

SEATTLE, WASHINGTON, SUNDAY, JULY 28, 1895.

SEATTLE THE CITY OF TWIN HARBORS

NE of the great epochs in the history of Seattle will be marked tomorrow by the beginning of actual work on the excavation of the ship canal from Seattle harbor to Lake Washington...

desiring to visit the Anaconda may, through the courtesy of the waterway company, take the City of Columbia from Yester's wharf.

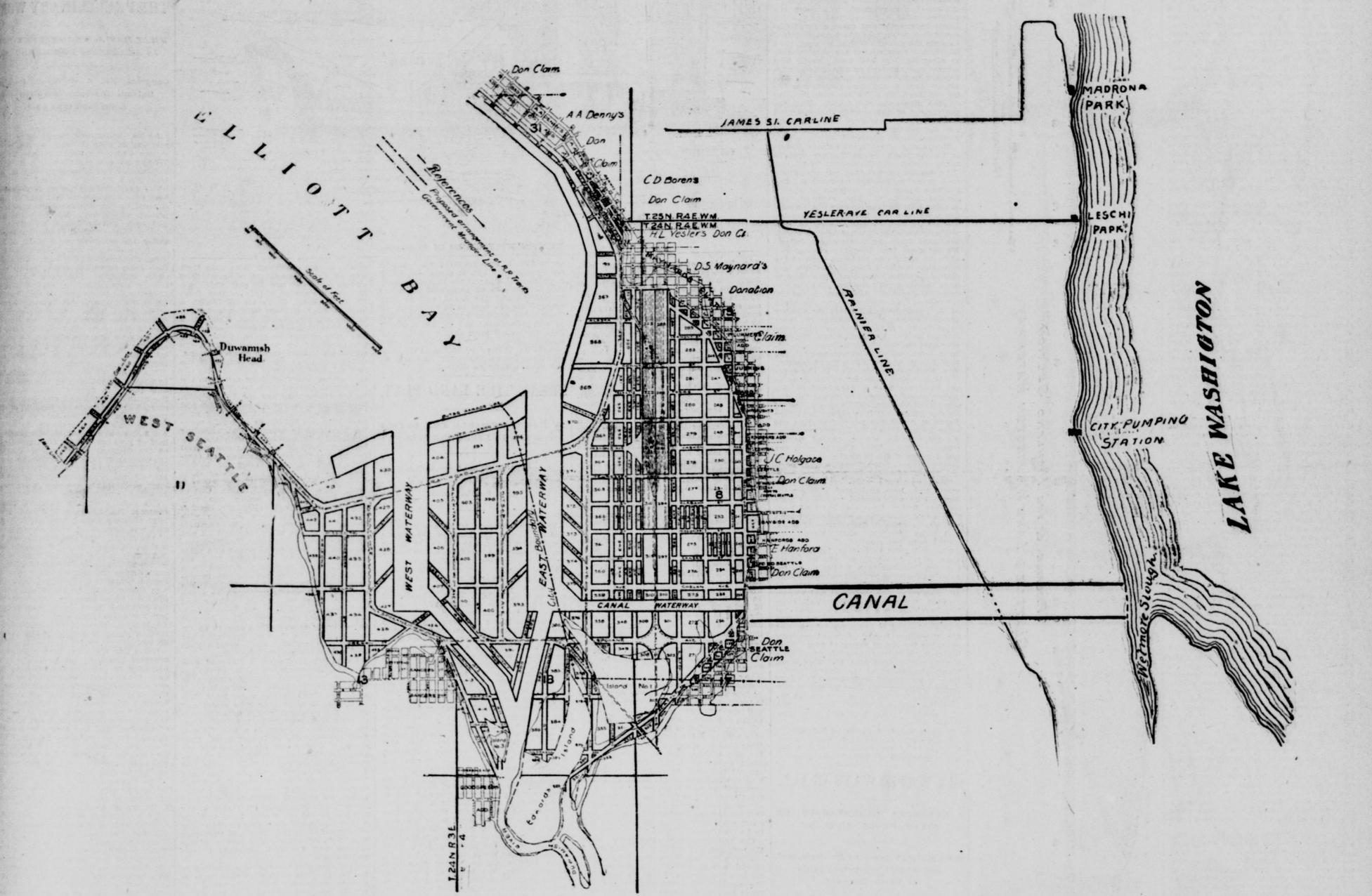
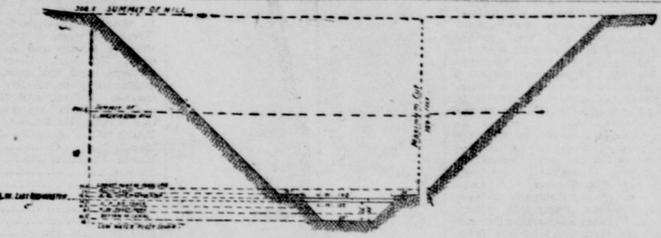
In 1861 a board of United States engineers, consisting of Col. G. H. Mendell, Maj. Thomas H. Handbury and Capt. Thomas W. Symons, was appointed on the part of the United States, under authority of congress, with instructions to make an exhaustive examination into the whole subject matter.

tion was formulated in December, 1889, by ex-Gov. Eugene Semple, now president of the Seattle & Lake Washington Waterway Company. It is a most logical route from an engineering standpoint, as it ignores all the natural outlets of the lake, and even avoids the small depressions in the neighborhood of its alignment, apparently seeking the maximum rather than the minimum of excavation.

