, construction of the first big steel works in the Pacific Northwest proceeded; meanwhile 300 tons of pig, 2,000,000 fire brick and 500 barrels each of fire clay and cement being on the way over from England. Red bricks were made at Kirkland, where Bonnell's nursery now is, and there were 200,000 on hand, along with 2,000,000 feet of lumber. This, by far the most important industrial project yet conceived in the new country, was meant to be permanent, as will be shown later.

Note: In 1910, the nursery was on land that is now Peter Kirk Park and Lee Johnson Field. The brick factory and yard were located where the library and Heathman Hotel are today.

People came, bought lots and built homes, stores and a post office were opened, and schools and churches soon were filled with, people. The Northern Pacific Railroad laid a line in from Woodinville Junction, and built several switches to the steel plant and the bunkers.

From raw material to finished product, every intermediate process to be carried on at Kirkland, did this gigantic undertaking embrace. Grading was finished for a battery of coke ovens; engines, blowers, etc., for the blast furnace shipped from Philadelphia; fire brick works, sawmill with 25,000 feet daily capacity, and water works built; bunkers with railroad connection; complete foundry and machine shops to make the castings and parts to be used even in erecting the steel works itself.

Venture Publicized

Newspapers publicized the great steel venture and folders were passed in the East; telling how profitable the Kirkland project looked. Capital was subscribed and thousands of dollars, including most of Kirk's fortune, were poured into the steel plant. Many unscrupulous promoters took advantage of the building boom, platted additions far from the center of town, and reaped a harvest from unsuspecting buyers. But, the steel mill which was to have made Kirkland "the Pittsburgh of the West" never produced a single ingot. The expensive machinery brought from England rusted in sheds and was later sold as junk.

The severe (financial) depression of 1893 had burst the bubble of Kirkland's prosperity.

Promoters of the steel mill were unable to weather the panic which gripped the nation, and heavy financiers were eliminated. The ore which lay in heavy deposits in the Cascades could not be mined cheaply, and the depression, occurring at such a critical stage in the development of the operation, proved disastrous.

Kirk Disappointed; Leaves

Kirk's bitter disappointment at the failure of the steel mill probably shortened his life. He sold his home in Kirkland, and moved to his sheep ranch at Friday Harbor in the San Juan Islands where he died in 1917 at the age of 77.

Kirkland was set back for many years by the low blow of the panic, but in 1910 Burke and Farrar, purchased the land from the virtually defunct Kirkland Land and Improvement Company (reorganized into the Kirkland Development Company), and the promotion of Kirkland began again. Seattle's rapid growth, the completion of the canal connecting Puget Sound with Lake Washington, and increased Lake Transportation proved turning points in the tide of Kirkland prosperity, and the steady growth which began then, has never ceased. Kirkland drew city dwellers by the hundreds – people who worked in Seattle by day but who returned at night to a pleasant Lake view home, where they could raise a little garden and a few chickens.

Great Western Iron and Steel Works, Kirkland, circa 1895



From the Collections of Eastside Heritage Center

Great Western Iron and Steel Works, Kirkland, circa 1900





Image from the Northwest Railway Museum Collection

The Great Western Iron and Steel Works on Rose Hill was built during 1890 and 1891. This large foundry building faced Piccadilly which was then a planked road. Piccadilly Street ran from the foundry, over the Seattle, Lake Shore and Eastern Railroad tracks and intersected Central Way.



The Steel Mill On Rose Hill

Piccadilly and Sheffield, 1892 - 1904

The photo shows the western view down Piccadilly in 1892 with the first indications of Sheffield Street running off to the right. The photographer's location would have been on the current I-405 Exit 18 off ramp to southbound 85th Street. Few trees are left standing providing proof that early Kirkland was also known as Stump City. The ridge in the distance would later be named View Ridge in north Seattle.



The Seattle, Lake Shore & Eastern Railroad pulled into the depot on Sheffield Street and filled up with water at the steel works. The spur line ran along what is now Slater Avenue (or its remnants). The line was the western boundary of the mill site. After the mill failed, the old tracks were torn up and the depot was dismantled. The wood was used to build two houses in the neighborhood.

The Seattle, Lake Shore & Eastern Railroad

Completed in 1891, the railroad has principally been used for freight servicing Kent, Renton, Kirkland, and Woodinville. The line crosses 7th Street at 112th Avenue NE (formerly Piccadilly and Fir), south to Houghton and north to Totem Lake. During the jet age, Boeing used it to haul 737 fuselages to its Renton plant. The Dinner Train also ran along the tracks for many years, but in 2003 Burlington Northern announced its intention to sell the railroad.



Property of Museum of History & Industry, Seattle

King County purchased the rail line and converted it into the Eastside Rail Corridor, removing the tracks but keeping the road bed. The city of Kirkland now owns and maintains the section within its boundaries to be used for recreation by Kirkland residents.

Kirkland Land and Improvement Company (July 7, 1904)

The Kirkland Land and Improvement Company was formed as an American corporation with Leigh Hunt, A. A. Denny and George Heilbron, Seattle businessmen, Peter Kirk and Walter Williams, a fellow Englishman. Burke & Farrar's marketing teaser, Seattle's Most Important Suburb: Kirkland, described it as follows:

So about July 12, 1888, the Kirkland Land & Improvement Co. came into being. Incorporates were Peter Kirk, Leigh S. J. Hunt, A.A. Denny, Walter W. Williams and Geo. U. Hetlbron. Land was bought from Carl Nelson, Andrew Nelson, John DeMott, E. M. Church, Samuel French, Harry D. French and others.

Assets for the mill and land were separately held, and as the Improvement Company transitioned into the Kirkland Development Company, new investors signed on.

Kirkland Development Company (July 19, 1904)

Some of the stockholders had been the original promoters of the steel plant. About half of Kirkland was owned by J. Montgomery Sears. Stockholders who invested in the Development Company were Col. E. Gardin, grain dealer, president; W. W. Williams, of the Hofius Steel Works, secretary; Peter Kirk, George Danz, now president of the Hofius Steel Works; W. M. Calvert, fish packer; D. W. Robinson, timber and lumber dealer; the late W. D. Hofius, president of the Hofius Steel Works.

The Kirkland environment was rough and rugged. As the mill was slowly dismantled the town folk re-directed their livelihood or moved on to other locales.

View of Lake Washington to the west before the lowering – 1904

This view is from the hill overlooking Evergreen Point (to the left) and Madison in the foggy distance, at the intersection of Fourth Avenue and First Street. Piccadilly Street would be six blocks to the north (right).



Jitney bus on Rose Hill, 1907

Transportation by motor coach was quite primitive in 1907, with the routes from Kirkland to Rose Hill all straining to conquer the steep grades. Kirkland Way was the easiest; Piccadilly the most direct but the steepest. The direct road from Kirkland to Redmond was Kirkland Avenue which then ran due east over two deep gullies that were bridged. When these burned the "Blacktop" was built in 1912. Because all the hills and valleys in this area run north and south, travel due east and west was necessarily circuitous.



From the Collections of Eastside Heritage Center

The sale of the Development Company was finally consummated in June, 1910, and Burke & Farrar, Inc., became owners of Kirkland. The Sears portion was not included in this sale but was purchased later under a separate negotiation.

Burke & Farrar, Inc. (September 1, 1910)

The Burke & Farrar Company was a real estate venture born out of the successful and unsuccessful enterprises of the Great Western Iron and Steel Works (and all the ancillary activities that it generated). There was money to be made on the Eastside, and companies of all sorts sought to capitalize.

The partnership of Edmund C. Burke, Guy and Bert Farrar

Guy Farrar and his brother Bert engaged in supplying horses and logging equipment to Skagway, Alaska, where they eventually relocated to cash in on the opportunities. Once there, they supplied the pilings for the piers and participated in gold mining activities. Born in Bothell, the Farrar's were reared in Kirkland. Partnering with Burke, they formed a real estate corporation that targeted the Kirkland area. From 1908 and consummating in 1910, the firm purchased about 10,000 acres of land, much of which is now the City of Kirkland.

In 1915, Edmund Burke died of complications from a broken leg at the age of 46. He left a wife and five children. Bert Farrar and his family later moved to California,

creating the Bert Farrar Inc. Limited enterprise in December of 1923. So Guy became the manager of the real estate firm in Kirkland. In addition to developing sub-divisions in Kirkland, Guy developed the Greenwood District shopping area in Seattle. He also developed the Juanita Heights residential area. He developed the Juanita golf course 1931, and the family owned and operated it for many years thereafter. Guy Farrar died in Kirkland in 1966.

The acquisition

The original platting of 1888 was to resemble Pullman, Illinois. It is this platting that gives (lower) Kirkland its narrow lots and its views. The Steel Works was to provide over a thousand jobs for a thousand families. Densely platted communities would accommodate many young families working at the mill and employed in other endeavors. Where Lower Kirkland was platted for high density, areas in Rose Hill and the Highlands were designed to be industrial or rural so little planning was done to secure them for residential occupants. At the time, Slater Avenue and Sheffield Street lay under rails and ties, Forbes Lake area was cleared, and Piccadilly Street ran straight down the hill with a planked surface. Homesteads still existed.

The financial bust of 1893, resulting in the collapse of the mill, the turmoil in Seattle in part caused by the Great Seattle Fire of 1889, statehood in 1889, and the failure to construct a commercial canal to Puget Sound, changed the complexion of living on the Eastside industry, livelihoods and residences.

In 1910, the ship canal gained financial and political support from the Federal government. Initial concerns centered on flood control. With only the Black River to drain rain water and winter run off, the Lake's elevation varied greatly. When Lake Washington was high, water filled what is now Lee Johnson Field and Peter Kirk Park. The canal was not designed in haste. The Cedar River which emptied into the Black River was necessary for the salmon's annual run upstream to spawn. The Cedar was diverted into Lake Washington before the canal was started in 1911. Once opened in 1916, the Ballard Locks and the fish ladder allowed salmon to migrate through Lake Washington and continue up the Cedar River.

Burke & Farrar was a progressive as well as an aggressive company. They knew Kirkland would become even more desirable once the lake level was stabilized and industry could build. It was not a coincidence that Burke & Farrar purchased the Kirkland Land & Improvement Company in 1910. They, like Kirkland's original founders, were betting on the canal. For a developing and suburban community, two bedroom homes on two (original) lots provided affordable and usable homes. These small bungalow homes were modern for the times with a garden space and chicken coops. For family homes, three lots were used with three-to-four bedroom bungalows built, again with a garden space and a chicken coop. Kirkland eventually became a community of mixed generations, schools, parks, bungalows.

The properties along the eastern side of Sheffield, bordering the former mill property, subsequently fell into the Burke-Farrars Kirkland Division #13 and #14. Properties to the west fell into the Kirkland Supplemental Plat. Lots were large in order to attract those who intended to rely on home industries to supplant their livelihoods (legal or otherwise), and occupants who desired a bit more isolation than those in lower Kirkland (either to nefarious ends or privacy).

With the properties of the Kirkland Land & Improvement Company acquired (re-incorporated as the Kirkland Development Company), the next step in this modern feat in city building was to buy the holdings of the J. Montgomery Sears estate, comprising of some 1,600 lots in the heart of Kirkland. This it was found would be hard to do, as it had been one of the dreams of the great Boston financier of 30 years ago to make of Kirkland the industrial center of the Pacific Northwest. During his lifetime, even after the failure of the steel works project, he never entertained a proposition to sell.

J. M. Sears died in 1905 but his estate held firm with the plan that Kirkland was going to develop into something special. The Sears estate did sell small parcels to be developed and a large parcel to Wilbur Wester, a local builder. It was not until the ship canal was opened and Lake Washington was lowered that the estate sold most of its Kirkland and Seattle land. Almost all of the Kirkland property owned by the estate at last was purchased by Burke & Farrar.

Piccadilly Street, Kirkland, circa 1910

Piccadilly was designed to be a direct conduit from the Lake to the foundry operations for the mill. However, for any who have traversed the route, it was steep – steeper than today. This photo was taken close to 112th Ave NE looking west. The trestle bridges the railway and the intersection of Central Way is on the flat running off to the left. Rudimentary utilities were attached to lines of poles bordering Piccadilly, much as today.



From the Collections of Eastside Heritage Center

Burke & Farrar Inc. 1912 Advertisement

Burke & Farrar, Inc., after taking possession of the land, marketed extensively from Seattle. Advertisements and enticements appeared regularly. At the time, Seattle was rebuilding from the Great Fire, blossoming under the commercial activities generated by the Alaskan gold rush, and in high hopes that the Canal would soon expand commerce toward the east. Time to sell; time to buy. Salesmen, such as H. W. Dresen (who later purchased the 8806 property), were closing the deals from the interest generated by these advertisements.

Are you ready for the Question?

The Lake Washington Canal is just the ticket you—do just because a reality. At the present rate of your race, next year should see its completion.

—Do you realize what this means?

—Can you grasp the unlimited possibilities awaiting values of property adjacent to waterfront and near Seattle?

—Do you know that it will make KIRKLAND a superb city actually in direct communication with the great sea ports of the world?

—Do you realize further that there's no time to lose?

Then Why Not Buy Now In KIRKLAND?

The past month has seen the signing of the great Harbor Island Terminal project, which will mean at Seattle one of the greatest ports of entry on the globe. \$20,000,000 have been expended for their construction and shipping from every corner of the world will be attracted to the North Pacific coast in consequence.

Our developer, who has charge of the building of the Panama Canal, is recently quoted as saying that he expects to see increasing and work in the locks completed by June 30, 1915.

Our Lake Washington canal will undoubtedly be finished by the time the Panama Canal is formally opened.

HERE'S THE POINT

Under our plan you acquire in KIRKLAND for as little as \$100, an easy down, and level lots from \$100 up. It's your opportunity to start at once, and pay what you like to pay for it all at once either—a small amount down when you select your tract, the balance at \$2.00 \$10 a month, and your property goes on increasing in value while you are paying for it.

As investment of this kind now means future security for your family. Can you afford to let it pass?

Drop a postcard today asking us to send you our latest new map called, "The Harbor of Opportunity." It's filled with interesting views, maps and information about where who have invested wisely. We'll gladly send it, free, for the asking to the address you give.

Burke & Farrar, Inc. 104 Cherry Street, Seattle, Wash.

CANYAL AND RIVERSIDE, 1000 and Owners of over 2,000 acres of Kirkland.

Business: Union Pacific National Bank, Seattle; Kirkland State Bank, Kirkland, Wash.; Seattle Chamber of Commerce, Seattle Commercial Club, R. L. Thompson of the "Westerner."

"BUY IN THE PATH OF PROGRESS"

KingCountyRoadServices-MapVault-20151102-Set-10496 (Burke & Farrars #13)

The 1916 King County survey/plat map shows Lots 1, 2, 3 and 4 bordering Michigan and Sheffield, and 15, 16, 17 and 18 bordering on the east. Slater Avenue runs diagonally into Lot 1 from the north. Michigan, which is now 90th Street, runs across the diagram, and across the future I-405. (On this plat map, Piccadilly is spelled as "Picadilly.")



H. W. Dresen (February 17, 1914) and Catherine B. Dresen (December 9, 1914)

H. W. Dresen was an active participant in the Kirkland population boom started by Burke & Farrar and enhanced by the construction of the Lake Union Ship Canal. He is identified as a salesman for a real estate company, probably working out of the Seattle headquarters. It is rumored that he purchased the property, now Burke-Farrar Subdivision #13, in order to build a vacation place for his wife, Catherine. But the idea of traveling from Madison Park aboard a primitive ferry, traversing through Stump City to an isolated hill denuded of vegetation was, shall we assume, not acceptable to Mrs. Dresen, even as a Christmas gift. (Catherine's King County data records her death in 1956 – still in Seattle. The couple raised two boys – Charles and Henry.)

According to the 1910 U. S. Census, Kirkland's population was 532. The city's phone directory, in 1911, recorded it as 612. The directory described the community as

"a leading transportation and suburban town on the east side of Lake Washington. It is beautifully situated on the lake of that name, four and a half miles east of Seattle, with which it is connected by the King county ferry and Anderson Steamboat CO. boats, the former of which operates 18 hours a day. Ten auto stage lines, radiate from the town into surrounding country, which is a rich, although undeveloped agricultural section.

