

Footprints

on the sands of time...

ISSUE LXV SOUTHWEST SEATTLE HISTORICAL SOCIETY & LOG HOUSE MUSEUM WINTER 2007

Water Highways: Two Tales of Early West Seattle



The steamer *Dix* at Alki, circa 1905.
(Gift of Richard and Vanetta Warren, Accession 1998.49.166)

Headline from the *Seattle Star*
November 19, 1907.
(Courtesy the Bainbridge Island
Historical Society)



Given Seattle's heavy reliance on cars and buses today, it is almost impossible to imagine that transportation for over 75 years to and from Seattle was once done exclusively by water. A vast fleet of small steamships, known collectively as the *Mosquito Fleet*, took passengers and freight to hundreds of docks in Puget Sound from the late 1800's to the 1930's. In 1888, the first ferry service transported passengers between West Seattle and downtown Seattle.

This is the tale of two ships. The first is the tragic story of the *Dix*, the greatest maritime disaster on Puget Sound waters. The second is the tale of the *City of Seattle*, West Seattle's first ferry, and now the centerpiece of a historic wooden boat district near San Francisco.

The Steamer *Dix* Tragedy off of Alki, November 18, 1906

The inland steamship *Dix* was built in 1904, during the height of popularity for steamship travel. Long and narrow, these small steamers quickly sliced through the waters of Puget Sound. The *Dix* had been loaded with 30 tons of ballast - extra weight in her hull - for stability when she was first put in service.

Normally operating on the summer "tourist" run from Seattle to popular the Alki Point bathing beach, this November evening the *Dix* was doing a relief run to Port Blakely as a replacement for the mill town's steamer, the S.S. *Monticello*.

... continued on page 4

What's
Inside . . .

Water Highways:
Two Tales of Early
West Seattle
page 1, 4, 5

Gift Shop
page 2

Volunteer News
page 2

Director's Report
page 3

President's Report
page 3

100 Years Later:
A Remembrance
page 4, 8

Donors List
page 6

Holiday Tea
page 6

2006 Financial Charts
page 7

What was the
original name
of the
Alki Homestead?

Answer on back page

Footprints

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The Log House Museum
is funded in part by



Carriage House Gift Shop

**Come and visit the newly
renovated gift shop today!**

- *Over the past two weeks volunteers and staff have been working on making room in the gift shop to display more of our history and local products.*
- **Magnets** ~ Images of West Seattle including the Old Bellevue Park totem pole. \$1.25
- **Postcards** ~ Log House photograph cards by a local artist. \$3.00

Remember to present your Society membership card to the cashier for a 10 percent discount!

All proceeds from the gift shop benefit the Southwest Seattle Historical Society/Log House Museum, a 501(c)3 organization.

Volunteer News

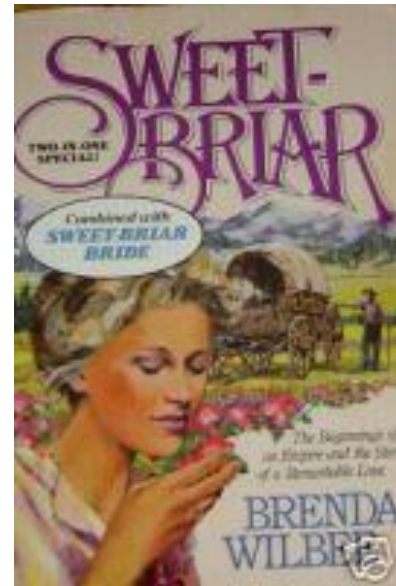
Our push to attract more volunteers in 2007 has begun with a bang. By asking for a commitment of only two hours a month, we now have over 30 serving as docents or helping with the gift shop, collections, or programs.

Most of those in collections and programs work on a weekly basis, headed by seasoned veterans **Robert Carney, John Kelly, and Don Kelstrom**. Those joining in the past year are **Cory Gooch, Karen Haynes-Palmquist, Amalia Kozloff, Alan Peterson, Martha Young, and Jon Yurchak**.

As of February 5, 2007, the following have completed a maiden two-hour stint as museum greeters or helped out with office or collections work:

Books for a cold winter's night:

- **Sweetbriar Series** by Brenda Wilbee
Inspirational romance story and a history of the founding of Seattle at Alki Beach. \$10.00 – \$16.00



Betsy Ackerley, Hudson Burke, Judy Burke, Fran Civile, Bonnie David, Caty Ellis, Karl de Jong, Lois Grammon-Simpson, Connie Gunn, Tia Hallberg, Maggie Hanson, Bea Hughes, Diane Maier, Janet Mjelleli, Debbie Nichols, Nancy Poole, Renee Rundle, Blayne Silverberg, June Silverberg, Norma Templeman, Lane Townsend, Lew Townsend, Rachel Townsend, Dick Warren, and Will Winter.

by Larry Carpenter

*Volunteer Coordinator, 206-938-0887,
starving@comcast.net*


Annual Benefit Dinner Auction
September 22, 2007
Volunteers Needed

Museum Director's Report

Welcome to the New Year! 2007 is turning out to be quite the stellar year at the Log House Museum with three centennials and one celebration. 100 years ago this summer, Luna Park was built, extended trolley service was established and West Seattle was annexed to Seattle. It is also the 10th anniversary of the Log House Museum opening. Keep an eye out for expanded education programs, "Once Upon Alki" summer program at the beach, and three local authors wildly knowledgeable and highly entertaining bringing their talents to the Log House.