house bill 249, relative to the Duwamish and Lake Washington waterways, was introduced, and it became a law through the exertions of the Seattle delegation. The law contains eight provisions. It authorizes any person or company to undertake the filling in of any tide lands belonging to the state in front of Seattle or within a mile thereof on either side; it gives the persons or companies per-

forming the work a first lien upon all such lands as they may fill in for the actual cost of the work, whatever it may be, with 15 per cent. of such cost as profit; it authorizes streets and public places to be filled in and the cost, with 15 per cent. profit, to be charged to the adjacent lands; it authorizes bulkheads and other restraining works to be constructed, and the cost, with 15 per cent. profit, to be charged to the lands benefited; it grants

ed out several defects which have since been remedied, so that the matter now stands, so far as human foresight can determine, upon the most secure foundation. Edgar Ames has assumed the position of general manager, and George M. Paschall that of secretary and auditor, and both of these gentlemen will reside in Seattle during the progress of the construction work. Mr. Edgar Ames is very wealthy and has important inter-



ELLIOTT BAY TIDE LANDS AND HARBOR IMPROVEMENTS AND ROUTE OF CANAL. The above map shows the southern half of the city of Seattle in general outline, and gives in detail the route of the Lake Washington canal, the waterways to be excavated in the tide flats, and the official plat of the lots. The adjoining tideland streets are shown in order to make clear the relation of the tide land plat to them. The map only shows the principal thoroughfares of the main part of the city, which is sufficient as a guide in calculating distances.

suspicious day twenty years ago, signaled by an outbreak of patriotism, when the citizens gathered together and went forward to build the Seattle & Walla Walla railroad; third, the great fire of June 6, 1889, a disaster fraught with all the beginnings of a new birth; and fourth, the beginning of the work which will make Seattle a city of two harbors.

Near the Anaconda will be moored a large flatboat, where all who desire may watch the machinery in operation.

which provided for an outlet from Lake Union through Salmon bay into Shilshole bay. All these projects depended upon the general government for execution, but that government, while conceding the national importance of the work, with proverbial slowness delayed from year to year in undertaking it.

At last, provoked by so much procrastination on the part of congress, the citizens of Seattle began to discuss ways and means of doing the work themselves. Several plans were outlined by different citizens and various attempts were made to put them in execution, but not one was actually begun.

When the law went into effect contracts were entered into with the state, and the Seattle and Lake Washington Waterway Company was formed by the following named citizens of Seattle: Elisha P. Ferry, Eugene Semple, David E. Durie, Andrew Hendrick, Julius F. Hale, Ed. B. Metcalfe, George Gardner, John G. Scurry, Albert D. Eshelman, George W. Young, Griffith Davies, Edward W. Wheeler, Charles Armstrong, Myer Gortstein, U. B. Neitz, Charles H. Frye and Thomas E. Jones. Gov. Ferry was elected president and Capt. Thomas W. Symons chief engineer.

When the main points of the financial plans had been agreed to, a committee of St. Louis capitalists came out to Seattle to inspect the situation. The St. Louis party consisted of representatives of the Mississippi Valley Trust Company, as follows: Mr. Julius S. Walsh, president; Mr. Charles Clark, Henry Flad, engineer; Judge Wilbur P. Royle, counselor; Mr. Thomas Dunn,

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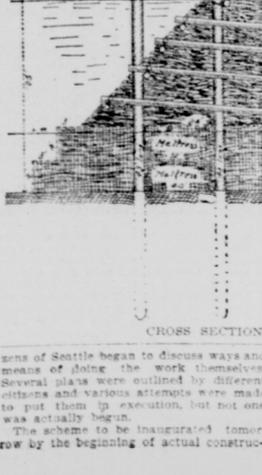
HISTORY OF THE CANAL.

DREAM OF SEATTLE FROM EARLY-EST PIONEER DAYS.

Indorsed by Army and Naval Officers and by Distinguished Engineers and by the Four Routes.

The agitation for a ship canal connecting Lake Washington with tide water on Puget sound is co-extensive with the history of Seattle. The existence of a great fresh water lake so near to the salt water of the ocean is what induced in early pioneer days the location of the village of Seattle on Elliott bay, and since that time the connection of the two bodies of water so that great ships could pass from one to the other has been the constant dream and hope of every inhabitant of this neighborhood.

CROSS SECTION OF BULKHEAD.



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MONEY QUICKLY SECURED.

MILLIONS PLEDGED FOR THE CANAL BY ST. LOUIS MEN.

Hard Times Made No Difference—Brilliant Financial Achievement of Henry Semple Ames.

The enterprise for excavating the canal and filling the tide flats having reached a point apparently where it was ready for submission to financiers, in August, 1894, Hon. Eugene Semple, who was then vice president and general manager of the Seattle and Lake Washington Waterway Company, was sent East on a preliminary journey to feel the pulse of the financial situation and report upon the best point of operations. He went direct to St. Louis and from there to Washington City and New York, consulting with financiers at all three places, and upon his return reported in favor of St. Louis as the most promising place. He had seen Henry Semple Ames and Edgar Ames, and through their influence had obtained opinions which seemed to indicate that the matter might be taken up by St. Louis capitalists if a favorable enough showing could be made. Upon his return to Seattle, the remaining particulars to the contracts were settled.

CUTTER AND SUCTION PIPE.