The town contains a shingle and woolen mill, logging-jack factory, two general merchandise stores, drug store, two hotels, harness and bakery shop and livery stable. The East Side News, the largest and most influential

country paper in King County, is published here. A high grade common and union high school, three churches, commercial club and several fraternal societies are located in the town. Sunset and Independent phones."

As a side note, the same census shows an "[H. W. Dresam](#)" born in Kansas and residing in Seattle. His occupation is listed as carpenter. This may have been the same person as one can assume that the census taker misprinted the name. H. W. lived with his wife "Katherine" so the connection is strong. Their children included Charles B. and Henry B., all born in Minnesota. Another Katherine is listed as the mother and was born in Germany.

The Rose Hill neighborhood was in transition. The mill site was clear-cut with protruding stumps, the mills were disassembled to a degree, the railroad beds were either without tracks or unused. Residential development was diffused throughout the area. The following firsthand account describes the area up the hill to the east of 8806.

"I was born Dorothea Ellen Elsie Lee February 10, 1912 on Rose Hill. I have been told it was a snowy and cold day. Dr. George Davis of Kirkland delivered me at my parents' home. In those years very few people owned cars. Dr. Davis had a car, but that day his car refused to start so he walked with his black bag to deliver me. When I was about six months old we moved to our permanent home on Michigan Avenue, which is now N.E. 90th street. It was an acre of solid trees. My father worked hard clearing the land and building us a home. I had a brother Alting and a sister Ida Mae. All three of us were delivered by Dr. Davis. Father worked on the Kirkland ferry and my mother was busy sewing for us, canning fruit and vegetables. My first memory of my father was of him clearing the land. Mother put me in an apple box on the table so I could see Mr. Easter pull the stumps out with his horse. It was quite memorable watching the horse pulling the stumps so my dad and Mr. Easter could clear the land.

We really enjoyed our grandparents. Grandma and Grandpa were really wonderful people and how lucky we were to have them next door to us! Grandma used to come over in the morning to braid my hair and help us get ready for school, as our mother now worked on the big looms weaving wool cloth at the woolen mill. She was quite a seamstress when it came to making stuffed dolls and animals. She made the most beautiful elephants with the most colorful beaded saddles. She was Grandma Lee to everyone in the neighborhood and she also served as mid-wife. I remember going over to Grandpa's. He tried to help me with my arithmetic. He had been a school teacher in his younger days. They were very poor, Grandpa used to go down to Lake Kirkland – a small lake about 6 blocks away from where there had been a sawmill years ago. He would dig large pieces of old bark left by the

mill, then he would take the bark home in a wheel barrow to burn in the stove for heat. He liked flowers and took pride in his yard. I can still remember the night he died. Everyone had been sitting up with him – even the neighbors took turn to help out.

Every May Day grandma would make baskets and fill them with flowers and we would go and hang them on people's doors. We lived on Rose Hill and at that time, and in the 1918's and on, it was beautiful, covered with a lot of trees. We, along with our friends, would go out into the woods and pick flowers like Johnny Jump Ups (little yellow flowers like violets), Easter Lilies (Trilliums) and many more. The "hog ranch" was quite a place in its day. Around 1920 the garbage trucks would come from Wings Cafeteria in Seattle and other restaurants to feed the hogs. A lot of silverware was thrown out with the food. My brother Alting and the Boy Scouts would go to the ranch and pick up silverware that had been dumped with the garbage. Many people in the Rose Hill area had silverware on their tables from restaurants by way of the hog ranch.

When our dad called us home, from outside for dinner and to listen to Amos & Andy on the radio, he always called us with his bugle. It was the one he had from his time in the Spanish American War. Everyone in the neighborhood knew Mr. Lee was calling his kids home when the bugle sounded. So many of our friends came to our house to listen to Amos & Andy, very few had radios. I can remember at Christmas grandma could never keep a secret. She would ask us if we would like to have Santa Claus bring us a set of dishes, slippers or whatever she had for us. At Christmas we always had the most delicious mince meat pies that grandma would bake from her homemade mincemeat. What a big day it was when we went with our dad to get the Christmas tree. There were a lot of woods to pick our tree. Daddy was busy one year making small cupboards for the dishes we got that year. One each for Ida Mae and me. Daddy had them covered so we couldn't see them, but our curiosity got the best of us and we had to look. Of course, we didn't tell him. It was a Christmas to remember. When it snowed we all had a great time. Some of the bigger boys had toboggan sleds that would hold about four people. Arnie and Helen Jacobson, Donald Windall, Alting and Ida Mae, we all had turns coasting down in the snow. We would slide down the hill from Belt's store, at the top of the hill, and past the church and sometimes to the Jacobson's house. Our friends, Gaylord and Gordon, both had sleds. On Saturdays Daddy only worked a half day. He would take one of us to work, and we played around till noon when he took us to Wings Cafeteria. We could choose anything on the menu. After lunch we went to the Public Market. After shopping we would walk down First Avenue where the Indian women would sit on the sidewalk selling their handmade wares. The moccasins were beautiful, all beaded and pretty.

As Dorothea Ellen Elsie Lee was staying out of trouble and H. W. Dresen was trying to sell the idea to his wife, the temperance movement was coming to fruition. Prohibition (and prostitution) helped drive the underground economy of the day, and not only in Seattle. It would quickly reach Kirkland and later play a part in the occupation and use of 8806.

In the election of 1914, Washington State set in motion a plan to prohibit the manufacture, distribution and sale of alcoholic beverages. The Prohibition amendment to the state constitution, which became law on January 1, 1916, was enacted four years before the 18th Amendment to the U. S. Constitution. The recently created underworld of alcoholic-related activity flourished even into the next decade. During this (dry) period, The East Side Journal frequently reported on law enforcement efforts to uncover hidden stills, investigate shootings, and perform arrests. The authorities even employed a “Rum Hound” to dig up a gallon of moonshine in a Kirkland resident’s garden.

C. Natterstad (September 13, 1915)

C. Natterstad has proved to be an elusive figure. One indication of such is that the collapse of the mill effort led to the sale of assets, notably land, and an increase in speculation. Burke & Farrar were aggressive in marketing their newly acquired holdings, mainly advertising in Seattle. It could be assumed, since Natterstad purchased the property from Dresen of Burke & Farrar, that speculation may have played a major part in the acquisition. The 1892 Census lists a T. C. L. Natterstad as a logger at the age of 32 residing in Wahkiakum near Astoria. By 1915, he would have been 55 and probably tired of logging; there were few trees standing close to the property. Other Natterstad’s were in the area during that period. H. S. Natterstad, also from Quebec and listed as a logger, died in 1902 from a gunshot wound.

Additionally, a Charles Natteerstad appears on the 1920 U.S. Census living on Rose Hill. He is 11 years old, born in Washington and listed as a brother-in-law to Ray Watson. Some of Watson’s neighbors are also listed in the 1927 phone directory.

Although Peter Kirk’s vision for the town was based on prior endeavors which called for small lots and close quarters for workers, it was not practical to do the same after the financial collapse. Property necessarily had to be large to support a fresh water supply and a food supply, and that made acre lots more common than not.

The property, which most likely would have included the entire 88th block from Sheffield east up to the future State Route 2A, was undeveloped but clear-cut. Frontage on Sheffield was close to 380 feet. The mill’s spur line had run along the route that was to become Slater Avenue, which ran to the west of Forbes Lake, south-south west and intersected Sheffield close to Piccadilly. That route would

have put it through what is today the Michigan Avenue Station Condominiums in the vicinity where Dorothea Ellen Elsie Lee roamed. Some areas in the neighborhood probably appeared rather dismal: vegetation struggling to recover from harvesting in the prior decades; dirt roads or paths; a mill-mess just to the east; at the crossroads of the main Kirkland/Redmond road (Kirkland Avenue); up on the hill high above the conveniences (albeit still primitive) of downtown Kirkland. But the western view must have been terrific!

There was some development transpiring in the near neighborhood at the time. Phone book records, as well as King County property assessment records indicate that properties were being developed as one story wood framed single-family bungalows with an eye on functionality versus form. Many of these have been torn down and replaced over the years, but some are still standing in 2015.



11295 NE 88th Street built in 1912



8803 116TH Ave NE was built in 1911



8811 116th Ave NE was built in 1919



9009 116th Ave NE was built in 1920

Inger A. Hanson (May 27, 1916 and May 7, 1917)

King County tax records show that the craftsman-style house at 8806 was built in 1920. Data from other structures around the neighborhood, some recorded earlier and some later, shows the 1920 date to be accurate.

Inger A. Hanson appears first in the 1920 US Census at age 52 as living with her husband, Nels, and their daughter, Addie Smith, and son, along with a granddaughter and sister-in-law in Seattle. The family apparently came through Oregon from Utah. By 1930, the family had moved to a new residence in Seattle. The son was still living with them, but the others were replaced with three boarders. Records indicate Inger passed away in 1931.

The following article from HistoryLink.org describes housing development during the turnoff the century Seattle and surrounding communities.

A housebuilding industry began to take shape -- speculators, developers, builders, contractors -- but architects were rare. Instead, architectural plan

and pattern books were popular on the frontier. These evolved into more complex and more prescriptive pattern books commonly used by builders and architects through the mid- and late-nineteenth century. In their article on pattern books, Andersen and Krafft note that Seattle architect William Boone "clearly referred to drawings in William T. Comstock's *Modern Architectural Design and Details*" in designing the 1887 L. C. Denny residence.(Andersen and Krafft, p. 150).

Local newspapers also published floor plans and articles on home construction and decoration to serve a building boom that developed during the 1880s. Greg Lange writes:

"To get a sense of the developers and speculators frenzy, it took 34 years (1853 to 1887) for developers to create 168 subdivisions in King County (almost all in the vicinity of Seattle). In 1888, developers filed 75 plats; in 1889, 151 plats; in 1890, 201 plats; and in 1891, 70 plats; nearly 500 subdivisions in just four years. In 1891, Seattle annexed residential areas reached by the new streetcar lines, increasing the land area of the city from 13 to 30 square miles" (Lange).

The building boom was interrupted by the Great Fire on June 6, 1889, which wiped out 60 blocks of mostly wood-built downtown Seattle. But the commercial district was quickly rebuilt, this time with fireproof materials, and streets were widened and regraded.

The city hired a building inspector and on July 19, 1889, he started issuing building permits. By the end of 1891, he had issued 4,130 building permits. They were for one-to-two story frame buildings, mostly for single-family homes.

Trolley lines were expanded and the Seattle, Lake Shore & Eastern Railroad Company (SLS&E), which ran from Seattle to the north end of Lake Washington by October 1887, helped push residential neighborhoods still farther out. But another depression in 1893 brought a temporary end to the boom, and most of the trolley lines went bankrupt. According to Greg Lange, "in 1900, many subdivisions created a decade ago, were still waiting for their first residences."

The classic vernacular, and a signature manifestation of this turn-of-the-century housebuilding boom, was the Craftsman bungalow. It appeared all over the country, but "The one thing that definitely would mark Seattle from other cities would be the high concentration of Craftsman ... although Portland has a slightly better mix, maybe because it was settled earlier" (Swope interview).

The Craftsman was considered a small summer cottage at first, but by 1906 was being sold as a permanent dwelling. It had a wide, low-pitched gable or hipped roof with wide eaves and triangular brackets. A porch usually featured massive columns at the entrance, with stone porch supports. It featured simpler forms and a flexible, open floor plan with built-in bookcases and window seats. The style had emerged from the British Arts and Crafts movement, a late-nineteenth-century reaction to the Industrial Revolution.

One unusual contribution to the housebuilding industry was the more than 70,000 mail-order homes sold nationwide by Sears, Roebuck and Co. from 1908 until World War II. Sears offered more than 400 styles, from mini-mansions to vacation homes. The complete home arrived by rail, from precut 2 x 4s to the paint.

There is no indication that 8806 is a pre-cut design from Sears or other suppliers of that day. It would have been convenient, however, because the rail line ran just a few blocks to the west. Although the floor plans and elevations differ greatly, it is possible that the design was composed of house plans readily available in newspapers of the day, as was popular. Following is a list of observed materials and techniques used in the construction of 8806:

Foundation

- Excavated half-basement extending down 7 feet; partial crawl space under western portion
- Soft soil, appears to be lake bed (bedrock not found at 8 feet; very few rocks, mostly rounded stones)
- Poured 8 inch concrete walls without steel, formed from shiplap or available lumber; no foundation to framing anchors
- Awning windows in basement portion for light and ventilation

Masonry

- Brick facing on front
- Brick/masonry fireplace
- Secondary brick chimney for heat source

Framing

- 2x4 stud walls with horizontal shiplap sheathing secured with 8p box nails, corner diagonal bracing
- 2x rough cut joists
- Shiplap sub-floors
- Stick-framed roof

Exterior

- Brick faced porch front
- Cedar shake on siding and roof
- Wood floored front porch

Doors and windows

- Wood-framed single paned double hung and awning
- 4-panel doors

Utilities

- Knob and tube electrical
- Cast iron waste plumbing
- Galvanized pipe fresh water supply
- Septic system
- Well water
- Ambient wood/coal heat under single hall grate

Finish

- Stained and lacquered fir trim, boxed beams and cornice molding
- 2-inch strip fir flooring
- Lathe and plastered walls and ceilings
- Boxed faux beams in dining room

The floor plan of the original house was composed of seven rooms and one bathroom, with windowed attic space and a half-basement. A fully roofed porch stretched across the front. The kitchen, still located south center-house, was divided into a small pantry and work area, with a simple door leading out to the southern yard. The triple-window arrangement, to the east of the door, was south facing as well. The dining room occupied a well-lit southwest corner and flowed into the entry hall and living room to the north. The living room had western-facing windows and windows framing the fireplace on the north wall. The hall in the center of house contained the staircases to the basement and attic, access to two bedrooms on the north, bathroom at the end on the east side, and another bedroom on the southeast corner. The basement was open and utilitarian. The attic may have contained rooms but was at least lighted by gable-end windows and one gable dormer facing west.

Housing was rudimentary during this time, but 8806 appears to have been built as a substantial structure.

The soil composition of the area made excavation quite easy. Samples taken in 2009 and beyond indicate a good layer of topsoil and an extensive layer of sedimentary soil underpinning it. There are virtually no rocks (glaciated or outcroppings) in the soil on the western border of the old mill property, leading to the assumption that it too was once a lake bed or marshland.



The following comes from “Rose Hill Memories” by Hazel Belts

The growth of the community of Rose Hill is the story of development of all the eastside: When the first people settled here, homes were few indeed. No roads were here for travel; footpaths from this house and that to the ferry made pleasant walking in the summer and disagreeable plodding in the winter rains. It was in 1912 that the country-side was platted in the acre plots by Burke and Farrar, and some roads were used for horse and buggy trade.

Kirkland became known when the steel mill was publicized and a railroad spur was built from Woodinville to a spot along Slater Street. A railroad depot was built at the junction of Sheffield and Slater streets. One short spur led to a saw-mill on Lake Kirkland and another to the steel plant.

The plans of mice and men fail. The steel mill did not materialize. Only a shell of a building, a foundation, the frame and some corrugated tin was erected where the Rose Hill school now stands at 122 Avenue N.E. and 90th Street. Other foundations were begun across the street, but they never amounted to more than holes in the ground.

Sheffield Busy Place

Sheffield Street was the center of population in the early days, for here there were six houses. Some of them still stand. Here there was also the first rural shopping center of the eastside, three grocery stores and a butcher shop. F. Whalen retired and A. W. Clawson operated that store, Fred Lietha and Will Acker were the grocers and H. E. La-Marty the meat-man.

A very old house stands at Four Corners, the original front part is built of hand hewn logs and the old nails are square. Mr. and Mrs. J. C. Cathcart live there. They are both old-timers. Mrs. Cathcart can shut her eyes and see the three houses between 132nd Avenue and Kirkland their log cabin, the Andresen home, and the old house next the county shed on Redmond Hiway.

The direct road to Redmond was Kirkland Avenue. It ran due east. Over two deep gullies were bridges, and when these burned the old highway or "Blacktop" was built in 1912. To make the property south more accessible, the road curves in wide sweeps. This road was the first paved highway in King County, and some claim, in the state.

The new highway to Redmond was opened in 1928. There is still another route farther north, along Slater Street and the county farm road. Many years ago the county farm or "The Stockade" for the county prisoners was in operation out there.

Rose Hill Like Utopia

In these good old days there were no herd laws in force on the hill. Cows were pastured along the trails. Milk was got from your own cow or that of the neighbor. And every family kept a few chickens. Utopia-like.

Each ranchette had its own well. There was, however, a water system of a kind. Abundant springs gushing from a hillside provided a steady stream of clear cold water. Through wooden pipes this water was carried to each household as far west as Sheffield. Before a water system was established, the county built a small reservoir on 122nd Avenue N.E. to catch the overflow, to be used in case of fire. On 132nd Avenue N.E., there is a water-tower where water was forced up from the gully east by a ram installed by Dr. Crawford Warren of Seattle. This is still in operation.

In the early days the boys and girls walked along the meandering paths to school in Grote's hall on Sheffield Street where C. E. Boyce was the teacher. About 1913 the first school was built, a two-storied building, where Mr. Boyce was principal and Miss Laura Miller one of the other teachers. This building burned in 1921 and was replaced by the one that still stands and is used now as the school for exceptional children.

School In Church

The Presbyterian Church was about finished when it was time for school to reopen in 1921 and it was in this building that the school was held. School lunches weren't a requisite in those days, but the Rose Hill ladies served a hot lunch even then. Mrs. Martin Larson and Mrs. Walter Fiske were among

those who carried the big kettles of soup to school at noon. And this custom has never stopped.

Building activity was recorded, no doubt for promotional motivations, and published in the East Side Journal. Excerpts from the following article appeared in the October 12, 1922 edition. J.P. was the local lumberman/building supplies provider.

Record of Building Indicative of Progress of East Side By J. P. McEvoy

1922 has been the biggest year the East Side has ever seen in the way of development and expansion. Not only has there been built several beautiful homes but this year has witnessed a most unusual growth in the poultry raising industry as well as a whole new block of business buildings on our main street.

The types of homes that have been erected here this season are those that any city might well be proud of. Kirkland, like every growing community has had to pass through the period of hastily built and planned homes. Under present modern developments in the building material field there has been laid at the foot of the prospective builder ideas, plans, suggestions and photographs of his future home so that he knows beforehand just what his dream home will be like. The man about to build today, once shown the convenience and economy of a home well-built and planned will be satisfied with nothing less. It is a well-known fact that a town or city forges ahead in direct proportion to the number of home owners it has. The spirit of the town itself is silently manifested in the type of its homes. With such an example set by this season's building we know that Kirkland will soon be widely referred to as the "city of beautiful homes".

We would not be covering the building activities completely should we neglect to note the many poultry houses that have been erected in this section during the year. Due to a realization of an ideal climate and a ready market, many East Siders have turned their energies in this direction. The type of poultry houses that have proven best adapted to this locality have been the "Woods" or "semimonitor" types. Those already in the game have added new units to those already constructed and many new-comers have gone into the business on a big scale.

With as much activities as are noted here it naturally follows that business institutions mostly grow to keep pace. Owners of business property caught the spirit and as a result Mr. Wilbur Wester erected two business blocks of two stores each and also a garage occupied by Emil Hansen. Mr. V. L. Elson erected a fireproof building, containing his plumbing shop, a dry goods store and a moving picture show.

Bids have just been let for the erection of a large high school and a grade school in this district, and with other contemplated buildings that will be under way before winter sets in, we will find our town grown far beyond the fondest hopes of the oldest settler.

The Rose Hill Grocery store appears in the 1927 Telephone Directory at Sheffield and Michigan, located on the southeast corner of the intersection (currently 8820 116th Ave NE.) The original building was purportedly constructed in 1900 as a residence and later converted to commercial in 1920. It was demolished in 1950. Accounts from the resident Hazel Belts indicate that there was quite a bit of commercial activity on Sheffield during the 1910's and 1920's.



Rose Hill Grocery (Lietha's place) on the corner of Sheffield and Michigan 1938

Additionally, the structure that stood at 8819 was of the same vintage as 8803 and 8811, as shown in Jerry Sampont's photos. 8803 was the Acker residence and 8811 was their grocery store. The Rose Hill Improvement Club was located at Sheffield and Clarkson. Clarkson Street originally ran on the southern edge of what is now SR 908 (85th Street).

Those in the 1927 Directory that lived on Sheffield Street include:

- W.C. Carney @Washington
- Ernest Clegg @ Kirkland Ave.
- E. M. Easter near Kirkland Ave.
- Walter Fisk near Piccadilly and Route 2
- J. F. Holblick near Victoria
- J. Hughes near Michigan and Route 2 (b. 1872 d. 1929, Kirkland Cemetery)
- Jens Jensen near Michigan and Route 2
- John Kelly near Piccadilly (b. 1872 d. 1930, Kirkland Cemetery)
- R. A. Knight @the north end of Sheffield
- Fred S. Leitha near Michigan and Route 2

- R. W. Phillips near Clarkson
- C. E. Recor @ Olympia (b. Jun. 14, 1869 d. May 23, 1952, Kirkland Cemetery)
- Ida Reuters @ Piccadilly
- H. Samuelson on Michigan
- Andrew Solen near Piccadilly
- H. B. Staley on Michigan
- S. L. West near Washington and Route 2
- Harry Wiley on Kirkland Ave (b. 1869 d. 1947, Kirkland Cemetery)
- J. R. Wilson on Arlington (b. 1857 d. 1930 Kirkland Cemetery)
- F. J. Zabel near Piccadilly

Many of these residents are also captured in the [1920 U. S. Census of Rose Hill, District 43](#).

Background on the grocery business on Sheffield

The two stores that existed near the intersection of Michigan and Sheffield streets were operated by different families. Generally, businesses in this era were family affairs – transportation was limited as was automation. It took all hands to make a go of it. In addition, the local community needed a place to exchange their goods and advertise their services. The commercial corner at Sheffield and Michigan provided that community connection for both social and economic transactions.

William and Gussie Acker, in addition to running the store, raised poultry and peddled eggs throughout the neighborhood. Their daughter Allene was regularly seen in the Highlands with her eggs. Their enterprise was in operation from the 1920's up until 1940. Will still had his home number listed in the 1944 Phone Directory.

Fred Lietha ran Lietha's Store with his father, John, and sister Emma. (John's wife, Elizabeth Kopp, was never listed in the census statistics past 1920. His other daughter, Ida, was never recorded as a resident of Kirkland. The spelling of the surname is recorded both as Leitha and Lietha.) Fred was born in Minnesota and John came from Switzerland in 1889. Fred registered for the First World War draft in 1916 in Seattle and identified himself as a laborer. As with many others, he registered for the Second World War draft in Kirkland in 1942 and identified his occupation as grocer. The Lietha's lived on the property until the late 1940's. Fred died in 1951.

The Eastside Journal records some of the merchandizing activity that impacted these commercial endeavors; however much of Rose Hill supported pockets of self-sustaining communities during this period.

- July 17, 1919 GROCERTERIA COMPANY WILL OPEN STORE IN KIRKLAND
- August 21, 1919 NEW STORE PROVES THAT PEOPLE WILL TRADE AT HOME
- October 2, 1919 NEW GROCERY STORE OFFERS INDUCEMENTS TO CUSTOMERS
- May 15, 1924 HURLBUT CASH GROCERY MOVES INTO NEW LOCATION
- May 22, 1924 STREAM'S CASH STORE ADDS NEW REFRIGERATION PLANT
- July 17, 1924 KIRKLAND LOOKS GOOD TO CHAIN GROCERY STORES
- July 8, 1926 RONCHETTI SELLS OUT HOUGHTON GROCERY
- September 29, 1927 DRENNAN IN CHARGE OF GROCERYLINE STORE
- January 19, 1928 W D BROWN NOW IN CHARGE OF THE GROCERYLINE STORE
- April 19, 1928 ROSE HILL TO HAVE NEW STORE
- July 5, 1928 ANDREWS BUYS GROCERY - LINE TO CONSOLIDATE
- August 23, 1928 WHALENS OPEN STORE ON HILL
- November 8, 1928 CHARLEY JONES BUYS WHALENS GROCERY STORE
- December 13, 1928 WILLIAMS JOINS GROCERY CHAIN
- February 28, 1929 OLD LANDMARK THING OF PAST (LANGDON GROCERY STORE)
- November 12, 1931 PROGRESSIVE GROCERY - GRAND OPENING
- July 16, 1931 CHAIN STORES IN HUGE MERGER (MACMARR / SAFEWAY)
- July 14, 1932 MARTIN'S CASH GROCERY
- October 13, 1932 NEW GROCERY STORE TO OPEN IN KIRKLAND (CASH AND PACKIT)
- November 9, 1933 A M CLAWSON IMPROVES HIS ROSE HILL GROCERY STORE
- October 17, 1935 REDMOND MAN TO OPEN GROCERY AND MARKET IN KIRKLAND (LELAND, O F)
- October 17, 1935 EBA'S GROCERIES TAKE LEASE ON FRANKLIN BLDG
- March 7, 1935 PAY'N TAKIT ANNOUNCES CHANGE OF STORE NAME (SAFEWAY)
- November 14, 1935 EBA'S BIG KIRKLAND STORE WILL BE OPENED NOVEMBER 22ND
- October 15, 1936 HALE'S GROCERY WILL BE CONSUMERS' CO-OP

Consolidations, takeovers and mergers in the grocery industry continued during the 1930's as the country was in the doldrums of the Great

Depression. For Rose Hill, especially those along Sheffield, the economics of local industry became more significant. Both local stores continued to serve the community throughout the decade.

City growth is, at times, painful. As Rose Hill developed during the decade of 1910 - 1920, lower Kirkland was morphing into a real city, albeit painfully. Just to gather signatures to put Kirkland's incorporation on the 1905 ballot took several attempts. Incorporation led to new fees and rules such as cordwood could not be delivered at the ferry dock, there were now dog licenses and cows had to be pastured. This was exceedingly unpopular because every home had a wood burning cook stove, several dogs and a milk cow that had been free to roam. And prior to prohibition in 1916, liquor fees increased measurably.

Headlines portray the major events:

- 7/25/1918 LOCAL FUEL SITUATION MAY BE SERIOUS
- 7/25/1918 EAST SIDE BOY WOUNDED ON THE BATTLE FIELD (HANKS, CLAUDE)
- 7/25/1918 KIRKLAND DRY AS DUST
- 7/25/1918 PAVING CREW TO REACH KIRKLAND NEXT MONTH
- 7/25/1918 LOCAL FUEL SITUATION MAY BE SERIOUS
- 8/1/1918 ED MCEVERS KILLED ON LIBERTY'S BATTLE LINE
- 8/1/1918 KIRKLAND BOY SAYS HE LIKES LIFE IN THE TRENCHES (BROOKS, HENRY)
- 8/8/1918 ANDERSON YARDS ARE RECOGNIZED
- 8/8/1918 NO MORE FORD CARS UNTIL AFTER THE WAR
- 8/8/1918 KIRKLAND MUSICIANS WILL ORGANIZE BIG BRASS BAND
- 8/15/1918 LAND COMPANY TO PARK WATER FRONT
- 8/22/1918 BIG DEMAND FOR KIRKLAND HOMES
- 8/22/1918 TOWN COUNCIL AUTHORIZED MORE CITY IMPROVEMENTS
- 8/22/1918 KIRKLAND PAYS TRIBUTE TO MEMORY OF HER DEAD
- 9/5/1918 FORBES RESIDENCE DESTROYED BY FIRE
- 9/12/1918 MANY REGISTER FOR WAR SERVICE
- 9/12/1918 CLARK NETTLETON BUYS P-I
- 9/12/1918 FERRY DOCKS ALMOST COMPLETED AND READY TO USE
- 9/12/1918 HIGHWAY PAVING CONTRACT SUB-LET
- 9/12/1918 ROSE HILL RALLY A BIG SUCCESS
- 10/3/1918 JACKSON THEATRE TO OPEN UNDER NEW MANAGEMENT (RING, J E)
- 10/3/1918 NEW MECHANIC AT ROBINSON'S
- 10/3/1918 MORE MONEY OR NO WORK SAY LINCOLN DECK HANDS
- 10/10/1918 ALL EAST SIDE MEETINGS FORBIDDEN BY CO PHYSICIAN (SPANISH FLU)

- 10/31/1918 COMMISSIONERS REQUEST BONDS TO MEET CO DEFICIT
- 10/31/1918 INFLUENZA UNDER BETTER CONTROL ON EAST SIDE
- 10/31/1918 TAKE A FINAL SWAT AT BOOZE
- 10/31/1918 GOVERNMENT, ASSURES COAL SUPPLY TO LOCAL DEALERS
- 11/7/1918 SCHOOL IS ON AGAIN, OFF AGAIN, TO PUPILS DELIGHT (SPANISH FLU)
- 11/7/1918 INFLUENZA BAN RAISED TUESDAY
- 11/7/1918 SCHOOL IS ON AGAIN, OFF AGAIN, TO PUPILS DELIGHT (SPANISH FLU)
- 11/7/1918 GERMANY SURRENDERS TO THE ALLIES
- 11/21/1918 JUNGLE OR CEMETERY (EDITORIAL)
- 11/28/1918 GARDNERS AND TRUCK MEN CAN NOW PLOW WITH GAS
- 11/28/1918 BONDSMEN WILL COMPLETE THE MADISON PARK DOCKS
- 11/28/1918 NOVEMBER SEES THE LAKE SHORE DRIVE COMPLETED
- 12/5/1918 KIRKLAND OFFICIALS ARE REELECTED WITHOUT CONTEST
- 1/30/1919 LOCAL GROCERS WILL CONTINUE WAR TIME CLOSING HOURS
- 1/30/1919 ROSE HILL RED CROSS TURNS OUT QUANTITY OF WORK
- 2/6/1919 SMALLPOX IN KIRKLAND
- 2/6/1919 STRIKE HAS LITTLE EFFECT ON INDUSTRIES OF EAST SIDE
- 2/13/1919 KIRKLAND STREETS STILL BEING IMPROVED BY COUNCIL
- 2/13/1919 KEEP IN AT NIGHT OR THE TOWN MARSHAL WILL GET YOU
- 4/24/1919 CAPTURED MOONSHINER - LOCAL MEN HELP OUTFIT
- 4/24/1919 MISSIONARY PROGRAM WILL BE HELD ON ROSE HILL
- 5/15/1919 MANY REALTY TRANSFERS MADE
- 5/22/1919 KIRKLAND COMMUNITY CENTER WILL BE BUILT
- 5/22/1919 ROSE HILL SCHOOL (PHOTO OF STUDENTS)
- 6/5/1919 PROSPERITY (FULL-PAGE REAL ESTATE AD FOR BURKE & FARRAR)

Transportation was also developing as the needs of the community required. An article in the East Side Journal published on June 30, 1949 recalled the observations of Mrs. Earl Kirtley of Rose Hill during the 1920s.

Mrs. Earl Kirtley recalls that nearly 40 years ago there was a dirt road to Kirkland from Houghton and a wooden sidewalk with a railing on it to prevent the pedestrians from falling into lake underneath.

It was a day's undertaking to go to Redmond in those early days. A train left North Bend for Seattle and back twice a day, stopping in Bothell, or going by Kirkland through Renton to Seattle, Postmaster Leo Reed remembers.

However, when William "Bill" Brown came to Redmond he crossed Lake Washington in a boat and then walked from the steamer dock in Houghton to Redmond to settle. Furniture came up the Sammamish River in a flat-bottomed boat through the slough to Redmond.

The first surfaced road to Redmond was begun in about 1908 or 1909. It was finished as far as Redmond by 1911, and in 1912 reached the Cadman gravel pit and in 1913 the brick road from Cadman Gravel was finished to Happy Valley.

The three Brown brothers - Charley, Fred, and William - were among the first stage drivers who took passengers from Redmond to Kirkland. In 1908 they drove a stage that was no more reliable than the weather and the roads. "You might stand on the corner and never get to town some days, because the tires were worse," related Mr. Brown. But in 1911 they increased their fleet to 11 cars and at one time had nine drivers.

In 1923 Leo Reed took over the stage route and in 1926 took in the present mayor, Lewis Green, his brother-in-law, as a partner. Reed bought out Green in 1930 and it was finally sold to the present Trailways company.

With community expansion also came all the unwanted problems. Bootlegging, prostitution and major crimes began to surface. It is rumored that 8806 participated in the aforementioned activities as well. Just to the north, on April 20, 1926, a search warrant is issued to the King County Sheriff's Department for liquor at Nick's Place located at Five Corners (Totem Lake). Deputy Sheriffs find 18 gallons of moonshine whiskey and five quart bottles of home brew beer. Headlines in the Journal reflect an increase in home based enterprises:

- October 2, 1919 JOY REIGNS SUPREME UNTIL OFFICERS DISCOVER STILL
- May 10, 1923 BIG MOONSHINE STILL SEIZED BY OFFICERS
- May 6, 1926 BIG STILL IS RAIDED HERE
- May 13, 1926 HUGE STILL IS RAIDED BY OFFICERS LOCATED NEAR JUANITA SCHOOL HOUSE
- March 24, 1927 DEPUTIES NEARLY MAKE ERROR WHEN THEY PLAN RAID ON STILL
- July 5, 1928 SHERIFF'S RAID IS FRUITLESS
- July 19, 1928 KIRKLAND WILL QUENCH THIRST OF NAVY AUG 8
- January 24, 1929 DEPUTIES LOCATE WELL CONCEALED BOOZE CACHE
- January 24, 1929 DEPUTIES PICK UP THREE EAST SIDE MOONSHINERS

On April 20, 1926, a search warrant is issued to the King County Sheriff's Department for liquor at Nick's Place located at Five Corners about two miles northeast of Kirkland. Deputy Sheriffs found 18 gallons of moonshine whiskey and five quart bottles of home brew beer.

While searching for fugitives in May, 1926, Deputy U.S. Marshal E. Laird accidentally discovered a huge 100-gallon still in operation near the Juanita school house between Bothell and Kirkland. Other stills were found in a henhouse on Rose Hill, near the pit of the Kirkland Sand and Gravel Company, and deep in the woods three and a half miles southwest of Woodinville.

But the most famous of these cases was the unsolved murder of Miss Whitehall.

Who Murdered Letitia Whitehall?

The following article was written by Alan J. Stein, October 26, 2000. Credit is assigned to historylink.org.

In 1926, local newspapers were awash in one of the largest regional scandals of that era. Letitia Whitehall, a 14-year-old girl who lived near Kirkland, was brutally raped and murdered: Her body was found in the Sammamish River near Kenmore. Her killer was never found, but an innocent man was put on trial for his life.

Between 5:30 and 6:00 p.m., on Saturday, October 30, 1926, Letitia Whitehall left the offices of Dr. Chester C. Dobbs, Kirkland dentist. She'd had two teeth filled, and prepared to walk back to her parent's house a few miles southeast of town. She buttoned her coat and walked out into the brisk autumn air. She never made it home.

The next day, Letitia's parents, George and Mabel Whitehall, searched the town to no avail. Frantically, they contacted King County Sheriff Matt Starwich for help finding their daughter. On Thursday, the East Side Journal, a weekly newspaper published in Kirkland, noted that the girl was still missing. The following Thursday they repeated an appeal to the community to help find her.

She was 14 years old. She was 5 feet 4 inches tall. She had dark bobbed hair, blue eyes, and freckles. She was a thin girl. She was last seen wearing a green lumberjack blazer, a sweater, a black skirt, gray stockings, and black patent leather shoes with one strap. Her mother missed her with all her heart.

On November 14, she was found dead, submerged in the Sammamish River a few miles north of Kirkland. She had been brutally raped and murdered

Investigations and Allegations

Two duck hunters, 17-year-old George Dulin and his uncle, Harry Ericksen, discovered her body close to the Kenmore Bridge, along the Sammamish slough. They had seen something the day before, but thought it was the body of a dog. Upon closer inspection on Sunday, they were shocked to see that it was a young girl, and immediately contacted the authorities.

Kirkland, at the time, was a town of about 2500 people. Local police were ill prepared to handle such a heinous crime. Sheriff Starwich promised that six men would be put on the case as soon as possible. In the meantime, Kirkland police, headed by town marshal C. R. Egbert, did what they could.

Before the grisly discovery, suspects had already been questioned and discounted. A young hooligan named Stringer, alias Jackson, was high on their list, but his alibi held up: He had stolen a car the night of the murder and had driven it to Olympia. Dr. Dobbs, the dentist, came under scrutiny, as he was the last to see young Whitehall alive. But after she'd left, he had gone downtown to buy groceries and to catch the football returns on the radio in the local drugstore, which was borne out by several men in the same drugstore.

The local police uncovered odd bits of information. Henry Kreiter, 16, claimed to have seen a girl who looked like Whitehall in Redmond on Halloween Eve, accompanied by a stocky man. Letitia's mother, Mabel Whitehall, recalled that her daughter had expressed the wish to arm herself with a handgun just a few nights before she died. A neighbor, Mrs. Joseph Spigil, claimed that "Letty" seemed sullen and troubled in her last days, which was most unusual for the normally cheerful girl.

Meanwhile, Sheriff Starwich had assigned only two deputies to help with the investigation. Kirkland residents became bitter at his lack of concern. When asked by the press why help was not forthcoming, Starwich waved it off. "I don't care to discuss the matter," he said. "Besides, the newspapers know more about it than I do, anyway."

All the News That Fits, We Print

Besides being overwhelmed with the murder and investigation, Kirkland residents were unaccustomed to having their fair town splashed over the front page of every edition of the Seattle newspapers. Day after day, the press analyzed every little detail of the case, no matter how relevant or salacious. Newspapermen swarmed the town looking for scoops of any kind.

This was not unusual at the time. The Halls-Mills case, concerning the murder of a minister and his secret mistress in New Jersey, was currently in the papers. The Leopold-Loeb thrill murders in Chicago had captivated the nation three years earlier. (In that case, two privileged young men, Nathan Leopold and Richard Loeb, had murdered a schoolboy in an attempt to commit the "perfect crime.") Many newspaper readers were hungry for cheap thrills, and the press was right there to feed it to them.

Arrest First, Ask Questions Later

Under constant scrutiny by the press and the public, Starwich began making arrests. A 17-year-old boy, said to be a member of a gang of “roughnecks,” was held incommunicado in lieu of a \$5000 bond. Six members of his alleged gang were arrested the next day. All of the young men were accused of attacking and annoying Kirkland schoolgirls. No connection was ever made to the Whitehall slaying. Another hoodlum connected with the boys fled, only to be arrested in Oregon. He too was grilled, but again, no evidence connected him with the crime.

Deputies also suspected a Kirkland butcher, Henry Viser, who was referred to in the press as the Scar-Faced Man. Three witnesses claimed to see him drive off with Whitehall in his car, after hearing her scream three times. Supposedly he had disappeared afterward. This theory went up in smoke when Viser voluntarily walked into the Sheriff’s office with an airtight alibi. Soon after, deputies arrested and grilled a Kirkland tailor for no apparent reason, and he too was let go.

Trying To Make Sense Of It All

With facts, rumors, accusations, and arrests madly flying about, a coroner’s inquest was called for. Led by Coroner W. H. Corson, an inquest jury convened on November 27.

On the first day, physicians testified that the young girl had indeed been raped. Marks were found on her throat, possibly caused by clutched hands. Bruises on her ankles, knees, and fingers indicated that she had put up a fight. She was missing a tooth and had a three-inch scalp wound, most likely caused by a blunt instrument. Her lungs contained water, indicating that she was still alive when her body was ignominiously tossed into the slough.

Witnesses were called. Dr. Dobbs took the stand and told of his whereabouts on the night that Whitehall left his office. Helen Fisk and Niota Davis, young chums of Letty, described conversations they had with Letitia that day, as did Whitehall’s parents and six of her brothers and sisters. The duck hunters told of finding the body, and of seeing an odd gray hat lying nearby. The hat was never found. No wonder, since the sheriff’s office had neglected to dredge the crime scene until two weeks after the discovery. November weather had washed away any clues.

The Plot Thickens

On December 2, 1926, Letitia Whitehall was buried in Calvary Cemetery, more than a month after her death. The same day, the sheriff’s office put out a call for 25 more high school boys to appear for questioning. The Chamber of Commerce met to decide how to counter the “unfavorable publicity” the town had received, which they felt was unwarranted and exaggerated. The Sheriff offered to help with Kirkland’s image problems, but continued to grill town residents, sometimes seemingly at random. The inquest and press coverage went on unabated.

Previously unknown witnesses began appearing out of nowhere to spin their tales. Some claimed to have seen the body being thrown from the Kenmore Bridge. Others provided contradictory information. High school students were put under oath and reluctantly told of illegal moonshine and beer parties held that night in celebration of Halloween. Some thought that they may have seen Whitehall at some of them, but couldn't be sure. Based on these eyewitnesses, Whitehall was seen that night everywhere from Redmond all the way to Snohomish County -- highly improbable.

For some of the public, the press coverage was unbearable. A Bothell mother, who had lost her husband the year before and was raising her children alone, became obsessed with every detail the press had to offer. On the evening of December 16, she left her home after dinner, despondent and brooding, and walked to the Kenmore Bridge. Locating the spot from which it was reported that Whitehall's body had been thrown, she leapt to her death 20 feet below.

Others were nowhere near as despondent, but many in the community were upset with the lack of progress -- not the least of which was County Prosecutor Ewing D. Colvin. He had no leads, a few weak theories, piles of hearsay and innuendo, a watchdog press, and an angry populace demanding justice. What to do?

J'Accuse!

By the end of January, 1927, three months after the murder, Colvin had examined all of the data. The killer obviously had contact with the girl on the night she was murdered. The killer had to have a car to transport her body to the Kenmore Bridge. Since the girl most likely did not enter a stranger's car, the killer had to have been known to her. Colvin believed he knew who the murderer was.

On January 25, in a complaint filed in court, County Prosecutor Ewing D. Colvin formally accused the dentist, Dr. Chester C. Dobbs, of the murder of Letitia Whitehall. For the next three months, Dobbs was on trial for his life -- accused of a crime he did not commit.

Letitia Whitehall, a 14-year-old girl from Kirkland, was murdered on Halloween Eve, 1926, on her way home from the dentist. For the next three months, the local police and the Sheriff's office were stymied in their search for the assailant. Rumors, allegations, and innuendo, many of which were spread by the press, exacerbated the situation. Faced with an angry populace, King County prosecutor Ewing D. Colvin accused the dentist, Chester C. Dobbs, of committing the foul deed, with little or no evidence.

Digging for Clues

Dr. Chester C. Dobbs was questioned many times during both the investigation and the coroner's inquest and had been most forthcoming with information. He claimed

to have walked into downtown Kirkland the night of the murder to shop for groceries and to listen to football scores on the drugstore's radio. This was borne out by people who vouched for his whereabouts.

This meant little to the prosecutor and the Sheriff. After months of dry leads elsewhere, they needed a killer, and Dobbs seemed, to them, to be the most logical choice -- He knew the victim well, and was the last to see her alive. All that was lacking was a motive, evidence, eyewitnesses, and/or a confession.

Undue Process

Colvin went looking for more clues. One week before Christmas, the prosecutor secretly had Letitia Whitehall's body dug up, without informing her parents. A chemical analysis was made of her stomach contents and it appeared that cocaine was found.

On January 22, 1927, deputies raided Dobbs' Kirkland home without a warrant, and hauled in the doctor for more questioning. They were looking for cocaine. No dope was found, and Dobbs continued to stand firm with his alibi. During the next week, the police raided his home twice more. They found nothing.

Armed with little or no evidence, Colvin accused Dobbs of murder on January 27 and had him arrested. Dobbs hired attorney George Crandell, who immediately complained that his client was arrested without due process. Crandell fought to release Dobbs on low bail, but the Prosecutor set the amount at \$25,000.

Dobbs' wife Alice rallied a number of respected Kirkland businessmen. Most people in Kirkland felt that the dentist was being railroaded. Within a few days, the money was raised -- well over the amount needed. Dobbs was released and he returned home, pending the trial. The townspeople hailed him as a martyr.

No Evidence? No Problem!

Meanwhile, Colvin claimed to have valuable bits of information from anonymous tipsters. "Information" from tipsters who decline to give a name is totally useless in a court of law. Dobbs' first hearing was delayed for weeks, while Colvin looked for solid evidence. During this time the newspapers printed every fact or rumor they could get their hands on.

Colvin was coming up empty. The cocaine in the girl's stomach turned out to be novocaine, an anesthetic used by dentists. Considering that she was last seen at the dentist, this was no surprise. Also, new witnesses came forward who claimed to have seen Whitehall after she left the dentist's office.

Nevertheless, Colvin had Dobbs arrested again, even without new evidence. This time a \$35,000 bail was set. The townsfolk of Kirkland stepped up and gathered more cash, and paid to have Dobbs released one more time. The trial hadn't even started, and the case was descending into farce.

Court Is Now In Session

The trial began on April 11, 1927. It was presided over by Superior Judge Charles P. Moriarty. Attorneys Crandell and Lucas Kells represented Dr. Dobbs, while Deputy Prosecutor Ethan Allen Peyser assisted Prosecutor Colvin. Both sides wanted to exclude women from the jury, and challenged all female panelists. After much heated discussion, the jury ended up 12 men.

Due to the public frenzy whipped up by the press, the courtroom was packed from day one. Four policemen were needed to preserve order outside in the corridors. Those attending the trial within got to witness a theater of the absurd.

Early on, Attorney Crandell called Prosecutor Colvin to the witness stand over a legal skirmish involving the use of evidence seized without a warrant from Dobbs' house. As if this weren't odd enough, Colvin proceeded to cross-examine himself after Crandell had completed his questioning. As the jury and crowd looked on in amazement, Colvin asked himself a question on the witness stand, then answered it, asked again, and so on. The judge allowed this, and also allowed the questionable evidence in question to stand.

Exhumed, Yet Again

Colvin's case rested on the fact that "drugs" were found in the dentist's office. Of course, these drugs are what one would expect to find in a dentist's office. Crandell, on the other hand, tried to shift suspicion onto the dead girl's father. Colvin put two eyewitnesses on the stand who claimed to have seen Dobbs on the bridge the night of the murder, but one admitted under cross-examination that on the dark, unlit bridge, the man might even have looked like Mr. Whitehall.

Colvin became desperate. Seeking new evidence, the prosecutor once again had the dead girl's body exhumed without her parent's knowledge or consent. He and the coroner wished to determine if the girl's missing tooth was extracted or knocked out. When Crandell learned this in court, he was appalled and he loudly accused Colvin of manufacturing evidence. The judge rebuked them both, but let the coroner's testimony continue. The tooth had been knocked out, as was originally determined.

Losing Sight Of The Tragedy

Each day, banner headlines filled the front pages -- "Slain Girl's Father on Stand! Mystery Handwriting Quiz!" -- "Youth Says He Saw Letty At 9 P.M." -- "State Given Drubbing in Dobbs Trial!" Other stories told what the defendant, lawyers, and spectators were wearing, along with "funny" anecdotes of each day's events. Somehow in all this, the 14-year-old victim, Letitia Whitehall, became almost an afterthought.

After two weeks of testimony, the trail began to wind down. Before the final arguments, spectators got to see Prosecutor Colvin cross-examine himself once again. Crandell had accused Colvin of witness tampering, and asked him to take the stand. When Crandell finished his examination, Colvin stayed in the box and started to make an explanation to the jury. The judge instructed him to proceed by question and answer as he done before, and Colvin complied in a droll voice that elicited chuckles from the audience. Funny stuff, alright.

Free and Angry

Throughout the trial Dobbs remained calm and confident, and for good reason. He was innocent. On April 28, the jury was instructed to render a verdict. They left the room and returned in just 46 minutes. Dobbs was acquitted with speed and ease.

Interestingly enough, Dr. Dobbs had a good guess of the verdict a day earlier. While talking with a reporter outside of the courthouse on Wednesday evening, a paperclip landed on the ground next to them. Looking up, they saw some of the jurors leaning out of an open window, smiling and gesticulating positively. The two men beat a hasty retreat, not wanting be influenced by any false interpretations.

Relieved that his experience was over after acquittal, Dobbs was nevertheless outraged that his life had been turned upside-down. To recoup lost income, and to warn the public of flaws in the judicial system, he went on a statewide lecture tour delivering an address called "Justice vs. Politics." He later returned to his dentistry practice.

Justice Goes Unserved

After the trial, the tragic story of Letty Whitehall quickly faded from newspaper headlines and the public's mind. No further investigation was performed. No one else was accused. No one was brought to trial.

Letitia's family stayed near Kirkland until the 1930s, but then moved to Port Angeles. Her mother Mabel Whitehall was depressed for many years afterward over the loss of her daughter.

A young girl's life was unjustly taken from her. Her killer walked free, his crime unpaid here on earth. Sadly, in the end, few people cared.

[illegible]

This aerial view of downtown Kirkland shows rather large underdeveloped areas to the east approaching Rose Hill. The intersection of State Street and Kirkland Way is at the center of the photo. Kirkland Way, which was still the main artery to Redmond, heads east to the top of the photo as it traverses the hill to Redmond. Central Way juts off horizontally to the left, slightly above the high school (where City Hall currently is located). 8806 is out of frame on center left.



Property of Museum of History & Industry, Seattle

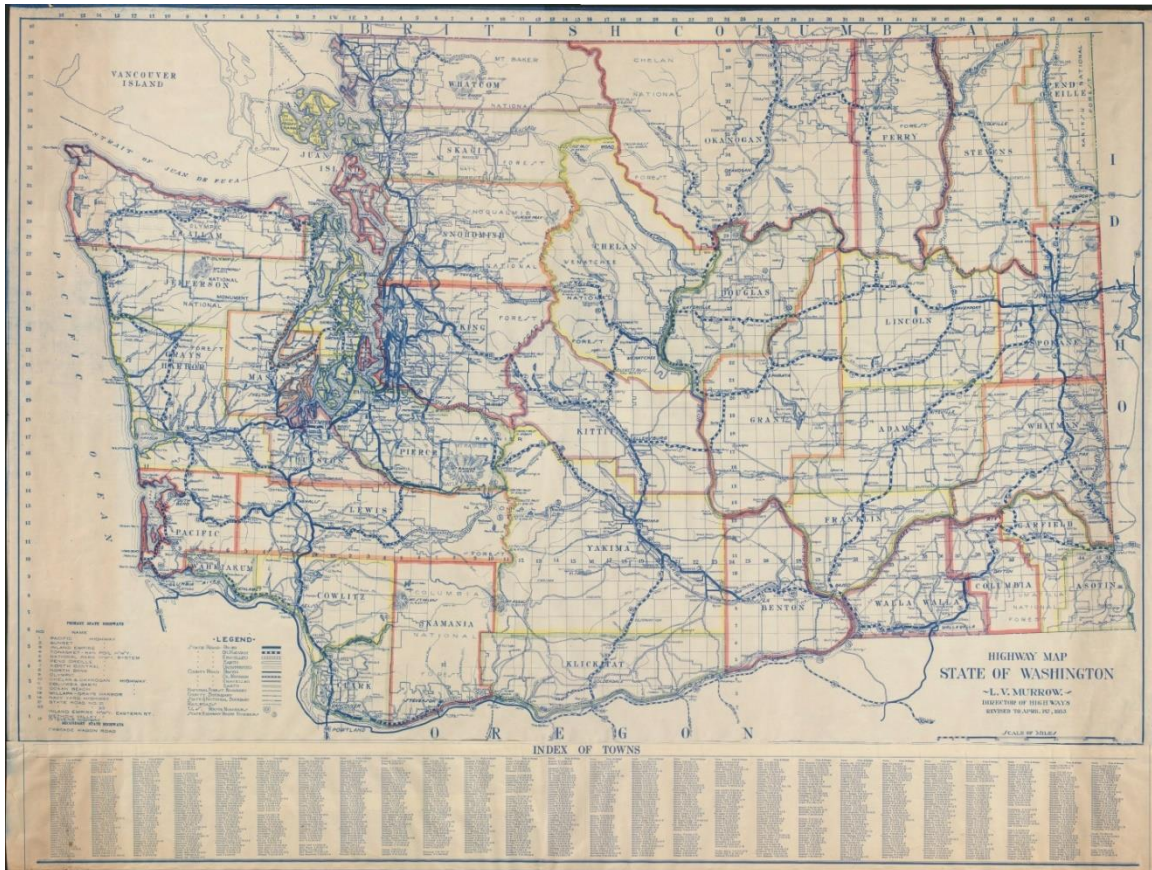
Road work in and around Kirkland continued through this period. Arterials were graded and oiled (blacktopped), minor trestles were constructed, and drainage and utilities were put in place around the residential communities. Sheffield, from Northup through Houghton, was oiled in the 1930s, but probably only graded in the Highlands. Sheffield ran continuously from the Highlands into Bellevue.

The first road traversing north and south connecting most of the eastside communities was Secondary State Highway 2A (SSH 2A). At least since 1927, SSH 2A connected US 10 and US 410 in Renton to communities in the north, through Kirkland and Bothell, connecting back to US 99 in Everett. In 1964, the system of Primary and Secondary state highways was removed in favor of signed routes, and SSH 2A was relabeled SR 405. The interstate was built from the south in Tukwila, with the stretch to Renton opening on September 3, 1965. By 1971, SR 405 was relabeled Interstate 405 after it was completely improved to Interstate Highway standards. In doing so, Sheffield Street was

isolated to the Kirkland side of the community with only three crossing corridors: NE 116th Street to the north, NE 68th Street to the south, and NE 85th Street (SR 908) just to the south of Piccadilly.

State Highways 1933

The map shows State Route 2 (PSH) drawn and labeled from Woodinville to Issaquah, but Route 2A was not designated. In 1937, the route was designated a secondary highway and labeled SSH 2A.



Addie Marnk (May 24, 1939)

By 1939, the Burke-Farrar Subdivision #13 (house and land) was valued at \$3400, with an assessed appraisal at \$610. The house was described as one floor of 1400 square feet, retaining its original dimension of 36 feet by 40 feet. It was listed as having seven rooms and one bath, an unfinished dormered second story. The heat system had been converted to an oil-fired furnace with one floor vent in the hallway for the heat source. The house rented for \$18 per month.

The grounds surrounding the house had seen the growth of natural vegetation since 1917. Deciduous trees had probably reached the height of 40 – 50 feet, second-growth conifers were established but a bit shorter, and cultivated shrubbery abundant. It appears that the formal entrance into the house was situated straightaway from the street, with a common entrance from the driveway across the front to the centered front door. (The same as it is at present.) The driveway of 8806 was graveled but no evidence of a garage was found. Sheffield Street was paved with concrete but no sidewalks existed in the area. Footpaths were common.

The Kirkland Way/Sheffield Street/Slater Avenue route was likely the best route over the ridge to Redmond, with Central Way feeding in traffic from the ferry at the harbor. State Route 2A, just to the east of the property, carried traffic along the north/south axis. The employment that existed at the time was concentrated along the lakeshore – the shipyards, the cannery, merchants, etc., so access off the hill was important for residents. Extensive upgrades to the roads in the Rose Hill Mid-lakes area were accomplished.

Electrical service must have existed at the time but no overhead wires are visible in the photos. Knob and tub wiring was standard until the 1930s, and the house contained remnants of it discovered during the remodels in the early twenty first century. Sewers were not yet available so a septic field most likely was located to the south or west off the dining room corner. The well was in operation although fresh city water was available in the area. The oil tank for the heat system was located under the driveway off the north side. Forced into a great degree of self-reliance, the surrounding property was used for cultivation and poultry.

According to the [1940 US Census](#), the Ackers lived and worked on the 8803/8811 property across the street from 8806. The neighborhood was filled with families supported by a variety of occupations: retail merchandizing, laborers, barber, bartender, road and railroad workers.

The gathering and compilation of census data was an arduous task. Original documents reflect answers to simple questions: names and relationships of house occupants, place of birth, age, occupation, and later, level of education. All the data was recorded by hand and never verified. Honesty was the hallmark of the effort. (Census data is protected by privacy laws for 72 years.)



Census interview in 1940

Notable events in the community, as listed in the East Side Journal, include:

- 1/5/1939 7500 MORE WPA WORKERS MUST LOSE JOBS IN JANUARY
- 1/5/1939 CONSTRUCTION OF KIRKLAND'S NEW \$97000 PLAYFIELD TO BEGIN FRIDAY
- 1/5/1939 CREWS BEGIN LAKE BRIDGE CONSTRUCTION
- 1/12/1939 REPORT OF THE CONDITION OF THE FIRST NATIONAL BANK OF KIRKLAND
- 3/23/1939 MRS ROOSEVELT MAY VISIT KIRKLAND CANNERY IN APRIL
- 3/23/1939 'BLACKTOP' ROADS GET MENDING
- 3/30/1939 CITY WILL PURCHASE SHORELINE PROPERTY FROM KING COUNTY
- 4/13/1939 BRUSH FIRES BURN OVER MANY ACRES OF LAND ON EAST SIDE
- 4/13/1939 SHIPYARDS GOING FULL BLAST ON NEW MILLION DOLLAR BOAT ("EXPLORER")
- 4/20/1939 KIRKLAND MAY GET SEWER SYSTEM IN NEAR FUTURE
- 5/11/1939 CLEAN UP - PAINT UP WEEK IN KIRKLAND MAY 15 TO 27
- 5/11/1939 JUANITA PARK TO OPEN PAVILION SUNDAY EVE
- 6/1/1939 CITY OFFICERS TAKE FIRST STEP TOWARD A SEWER SYSTEM
- 6/1/1939 KIRKLAND, REDMOND PAY TRIBUTE TO WAR DEAD AT SERVICES
- 6/15/1939 HOME BUILDING NOW INCREASING IN KIRKLAND AREA
- 6/15/1939 FIRST CLASS IS GRADUATED (ST EDWARD'S SEMINARY)
- 7/8/1939 KIRKLAND PLAYFIELD WORK TO BE SPEEDED UP; LARGER CREW WORKING ON
- 7/8/1939 KIRKLAND STREET PROJECT SUSPENDED
- 7/27/1939 MISS GATES WILL BE ROSE HILL TEACHER
- 7/27/1939 SEATTLE OFFERS TO BUILD WATER SUPPLY MAIN TO EAST SIDE AT NO COST
- 8/3/1939 SAFEWAY - GRAND OPENING
- 8/24/1939 KIRKLAND'S WATER SYSTEM NEEDS IMPORTANT REPAIRS AND REPLACEMENTS
- 8/24/1939 SEWER OUT OF QUESTION AT PRESENT
- 8/31/1939 PLAN BEING MADE TO INCREASE CITY LIMITS TO TRACKS
- 9/7/1939 EAST SIDE DOESN'T WANT TO BE ANNEXED BY CITY OF SEATTLE
- 9/7/1939 PETITIONS FOR EXTENSION OF KIRKLAND CITY LIMITS NOW BEING CIRCULATED
- 10/19/1939 CITY OF KIRKLAND WILL NOT ANNEX ANY NEARBY AREAS AT PRESENT TIME
- 11/2/1939 INCOME OF KIRKLAND SCHOOLS SHOWS GAIN OVER LAST TWO YEARS
- 11/2/1939 FOOD STAMP PLAN WILL BE ESTABLISHED IN KIRKLAND SOON

- 11/16/1939 LONG-AWAITED FOOD STAMP PLANS GO IN EFFECT MONDAY IN EAST SIDE CO
- 11/16/1939 LEGIONNAIRES RECALL WAR EXPERIENCE ON ARMISTICE DAY
- 12/14/1939 KIRKLAND BUSINESS MEN DEFEND LAKE FERRY AT HEARING ON BUS FRANCHISE
- 12/14/1939 EAST MADISON STREET WILL BE FIRST TO HAVE TRACKLESS TROLLEYS
- 12/14/1939 KIRKLAND BUSINESS MEN DEFEND LAKE FERRY AT HEARING ON BUS FRANCHISE
- 12/28/1939 50 NEEDY FAMILIES ON EAST SIDE GET CHRISTMAS BASKETS
- 12/28/1939 ANOTHER CANDIDATE FILES FOR MAYOR; R L NELSON TO CAMPAIGN FOR POS
- 12/28/1939 SEATTLE TRANSPORTATION COMMISSION PROMISES BETTER SERVICE

It is interesting to note how the issues of the day were transitioning from pioneer to civic. Infrastructure issues come to the forefront, and they would continue for many decades, usually enveloped in similar controversial discussions. The city (and country) was weary of the financial depression by the year 1939, but had made lasting improvements through sacrifice and ingenuity. Those actions set the stage for the next series of decades which ushered in a variety of changes and improvements to the property.

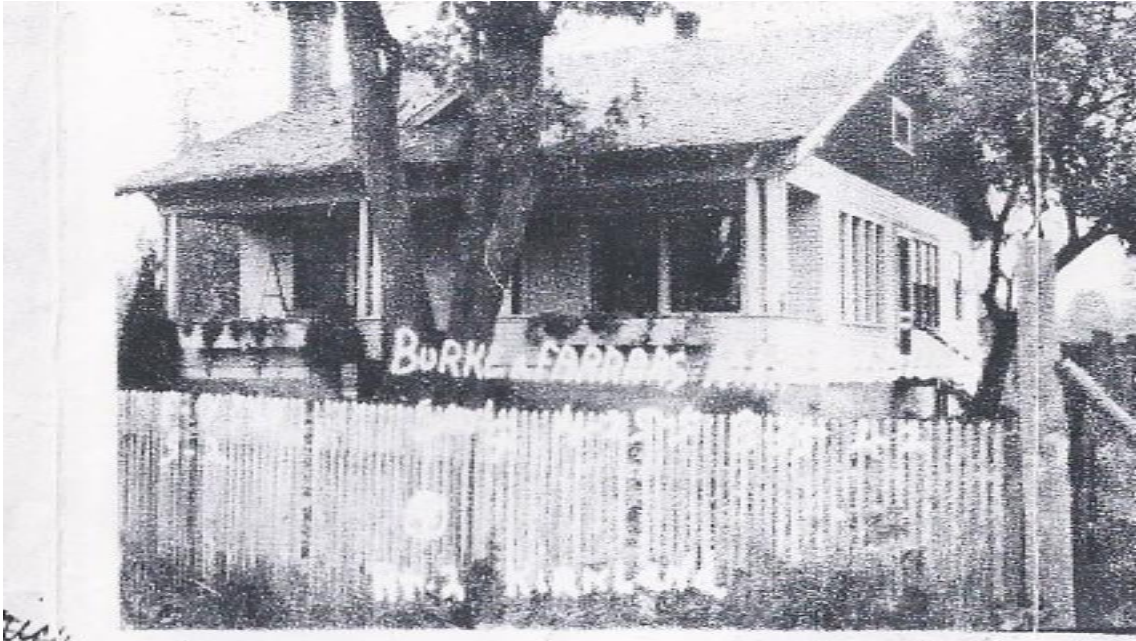
D. E. Sergeant (July 13, 1940)

War was on the horizon, the Great Depression was a fact of life, and people made accommodations. Kirkland was undergoing slow but steady development, as evidenced by all the road improvements in and around Sheffield during the 1930s. When Sergeant purchased the place, it wasn't quite as isolated as in the preceding decades.

D. E. Sergeant was most likely Donald Sergeant of Kirkland, born in 1894 and passed away in 1974. And a Mrs. Donald Sergeant (noted as Esther in the 1940 U.S. Census) is listed in the Kirkland Phone Directory for the year of 1940. His age, in 1940, makes him primed for the dormer renovation and property maintenance. And the daughter, Patricia J. who later owned the property, would have been 12 when they moved in. She lived from 1928 to 2007. (The couple also raised a second daughter, Barbara J. In 1940, Esther's mother, Carrie Trimble, lived with the family.)

8806 in 1940

In 1940, the original house was still intact. The porch and roof, including the gable-end dormer were unchanged. The shrubbery in the front was established but not quite mature. The place had the appearance of a home: flowers in window boxes (on the porch), white picket fence and screen doors on the front and side. It appears well maintained in the following photo.



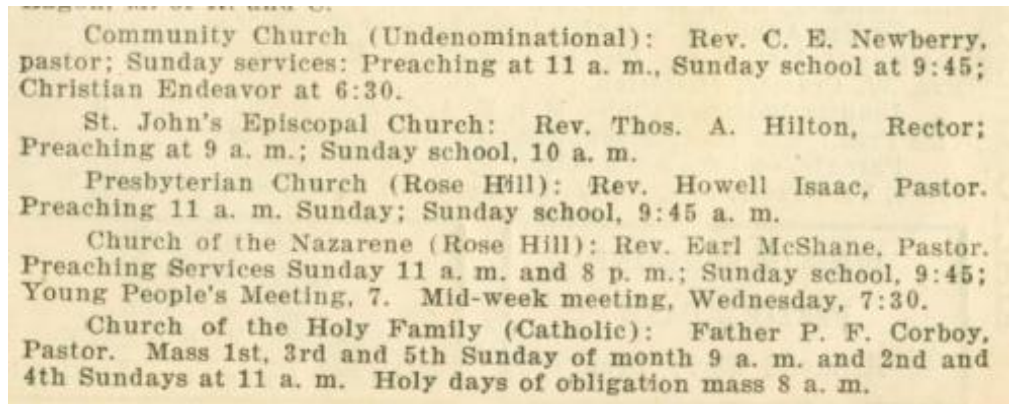
The Ackers closed the grocery store at 8811 in 1939 (or before) and let out the space to a Pentecostal church "Prophecy Speaks." It was used as such until 1945, when it housed the Grange Hall. Much of the focus of the Grange's work over the years has been directed toward agricultural issues that have a particular impact on rural communities. Much fruit and a significant amount of poultry were raised on Rose Hill during this time of transition. Traffic was increasing on Sheffield which fostered distribution of goods and ease of access.

The Kirkland community supported a number of churches, varying in number by seasons of religious movements. In 1940 the Pentecostal church occupied the former Acker store at 8811. It was not uncommon for churches to plant themselves in a community only to find their effect governed by building space. The church was headquartered here until 1945.

Background on religious movements impacting Kirkland

Early citizens looked forward to Sunday's church activities. The Methodists and Baptists had established churches in Kirkland by the turn-of-the-century. The first Baptist Church of Kirkland originated in Houghton about 1886 and moved to Kirkland when a house of worship was built on a lot donated by the Kirkland Land and Improvement Company in 1889. In 1920, the Congregationalists federated with the Methodist Church, which had come to Kirkland from Houghton in 1891. The Catholics first attended church at the old wooden Sacred Heart Church in Bellevue. Mass was said once a month in Kirkland and Bellevue by Father Rafferty. Later a Kirkland church was built, and still later, the Holy Family Church was built on Rose Hill. The first Church of Christ, Scientist, in Kirkland, was started with a small gathering in a private home in 1916. The cornerstone of the church was laid on First Street in 1922. (Proceeding credited to "Our Founding Fathers, The Story of Kirkland" by Arlene Ely)

Those that brought the Great Western Steel Works project to the area also brought their religious traditions. Churches common in England were planted in Kirkland. The following churches were listed in the 1927 Eastside Phone Book:



Community Church (Undenominational): Rev. C. E. Newberry, pastor; Sunday services: Preaching at 11 a. m., Sunday school at 9:45; Christian Endeavor at 6:30.

St. John's Episcopal Church: Rev. Thos. A. Hilton, Rector; Preaching at 9 a. m.; Sunday school, 10 a. m.

Presbyterian Church (Rose Hill): Rev. Howell Isaac, Pastor. Preaching 11 a. m. Sunday; Sunday school, 9:45 a. m.

Church of the Nazarene (Rose Hill): Rev. Earl McShane, Pastor. Preaching Services Sunday 11 a. m. and 8 p. m.; Sunday school, 9:45; Young People's Meeting, 7. Mid-week meeting, Wednesday, 7:30.

Church of the Holy Family (Catholic): Father P. F. Corboy, Pastor. Mass 1st, 3rd and 5th Sunday of month 9 a. m. and 2nd and 4th Sundays at 11 a. m. Holy days of obligation mass 8 a. m.

Histories of some of these churches can be found at the following websites:

- Community Church (Kirkland Congregational Church) (<http://www.kccucc.org/history/CondensedHistory.htm>)
- Rose Hill Presbyterian Church (<http://rosehillpc.weebly.com/history-of-rhpc.html>)

But one event by far overshadowed all the traditional venues, and that was the extended visit by Brother Isaiah (1847-1934), who was born John Cudney in Ontario Province, Canada. He was a Christian faith healer who had a dedicated following. They established themselves in Biloxi, Mississippi but undertook numerous forays into other regions of the United States.

The peripatetic Brother Isaiah had "colonies" at various places in the United States. Between 1922 and his demise in July 1934, the Cudney Cult had lived or visited in California, Washington, Mississippi, Louisiana, Texas, and Florida. His short tenure on the Mississippi coast was in western Jackson County, primarily in the area today, which is called St. Martin. Here Cudney and his faithful lived in tents and houses off of LeMoyne Boulevard in the vicinity of Bayou Puerto and on the Rose-Money Farm north of Ocean Springs where he preached and cured the afflicted.



John Cudney-Brother Isaiah-c 1930

Brother Isaiah first visited Kirkland for a short time in October of 1923 and returned to Biloxi In late November 1923. He returned to Kirkland three years later to resume his faith healing meetings some of which were recorded by the Eastside Journal:

- October 11, 1923 BROTHER ISAIAH TO REMAIN HERE FOR SOME TIME

- November 1, 1923 BROTHER ISAIAH MAY REMAIN HERE UNTIL CHRISTMAS
- April 22, 1926 BROTHER ISAIAH EXPECTED HERE IN EARLY JUNE
- June 17, 1926 BROTHER ISAIAH WIRES INTENTION OF COMING HERE
- July 8, 1926 BROTHER ISAIAH ARRIVES FRIDAY
- October 7, 1926 BROTHER ISAIAH HOLDS LAST MEETING SUNDAY; WILL GO BACK TO FLORIDA
- November 1, 1928 TROUBLE BREWS IN COLONY OF BROTHER ISAIAH

During the years 1939 - 1942, the Eastside Journal reflected church activity with these headlines:

- May 18, 1939 TEMPERANCE DRAMA AT PEOPLE'S CHURCH
- May 25, 1939 TO BUILD A CHURCH, OR NOT TO BUILD NOW - THAT IS QUESTION
- June 1, 1939 EVANGELISTS AT NAZARENE CHURCH
- August 3, 1939 COLONIAL STYLE CHURCH VOTED BY MEMBERS
- September 26, 1939 ROSE HILL CHURCH PLANS EVANGELISTIC SERVICES NEXT WEEK
- October 5, 1939 CONGREGATION VOTES TO GET PLEDGES FOR CHURCH
- November 16, 1939 MANY OF KIRKLAND'S CHURCHES PLANNING THANKSGIVING SERVICES
- December 4, 1941 TO USE NEW CHURCH SOON (PHOTO OF COMMUNITY CHURCH)
- April 16, 1942 DEDICATION SUNDAY (PHOTO OF COMMUNITY CHURCH)
- April 16, 1942 NEW COMMUNITY CHURCH WILL BE DEDICATED SUNDAY
- April 16, 1942 NEW ORGAN WILL BE DEDICATED SUNDAY
- October 1, 1942 SPILLMAN TO TALK ON SAINT PETER'S CHURCH ON SUNDAY
- October 8, 1942 'WHY SO MANY CHURCHES?' IS TOPIC ON SUNDAY
- January 28, 1943 CHURCH TO HOLD SPECIAL SERVICE FOR NEW COMERS
- February 18, 1943 COMMUNITY CHURCH WILL VOTE ON NEW PASTOR NEXT SUNDAY
- February 25, 1943 IOWA MINISTER WILL ACCEPT CALL TO CHURCH HERE

8811 in 1939

Between 1939 and 1945, the former Acker Grocery at 8811 was used as a (presumably) Pentecostal meeting hall. The direction of Sheffield, specifically its moral character, was changing (or attempting to change).



8811 116th Ave NE 1939

8806 in 1945

By 1945, the street-side appearance of 8806 had changed significantly. A full shed dormer was constructed, and probably a bedroom was finished in that attic space. The gable window was enlarged on the north side and possibly on the south side as well. These were the main source of attic ventilation. The shrubbery in front of the porch has matured to a height of 12 to 13 feet, and masonry pillars marked the entry to the driveway and front walkway. The drive appears to be composed of gravel.

The coniferous tree line in the back appears to be second growth from the vicinity of the foot of Rose Hill. The man in the following photo could very well be Mr. D. E. Sergeant.



In 1953, the property's legal description was changed and land was de-valued. The parcel on the northwest corner (Lot 1) had been sold, the store was demolished and replaced with the two bedroom house shown below. Other factors were likely due to right-of-way work on the state route in 1958, the dormer renovation, and heat system conversion to oil from wood/coal.

Ray Schmidt and his first wife raised their son Steve in the two-bedroom bungalow on Lot 1, at the corner of Sheffield and Michigan. He was a local fire marshal and co-owner of Wills-Schmidt Motors in Kirkland, and after his first wife died, married June who continued to live on the corner until her death in 2009. Evidence of the orchard remained with four fruit trees still productive by 2005. Nothing of Lietha's store remained.



8806 in 1962

The carport was added and more right-of-way land was taken on the eastern boundary. The large deciduous tree squarely in front of the house in 1945 has been removed and the two birch trees close to the front gate show about a 7-inch trunk,

making them about 30 years old at this time. The two evergreen shrubs in front of the porch have exceeded all expectations.



Local events pressing on residential development on Sheffield:

- 10/9/1941 REPORT OF THE CONDITION OF THE FIRST NATIONAL BANK OF KIRKLAND
- 10/9/1941 LEROY JOHNSON BUYS KIRKLAND SHURFINE STORE
- 10/9/1941 SISLER FIRED FOR POLICY ON SEWERS
- 10/16/1941 NEED MORE MEN FOR DEFENSE
- 10/16/1941 NEW ROAD PLANS NOT COMPLETE
- 10/16/1941 MASS MEETING OF EAST SIDE DEFENSE CHEST WORKERS PLANNED
- 10/30/1941 STRIKE SLOWS WORK AT SHIPYARD
- 10/30/1941 NAVY RECRUITING CAMPAIGN STARTS HERE THIS WEEK
- 10/30/1941 TEST MOBILIZATION OF DEFENSE COMPANY TO BE FRIDAY NIGHT
- 11/6/1941 YOUNGER'S CANDIES IN NEW BUILDING
- 11/13/1941 EAST SIDE WATER DISTRICT ATTORNEY EXPLAINS AREA WITHDRAWALS
- 11/20/1941 SISLER TELLS CLUB ABOUT NEW SEWER
- 12/11/1941 TO INCREASE DRAFT - 26 ALREADY ARE CALLED IN JANUARY
- 12/11/1941 'BLACKOUT' HARD ON POULTRYMEN
- 12/11/1941 COFFEE FUND ASKED FOR DEFENSE PATROL
- 12/11/1941 EAST SIDE READY FOR AIR RAIDS
- 12/11/1941 WOMEN ASKED TO REGISTER
- 12/18/1941 350 MEN HAVE JOINED KIRKLAND DEFENSE COMPANY
- 12/18/1941 AGENT EXPLAINS CARE OF CHICKENS AFTER BLACKOUT

- 12/18/1941 DEFENSE GROUP IS REORGANIZED
- 12/18/1941 WOMEN ASKED TO COOPERATE
- 12/25/1941 FARMERS ASKED TO SELL METAL
- 12/25/1941 SHOULD 'REGISTER' HORSES, MULES OF MILITARY AGE
- April 11, 1946 WILLS-SCHMIDT MOTORS MOVES INTO NEW, MODERN BUILDING

Ferry traffic in the 1940s

Foot and auto traffic landed at Kirkland, and, if destined to Redmond, headed over Rose Hill. But the Kirkland waterfront was a beehive of activity, only to increase as war came and carried on to 1945. Many of the shipyard workers lived in designated housing on land that is now Northwest University but labor demand was outpacing local resources. Car and foot traffic between Kirkland and Madison in Seattle flowed at a constant pace.



Kirkland roadway planning in 1962 (east view)

In the aerial view of the early planning of road system improvements, 8806 is located top center-left. Note the developed area on the former mill site, where Costco is today. Suffering from years of downtown congestion, the plans included a broad access out of Kirkland up the hill to I-405. Ferry service was headed for retirement because the Evergreen Point Bridge was soon to be completed.



State Route (SR) 901 was created in 1964 from the Secondary State Highway (SSH) 2D. At the time of its creation, SR 901 began at the intersection of Lake Washington Boulevard and State Route 520, on the border of Kirkland and Bellevue. It then traveled north along Lake Washington Blvd. to downtown Kirkland. At the intersection of Lake Street and Central Way, SR 901 turned right, traveling east along Central Way. It then continued as Redmond Way into Redmond turning south onto West Lake Sammamish Parkway where the roads intersected. It then followed West Lake Sammamish Parkway into Issaquah, ending at its intersection with State Route 900. SR 901 also had a spur leading from West Lake Sammamish Parkway into downtown Redmond along Redmond Way.

Kirkland roadway planning in 1962 (west view)

This aerial view looking west of the early planning of road system improvements focuses on the interchange of SR 908 and I-405. 8806 is just out of frame to the right (north). The railway tracks are visible, running past the large warehouse on the left and north across 7th/87th. A trestle on Piccadilly runs over the tracks.

The Kirkland Access route shown here was eventually graded with fill excavated from the "Pit Park" on 114th Street.



SR 908 was created in 1971 from State Route 901. On April 1, 1992, the path from SR 520 to I-405 was dropped from the state highway system. The remainder of the route was decommissioned as of June 10, 2010.

Two major weather events impacted the Highlands during the 1960s but their impact on 8806 was not recorded. The 1962 Columbus Day storm was the deadliest wind storm in the Puget Sound region's history as it reached the threshold of being labeled an "extratropical cyclone." It claimed 46 lives, with hundreds of people injured. The storm caused \$230 million worth of insured damage to property. The snowiest winter in the area occurred from November 1968 to March 1969 as a total of 67.5 inches fell in the region. One storm in 1968 dropped 13 inches of snow at Sea-Tac. That was a La Niña year and the last time Western Washington saw a 70 degree day in November.

Patricia J. Sergeant (June 3, 1974)

Donald Sergeant was born in August of 1894. He died at the age of 80 in the same year that Patricia J. Sergeant, daughter of Donald and Esther, assumed ownership. She was born in February of 1928 and died in 2007 at the age of 79.

The property included lots 2, 3, 4, 15, 16 and 17. Lot 18, which is currently 11627 NE 90th Street, was sold in the mid-1960s and subsequently improved in 1967 as shown in the photo to the right. It is now tucked against the wall adjacent to I-405.



During the 1960's and the 1970's, the neighborhood was filling in with single family houses on large lots. Roads were improved, water was supplied, and, after so much debate, angst and consternation, a sewer system was connecting up. Utilities ran along Sheffield and high-voltage lines were strung across SR 2A on Michigan, Sheffield and down Piccadilly to the substation. Development on empty lots in the Highlands increased.

Lots 3 and 4 to the south of 8806 were sold by Patricia and the current set of duplexes at 8724 - 8728 116th Ave NE was built in 1977.



Major local issues of the year focused on infrastructure and crime.

- 1/2/1974 HOW WILL GROWING EAST SIDE PLAN FOR FUTURE NEEDS?
- 1/2/1974 ROADS, SCHOOLS, PARKS HEAD LIST OF KIRKLAND'S 1974 RESOLUTIONS
- 1/2/1974 EVERGREEN HOSPITAL GIVEN MAXIMUM ACCREDITATION
- 1/9/1974 ANNEXATION CLOSER FOR TOTEM LAKE
- 1/9/1974 METRO TRANSIT'S FIRST YEAR SEES MORE RIDERS, SERVICE
- 1/9/1974 WE DON'T WANT SEWERS, L.I.D. RESIDENTS SAY
- 1/16/1974 \$340,000 NEEDED FOR PETER KIRK PARK
- 1/16/1974 HOUGHTON BEACH VACATIONS ASKED
- 1/23/1974 GROWTH CONTINUES AT NORTHWEST COLLEGE
- 1/23/1974 MAJOR CIVIC IMPROVEMENTS MARK 1973
- 1/23/1974 SHORELINE RULES SWAMP KIRKLAND COUNCIL
- 2/6/1974 KIRKLAND BOARDS BEGIN STUDY OF LOCAL MASTER WATERFRONT PLAN
- 2/20/1974 JUANITA GROUP TO DISCUSS LAND CHANGES
- 2/20/1974 PETER KIRK GROUNDBREAKING SCHEDULED
- 2/20/1974 DENNY PARK PLANNING TO BEGIN
- 2/20/1974 \$1 MILLION-PLUS ASKED FOR PETER KIRK PARK
- 2/20/1974 CITY COUNCIL BEGINS STUDY FOR FIVE-YEAR PLAN FOR PARKS
- 2/27/1974 KIRKLAND LOOKS AT ROSE HILL ANNEXATION
- 3/6/1974 DO SEWERS, ANNEXATION AWAIT SOUTHERN ROSE HILL?
- 3/6/1974 426-ACRE TOTEM LAKE AREA ANNEXED BY KIRKLAND
- 3/13/1974 SEWER DISTRICT SEEKS ANNEXATION NEAR TOTEM LAKE
- 4/3/1974 NEW DEVELOPMENT STUDY PROPOSED FOR DOWNTOWN
- 4/24/1974 KIRKLAND LAND-USE PLAN MAY FREEZE SOME PROJECTS
- 5/8/1974 MAJOR CRIME IN KIRKLAND DOWN IN '73, CHIEF REPORTS
- 5/22/1974 SHORELINE PROGRAM PASSES, BUT OBJECTORS HAVE MORE TO SAY
- 5/22/1974 KIRKLAND INTERIM LAND USE PLAN APPROVED
- 5/22/1974 ALCOHOLISM IS NUMBER ONE DRUG PROBLEM ON EAST SIDE
- 5/22/1974 SHORELINE PROGRAM PASSES, BUT OBJECTORS HAVE MORE TO SAY
- 5/22/1974 ROSE HILL RESIDENTS TO HELP SELECT NEIGHBORHOOD PARK SITE
- 5/22/1974 KIRKLAND-KINGSGATE ROUTE TO BE REVISED
- 6/12/1974 KIRKLAND TO UPDATE BUILDING CODE
- 6/12/1974 HOW THE BELL CAME TO PLEASANT BAY
- 6/26/1974 KIRKLAND - LAKE BUILDINGS UPGRADED
- 6/26/1974 SKIPPER'S OPENS ON ROSE HILL

- 7/3/1974 DEVELOPMENTS GET YES, MAYBE FROM KIRKLAND CITY COUNCIL
- 7/17/1974 SNIPER SCARE STIRS ROSE HILL
- 7/17/1974 KIRKLAND MOVES TO BUILD SEWERS FOR ROSE HILL AREA
- 8/14/1974 BUILDING CODE DEBATE: WILL RESTRICTIONS CURB DEVELOPMENT
- 8/14/1974 COUNTY TO CONSIDER REVISED JUANITA CONDOMINIUM PLAN
- 8/14/1974 HADLEY PIER EXTENSION REQUIRES NEW PERMIT
- 8/14/1974 OPPONENTS RAP ROSE HILL SEWER PLAN
- 9/18/1974 KIRKLAND WATERFRONT PROGRAM APPROVED
- 10/9/1974 COUNCIL WAIVES FREEZE ON REZONES
- 10/9/1974 INCREDULOUS COUNCIL OKAYS SUBDIVISION AMENDMENT
- 10/9/1974 BURGLARS MORE ACTIVE IN KIRKLAND
- 10/9/1974 NO ROOM FOR INDIVIDUALISTS ON CITY SEWERS
- 10/23/1974 BURNED CHURCH WAS 'ONLY A BUILDING' (ROSE HILL PRESBYTERIAN)
- 10/23/1974 FIRE DESTROYS ROSE HILL CHURCH (PRESBYTERIAN)
- 12/25/1974 COUNTY, HOSPITAL MOBILIZE FOR MEDIC I

8806 and surrounding property in 1977

The following two photos show a fairly well-maintained condition of the house at the time. Siding had been upgraded to aluminum, as was common for that period, and the roof and yard were in good order. The well and short carport are visible to the right in the top photo, and the overhead electrical service and high-voltage power lines are visible in the bottom photo. The plumbing stacks indicate the original bathroom and kitchen location. There is no bathroom exhaust vent so it is doubtful the bathroom had been upgraded. The exterior access to the basement has no railing and the south (kitchen) door has an awning. Basement windows still exist.

The pear tree, which exists at the time of this writing, is prominent, and the fir trees on the 8819 lot across Sheffield are beginning to become dominant.



Lots to the northeast of 8806 in 1977

The mighty Magnolia is pictured on the left and has since grown in stature and dominance but with a similar shape. It butts right up against the back fence line now.



The backyard (southeast views) behind 8806 in 1977

The chicken coop, remnants of the twenties and thirties, survived in remarkably good shape.



In the photo below, the cedar fence and the cedar trees lining it are visible to the right. This defines the duplex property line to the south.



Gerald and Louise Sampont (May 26, 1977)

Kirkland was rapidly growing up. Roads were improved, communities developed, services provided, and schools built. Industry was transitioning from industrial/manufacturing to software and service. In 1974, the neighborhood of Totem Lake was annexed, followed by the neighborhoods of South Juanita, North Rose Hill, and South Rose Hill in 1988. These were the largest annexations undertaken in Washington in nearly two decades. This added an additional 16,119 people to Kirkland's population and was responsible for 76 percent of Kirkland's population increase between 1980 and 1990.

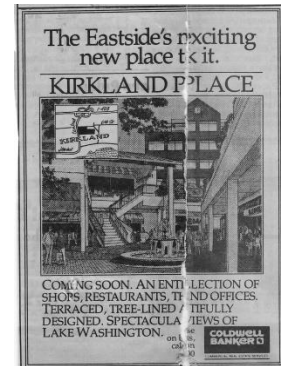
In the 1980's McCaw Cellular attempted to build a nationwide cellular network and competed in the turbulent cellular phone market. Although the company was later sold, it gave opportunity to other future entrepreneurs at Carillon Point. Kirkland's varied and diverse economic roots include Rosetta Inpharmatics, a pioneering biotech software company focused on measuring gene activation, and was later acquired by Merck. Costco was founded in Kirkland in 1983 by James Sinegal and Jeffrey Brotman, who were both experienced with retailing and distribution. The company had its headquarters in Kirkland for many years, just to the north of 8806, and was inspired by its home town to launch the Kirkland Signature, private-label brand that has made Kirkland a household name for millions of consumers worldwide.

A small software startup named Microsoft first located just south of the current South Kirkland Park and Ride and later moved to its current campus in Redmond.

Microsoft would go on to create rapid and invigorating wealth for the Kirkland community, some of whom lived on Sheffield.

Kirkland National Little League team won the 1982 Little League World Series championship by defeating a team from Taiwan.

The era was looking for investment and the area was primed for development. Downtown Kirkland was increasing its pace of development and renovation, with Park Place leading the way. The advertisement to the right was recovered from the basement of 8806 in 2016. It was part of a Journal edition the Samponts used as a shim. Waste not; want not.



Journal advertisement 1982

Along Sheffield and in the Highlands, the roadway boundaries and zoning were set. The lots which composed the western boundary of the former mill property were zoned as multi-family, and everything north of Michigan and most everything west of Sheffield were slated as single-family.

The Samponts have been a part of the Kirkland community for many decades. Martin and Eve Sampont settled in Kirkland in 1929, raised a family, which included Jerry, and operated a plumbing and heating company. His brothers Charles and Henry, plus his sister Marline also lived in Kirkland.

Jerry Sampont grew up in Kirkland, was schooled here, and committed most of his teenage indiscretions here. He graduated from Lake Washington High School in 1963. After an active duty stint in the Coast Guard, Louise and he were married and settled here. He served as a detective in the Seattle Police Force, interfacing with a variety of characters, some dubious, some nefarious.

Come 1977, while in the Coast Guard Reserves and the Seattle Police Department, Jerry and Louise purchased the property from Patricia Sergeant with the thought of developing it for their home and future investment. At the time, Martin and Eve lived just to the north on Slater Ave at 9021 Slater Avenue, which still stands today.

The house had not undergone renovation since Mr. Sergeant added the shed dormer around 1945. Upgrades were long overdue. And as with most endeavors of this sort, fulfilling all the reconstruction needs outlasted the efforts by the occupants.

Element	Original	The Sampont
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		Renovation
Foundation	<p>Excavated half-basement extending down 7 feet; partial crawl space of unknown depth</p> <p>Soft soil, appears to be lake bed (bedrock not found at 8 feet)</p> <p>Poured 8 inch concrete walls without steel, formed from shiplap or available lumber</p>	<p>New footings poured for front porch and crawl space footings to carry the load for the second story addition</p>
Basement	<p>Awning windows in basement portion for light and ventilation</p> <p>Open area</p> <p>Exposed utilities</p>	<p>Rooms partitioned for Ham shack</p> <p>Sump pump added</p> <p>Sewage ejector added to allow for basement utilities</p> <p>¾ bathroom installed</p> <p>Crawlspace storage portion</p>
Masonry	Brick/masonry fireplace	<p>Chimney extended to appropriate height</p> <p>Fireplace refaced with brick</p>
Framing	2x4 stud walls with horizontal shiplap sheathing secured with 8p	Some walls on first floor clad in plywood; all walls on second floor clad in

	<p>box nails and corner bracing</p> <p>2x rough cut joists</p> <p>Shiplap sub-floors</p> <p>Stick-framed roof</p>	<p>plywood</p> <p>Second floor subfloor sheathed in plywood</p> <p>Truss system on second story but stick framing left on remaining portions of original roof</p> <p>Stick framing over front porch</p> <p>R-13 insulation installed in walls, R-19 in ceilings</p>
Exterior	<p>Cedar shake on siding and roof</p> <p>Wood floored front porch</p>	<p>Beveled cedar siding on second story. Aluminum siding left in place on first story</p> <p>Roofed deck on south side added</p>
Finish	<p>Wood-framed double hung and awning windows</p> <p>4-panel doors</p> <p>Stained and lacquered fir floors</p> <p>Lathe and plastered walls and ceilings</p> <p>Boxed faux beams in dining room</p>	<p>Flush hollow core doors and minimal millwork. Stained.</p> <p>8-foot sliding door in kitchen</p> <p>Opening windows replaced with wood-framed casement</p> <p>Carpeted</p> <p>Drywall throughout (except dining room ceiling)</p>
Utilities	Knob and tube electrical	Replaced electrical; upgraded panel

	<p>Cast iron waste plumbing</p> <p>Galvanized pipe fresh water supply</p> <p>Septic system</p> <p>Well water</p> <p>Ambient wood/coal heat under single hall grate</p>	<p>Some plastic waste pipes installed</p> <p>City water and sewer</p> <p>Hydronic heat with gas-fired boiler</p> <p>Built-in vac system installed</p> <p>Security systems</p>
Property	Gravel driveway	<p>Asphalt driveway</p> <p>Well house built</p> <p>Garage built</p> <p>Rose garden patio built in back</p> <p>Backyard cedar fence installed</p>

Jerry and Louise stop by occasionally to reminisce on their efforts and to see the changes since.

Interior renovation – Living Room

The view out the front of the living room shows that 8819 was still standing across the street. New picture windows are installed and the rectangle windows adjacent to the fireplace have been replaced with the rose-etched octagonal ones, created by Louise. New fireplace framing around the fireplace received new brick facing and a firebox. Also visible are the original 2x4 walls with shiplap sheathing and corner bracing; rough-cut 2x joists are exposed above. The remnants of lath and plaster lay on floor.



Interior renovation – Dining Room

The photo shows that the ceiling and fascia are untouched; the plastered ceiling is intact. The southern windows, which later failed because they opened in, are framed in. The covered porch off the kitchen can be seen out the left window, as well as the duplexes which are under construction. The tree, evident since 1940, came down. Not shown is the former pass-through from the kitchen which was located to the north of the existing doorway. The actual door was removed during the renovation.



Front face and second story renovation

Major work was performed to replace the front porch and prepare for the second story addition, exposing the attic space. The original gable ends were left intact, but the rest of the roof was entirely removed. Note the flowing branches of the birch tree, which appears quite sizable.



Roof trusses are delivered for the second story addition.



Garage construction

Looking north towards NE 90th the guys are getting it ready for the upcoming stick framing for the roof. Actually they are eating lunch but that does not much enhance the story. The house at 8820 is visible on the left. The driveway was later blacktopped. The foundation shown was later used to rebuild the garage with the carriage house above. A new slab was poured over the original.



View to the southeast in 1980

The photo shows the remodeled home and improved property. Notice the camellia bush along the south side of the drive and the Magnolia tree in the backyard.

There is a metal chimney coming from the library where there was a small wood-burning stove. Rhododendrons line the driveway and there are now stairs to the front porch from the driveway. The well house covers the previously exposed well pump.



Overhead utility wires have been strung on 116th and fruit trees (apple and crabapples) still populate the front yard. Only a narrow gravel strip – actually the apron to the roadway – was available to accommodate pedestrians.

View to the Northeast

The view from behind the new garage shows the high-voltage power lines above 11627 NE 90th and Jensen's craftsman bungalow across the street. The walls of I-405 have not been constructed yet. Remnants of the orchard are evident.



Joe and Audrey Leon (July 17, 1989)

The Leon's took possession of Lot 2 in the summer of 1989. (The Sampont's held on to the lots adjacent to the freeway, later selling them for the condominium development in 1996.) The Leons used the property for their livelihood; he was a landscaper and she a beautician. Their daughter attended Lake Washington schools. Joseph D. Leon was born in 1956 and had family in Bellevue.

During their tenure, a southeast corner room was converted to a beauty shop with additional plumbing and half-bath. This required entrance stairs and porch in the rear, and a glass sliding door at that entrance. Ventilation fans were also installed and the western wall was fully mirrored.

Pre-finished walnut floors were installed in the living room. Disney-style artwork was painted on the walls and on some doors in the basement and former garage. Carpet was installed in various first-floor rooms, the stair treads to the second story and in the bedrooms.

The appearance of the property improved as old hedges and fences were replaced with brickwork – pillars and planters – across the front facing 116th, white fencing, and a cultured yard.

They sold the property in 2002 in order to grow their landscaping business out in Snohomish.

The ever-growing city

In 1996, the assessor's growth report stated a 113% increase in Kirkland's population during the 1980/1990 decade. The demand for land was increasing values and development activity. The number of households was 17,211 in 1990, with the median residential property value at \$160,200. The trend continued through 1995 with 9,354 single family units and 10,391 multifamily units reported. Construction permits for multi-family units outpaced single family requests by 216 to 133. Forty-three short plats were applied for in 1995. By 1996, the population had reached 43,160. In 1988, Kirkland annexed most of Juanita, along with the community of Rose Hill. This was a major factor in population growth.

The old Clarke homestead was well platted out by 1990, and modern homes were populating the Highlands. Change was slow to come to Sheffield but towards the end of the decade, the condominiums to the east of 8806 were near completion. Burke & Farrar Division #13 was showing the impact from multi-family zoning. By 1996, Sheffield (116th Avenue NE) supported new housing units as evidenced by the 15 condominium units adjacent to the freeway and single family units north of NE 90th and west of 116th. Walls were installed along I-405 to reduce road noise but they had the effect of a walled-in community distinctly dividing upper and lower Rose Hill.

Rail traffic was still prevalent along the Northern Pacific spur which crossed 7th Street to the west. From the house, you could hear the distinct rumble of rail cars over the tracks and the consistent blow of the horn as the train approached the Piccadilly crossing. The Dinner Train ran regularly as well. This photo shows the train headed south over the Kirkland Way viaduct.



A decade of extreme weather

More than any other decade, extreme weather assaulted Kirkland along with most other communities in the Puget Sound basin. In November of 1990, widespread storms caused two deaths and an estimated \$250 million worth of insurable damage. But the storm gained the most notoriety for sinking the old I-90 floating bridge span between Mercer Island and Seattle that was under construction. The storm set records for flood levels of many northwest Washington rivers including the Elwha, Cedar, Snoqualmie, Skykomish, Snohomish and Stillaguamish. On December 18 just under a foot of snow fell.

The following year, the Thanksgiving storm on November 22nd produced 60 mph winds, felled trees and killed three people. The winds also cut power to over 40,000 households in Western Washington.

The Inauguration Day storm that took place on January 20, 1993 resulted in the deaths of six people, cut power to more than 700,000 customers and did more than \$130 million worth of insurable damage. Five of the six deaths were caused by falling trees. News outlets reported 60-70 mph winds ripping roofs off of houses, blowing out windows and felled trees crushing buildings. Gusts on the campus of the University of Washington were measured at 88 mph and 96 mph at Hood Canal. About 170 houses were destroyed and 800 more were damaged according to officials.

The Evergreen Point and Hood Canal floating bridges were closed on Dec. 12, 1995 for a wind storm that produced 90 mph wind gusts in the Puget Sound area. The storm cut power to more 400,000 households and businesses.

A particularly fierce snow storm battered the area on December 26, 1996. The storm lasted an entire week and dumped a foot of snow. The biggest snow fall in six years produced only three inches in Sea-Tac but 15 inches in other areas including Bothell and Lynnwood. More adversity came the following February when heavy rains produced widespread flooding in Washington, Oregon and Idaho. Damage from the flooding was estimated to be \$800 million across the three states with three deaths in Western Washington.

Six tornados touched down in Washington on May 31, 1997 but none in Kirkland. The previous state record of four tornados in one year came in 1989 but 14 were reported during 1997. The crazy weather was not confined to wind as massive thunderstorms blanketed the region, producing hail up to three inches in diameter. Heavy rain, flash floods and near 80 mph winds battered Western Washington but no deaths were reported.

On November 23, 1998 wind hit 60 mph in the Puget Sound Area and more than 235,000 residents lost power. One woman was killed by a downed power line.

The Leons followed their business enterprises and moved to Snohomish where more land and opportunity lay. Joe comes by every now and then to reminisce and to see the changes.

Lisa Schepis (January 24, 2002)

After more than a decade of renovation and high usage, maybe it was a time to rest. Lisa Schepis purchased the property as an investment because of her affinity for craftsman-style houses and this house was worthy of continued restoration. It looked as if the multi-family zoning pressures were going to overtake the single family needs in the immediate neighborhood. The condominiums to the east had been completed just a few years prior. It was the familiar quandary: renew or tear down. The Kirkland community was becoming more densely populated. As traffic congestion and noise increased, the sense of community (at this location) decreased.

Lisa was a professional consultant in the midst of a successful career. She had one foot in Seattle and now the other in Kirkland. She owned the house during an uncertain time – 9/11 attacks were still fresh in everybody's experience and the economy was recovering from the dotcom bubble burst. She sold the house in order to move into an established neighborhood with closer community.

The 2000 census listed 45,054 people, 20,736 households, and 11,031 families residing in the city. The population density was 4,220.3 people per square mile.

There were 21,831 housing units at an average density of 2,045.0 per square mile. The racial makeup of the city was 85.28% White, 1.59% African American, 0.53% Native American, 7.80% Asian, 0.20% Pacific Islander, 1.69% from other races, and 2.92% from two or more races. Hispanics or Latinos, who may be of any race, were 4.11% of the population.

There were 20,736 households out of which 23.3% had children under the age of 18 living with them, 42.0% were married couples living together, 8.1% had a female householder with no husband present, and 46.8% were non-families. 35.6% of all households were made up of individuals and 6.7% had someone living alone who was 65 years of age or older. The average household size was 2.13 and the average family size was 2.80.

In the city the population was spread out with 18.5% under the age of 18, 9.3% from 18 to 24, 38.1% from 25 to 44, 23.9% from 45 to 64, and 10.2% who were 65 years of age or older.

There were a number of offers put forth to Lisa to tear down the house and rebuild with more efficient and denser housing units. But the house had such a stately and dominant character that it seems to give pause to its owners. It will take care of you if you take care of it. So instead of pursuing a developer, she put the house on the market in late October of 2005 and it was purchased within a month.



8806 in 2005

Eric and Laurie Mitchell (November 15, 2005)

The Mitchells were searching for property that could be used as a multi-generational residence and home business. Ms. Schepis had just recently decided to put this property on the market and it met their usage and space needs, and the craftsman-style home met their recreational remodeling needs. They began the restoration soon after Christmas, and like the Samponts before them, underestimated the time to completion. They first replaced the floors and stairwell, set up an office in the Library, a server room in the basement, remodeled the beauty parlor for the new office location, and refit the garage for business storage. By 2014, they had finished the main floor, upstairs bedrooms and bathroom. Ben Casady of Casady Enterprises did much of the buildout.

All told, three generations of Mitchell's lived at 8806 at one time or another, it was host to several families in need and many exchange students. The office portion housed EventForce, Inc. which assisted in providing labor at conferences and tradeshow. All told, 25 individuals have lived or worked on this property since 2006.

Element	Original	The Sampont Renovation	The Leon Improvements	The Mitchell Renovation
Foundation	<p>Excavated half-basement extending down 7 feet; partial crawl space of unknown depth</p> <p>Soft soil, appears to be lake bed (bedrock not found at 8 feet)</p> <p>Poured 8 inch concrete walls without steel, formed from shiplap or available lumber</p>	New footings poured for front porch	New footings poured for beauty shop entrance stairs and porch in rear	New foundation extended to the south for breakfast nook and bedroom
Basement	<p>Awning windows in basement portion for light and ventilation</p> <p>Open area</p> <p>Exposed utilities</p>	<p>Rooms framed for Ham shack</p> <p>Sump pump added</p> <p>Sewage ejector added to allow for basement</p>	Disney-style artwork decorates the walls and some doors	<p>Refresh laundry area</p> <p>Install wallboard in selected areas</p> <p>Repaint</p>

		<p>utilities</p> <p>$\frac{3}{4}$ bathroom installed</p> <p>Crawlspace storage portion</p>		
Masonry	Brick/masonry fireplace	<p>Chimney extended to appropriate height</p> <p>Fireplace refaced with brick</p>		
Framing	<p>2x4 stud walls with horizontal shiplap sheathing secured with 8p box nails and corner bracing</p> <p>2x rough cut joists</p> <p>Shiplap sub-floors</p> <p>Stick-framed roof</p>	<p>Some walls on first floor clad in plywood; all walls on second floor clad in plywood</p> <p>Second floor subfloor sheathed in plywood</p> <p>Truss system on second story but stick framing left on remaining portions of original roof</p> <p>Stick framing over front</p>		<p>2x6 walls enclosed nook and bedroom addition</p> <p>South window wall replaced in dining room, windows reframed</p>

		<p>porch</p> <p>R-13 insulation installed in walls, R-19 in ceilings</p>		
Exterior	<p>Cedar shake on siding and roof</p> <p>Wood floored front porch</p>	<p>Beveled cedar siding on second story. Aluminum siding left in place on first story</p> <p>Built covered deck on south side</p>		<p>Cedar shake applied to gable ends</p> <p>New roof and drain system</p> <p>Cedar deck replacing porch for back bedroom</p> <p>Front porch updated with lighting, pillars and rails</p>
Finish and interior	<p>Wood-framed double hung and awning windows</p> <p>4-panel doors</p> <p>Stained and lacquered fir floors</p> <p>Lathe and plastered walls and ceilings</p> <p>Boxed faux beams in dining</p>	<p>Flush hollow core doors and minimal millwork. Stained.</p> <p>8-foot sliding door in kitchen</p> <p>Opening windows replaced with wood-framed casement</p>	<p>Southeast room converted to beauty shop with plumbing and half-bath</p> <p>Walnut floors installed in dining and living rooms</p>	<p>Pella wood framed casements replacements and new</p> <p>Stairs to second story done in walnut</p> <p>Second story re-trimmed and recessed panel doors installed</p>

	<p>room</p> <p>Two bedrooms in the northeast corner</p>	<p>Carpeted</p> <p>Drywall throughout</p> <p>Northeast corner converted to Library</p>		<p>Main floor and second story bathrooms gutted and remodeled</p> <p>Main floor bedroom updated and tin ceiling installed</p> <p>Walnut floors installed throughout</p> <p>Kitchen gutted and remodeled</p> <p>Library renovated and box beams installed</p>
Utilities	<p>Knob and tube electrical</p> <p>Cast iron waste plumbing</p> <p>Galvanized pipe fresh water supply</p> <p>Septic system</p> <p>Well water</p> <p>Ambient wood/coal heat</p>	<p>Replaced electrical; upgraded panel; buried service wire</p> <p>Some plastic waste pipes installed</p> <p>City water and sewer</p> <p>Hydronic heat with gas-fired</p>		<p>New gas-fired hydronic furnace and controls installed</p> <p>Emergency generator installed</p>

	under single hall grate	boiler Built-in vac system installed Security measures		
Property	Gravel driveway	Asphalt driveway Well house built Garage built Rose garden patio built in back	Brickwork – pillars and planters – across the front facing 116 th	New asphalt laid Brick walks and edging applied Vegetation replenished and cultured Magnolia and nook patios built Iron fencing installed across front

In addition to renovations on 8806, the additional dwelling unit (8810) was built on top of the old garage. The unit features a vaulted open-beam ceiling, walnut woodwork, open concept floor plan, one bedroom and one bath. The entire garage was torn down and the foundation was expanded and reinforced. Attached to the south is an office wing with separate entrance.



A note about the weather

The 2006 Hanukkah Eve Wind Storm on December 14th through the 16th, produced hurricane force winds on the coast (145 mph). Winds in the Puget Sound area reached 80 mph. The storm followed heavy rains that left a record 16 inches in one month, loosening tree roots and resulting in \$170 million in insured damage to property from the high winds. The largest power outage in state history saw 1.2 million residents in the dark. 8806 was without power for about one week. The only heat source was the fireplace. The basement flooded; business abruptly halted; travel was restricted to the gas remaining in the tank because all the gas stations were without reserves or electricity. The next year the Mitchells installed a backup generator system for the residence and business.

Continued growth despite a financial meltdown

The national economy reset in late 2008 caused in great part by overvalued properties. Kirkland was impacted along with the rest of the country. New development (requiring financing) virtually halted. Some in-progress projects buttoned up and stopped work altogether. It took until early 2011 for all the money to run out. Cities took a hiatus from major improvement projects. But by 2012 financing had again begun to flow, and construction trucks began to roll up and down 116th. Property values had lost about 30% and it took seven years for them to recover.

The city continues to evolve. In 2010, roughly 50% of the population was between the ages of 25-54. Kirkland supports 37,450 households. As of 2012, Kirkland's median age is 36.6 years and median household income is \$86,656 and employs 31,254 people through 4,842 (registered) businesses. Roughly 40 percent are home-based businesses, and between 15 percent and 20 percent of these are involved in software development. In response to these demographics and other pressures, Park Place underwent a major development beginning in 2016.



Kirkland Urban (Park Place) concept drawings 2015

Although no new roads were constructed, improvements seemed continuous, much to the dismay of drivers. Many of the residential streets in the neighborhood were re-coated, 116th Ave NE was resurfaced in 2015. Thoroughfares were also improved. SR 908, from I-405 to 132nd NE, had utilities buried; sidewalks and curbs installed and the roadbed was resurfaced and restriped. I-405 was widened and restriped to accommodate HOV toll lanes. And, of course, the new 520 Evergreen Point floating bridge replaced the one built in the 1960s.

Roadwork on Sheffield in 2015

Surfacing was improved on 116th in the dry summer of 2015. The asphalt was removed revealing well-worn concrete, probably laid down in the 1920s. Aurelia Mitchell watched the entire operation and snapped this picture of the roller. Her sister, Luci, thought the whole operation too loud to endure and stayed inside.



The Seattle, Lake Shore & Eastern Railroad tracks laid down in the 1890s across Piccadilly (and all through Kirkland) were taken up and the Cross Kirkland Corridor was built for bicycle and pedestrian travel.



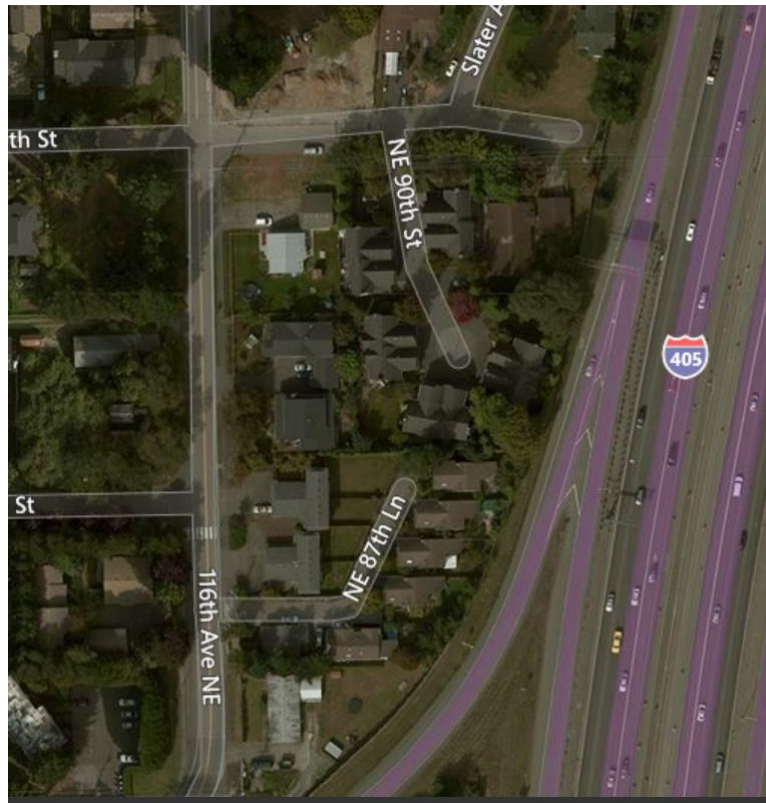
And the neighborhood continues to develop. The little red house with the magnificent dogwood owned by Leprell at 11590 NE 88TH Street was demolished and replaced with a substantial four bedroom residence in 2007. In 2014, after his death, Chris Mathewson's home on the northeast corner of 116th and NE 90th was removed and two homes were built by Casady Enterprises. The old Schmidt place (owned and occupied by Sean and Rona Allen and their children) on the opposite corner of 116th and NE 90th, was torn down and replaced with three living units by Dwell Construction. Also in 2016, the craftsman bungalow (with the chicken coups!) at 11630 NE 90th Street was replaced with a custom single family residence built by Pete Granger. Later that year, the vacant lot on the southwest corner of 116th and NE 90th was developed. (The original structure was demolished in 2002.)

This property on the corner of Slater and Michigan was originally owned by Hilmar and Bertha Jensen.

11630 NE 90th Street in 2014



Aerial view of the local neighborhood in 2014.



8806 in 2015



This brings us to the end of our account spanning the years between 1854 and 2016. The house has stood for the last 100 years of that time. Hopefully, another century awaits as the house continues to serve as the “Sentinel on Sheffield,” observing the passing of residents, the changes that seasons bring, and the transitions brought about by time.