If you have not stopped in to say hello yet, please do! I am truly amazed at the depth of knowledge and dedication this community devotes to local heritage. It is evident within the four museum walls by the commitment of our volunteers and donors, who keep our doors open and our history, education and collection programs running with the sharing of valuable time, skills and financial resources. There are many ways to become involved within the society and museum - volunteering a couple hours a month, funding a museum need or education program, becoming a mem-

ber, or creating a link to the history of your area.


I am looking for a group of West Seattle history-minded folk. Are you a font of West Seattle information—or your specific neighborhood, street, housing style? Do you have email? Would you like to be added to an email list of individuals interested in the history of the Duwamish Peninsula? Many questions that land on our doorstep are quick and easy for us to answer... what happened to Luna Park? How was White Center named? Where was the Stockade Hotel located? But some take further research or knowledge which may not yet be in our archives. I would like to be able to send a quick email off to this West Seattle history community to help to expedite the hunt for answers. There are no requirements to be on this list, other than to email me with your request to be included. I will also not be using this list for anything but West Seattle history questions, usually not more than three a month. You are welcome to subscribe, and never answer a question, just learn what your neighbors, from all parts of West Seattle, share. 



Andrea Mercado
Museum Director
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amercado@
loghousemuseum.org

Board President's Report

2007 is well on its way with spring on the horizon and winter's harsh weather fading rapidly into memory. The Society ended 2006 on a high note with **Andrea Mercado** being selected as director for the Log House Museum. Andrea's leadership skills are readily apparent to the board and visitors alike. With **Director Mercado** concentrating on museum staffing, educational programming, facilities administration, and collections management, the board will be able to focus on board related issues.

At the January board retreat at The Pacific Institute the board addressed planning for fundraising, filling vacant board positions, changes to by-laws, planning for an advisory board, publicly launching the endowment program, updating the strategic plan and re-visiting the conflict of interest policy. This will be a very busy year for all of us, an exciting time for the Society as we move forward with new ideas, fresh plans and innovative programs, while remaining focused on our mission. 



Carol Vincent
Board President

... Continued from page 1

— ❧ —

“We sailed out to the site where the Dix sank, marked by the Sea Scout ship, about midway to Bainbridge. Family members of the Dix Captain placed a wreath into the water and we all tossed rose petals & white carnations, while the US Coast Guard chaplain read the names of the victims and tolled the ship's bell - very moving ceremony. Then returned safely back to Seattle”

— Marge Carpenter

— ❧ —

John Kelly giving historical narration
Photo by Marge Carpenter

On Their Way Home

About 77 boarded the *Dix* on its last run that Sunday evening from Seattle. Near the same time, the schooner *Jeanie* steamed away from Smith Cove at the base of Magnolia Bluff with 400 tons of iron ore for delivery to Tacoma.

With the *Dix* on course toward Duwamish Head, Captain Percy Lermond left the helm to First Mate Charles Dennison while he descended to the lower decks to collect passenger fares. Although not an approved practice for the Captain to leave the helm, most steamship lines expected the captain to also become purser and collect the passenger fares on the decks below, leaving the piloting to the first mate.

It was a clear and calm night and the *Jeanie* saw the little steamer *Dix* speeding west, into the path of the *Jeanie*. The *Jeanie* had the right-of-way so needed to maintain course, all the while noticing the *Dix* was neither altering speed nor direction, placing them on a collision course. *Jeanie's* Captain Mason finally blew three whistle blasts, and rang to reverse the engine, almost stopping the *Jeanie* in the water, but to no avail... the ships collided.

It is believed the *Dix'* First Mate Dennison did not see the *Jeanie* until he heard the whistle. Only at the last moment before impact did Dennison send down the message to the engine room to reverse the engine. He also made a fatal error, steering the *Dix* to starboard, or right, into the path of the *Jeanie* instead of port, or left, and away from the *Jeanie*. On contact, the 1,071-ton *Jeanie* leaned the 130-ton *Dix* over, and seawater poured into her open hold and cabins.

The *Dix* sank in less than five minutes and only 38 were able to reach the open upper deck and survive. First Officer Dennison went down with the ship in 100 fathoms (600 feet) of water. Neither the ship nor any of the passengers who perished with the *Dix* were ever recovered.* In 2005, an unsuccessful attempt was made to secure funding for underwater exploration of the site of the wreck. Located at the Log House Museum today is a map of Puget Sound with the estimated site of the *Dix* wreck identified, along with photographs, a ship model and oil painting of the *Dix* and *Jeanie*.

*The list of those who perished aboard the *Dix* varies between 39-45.

100 Years Later: A Remembrance



On November 18th, 2006 two proclamations were read aloud. **Mayor Kordonowy** of the City of Bainbridge Island and **Mayor Nichols** of the City of Seattle remembered those who lost their lives aboard the *Dix* one hundred years earlier. The proclamations both recognize the role that these communities had in developing maritime industry and the importance of remembering our early pioneers who paved the way. The Southwest Seattle Historical Society, Bainbridge Island Historical Society and the Puget Sound Maritime Society joined together to commemorate and to pay tribute to those who perished with the sinking of the *Dix*.

... continued on page 8

The City of Seattle Puget Sound's First Ferry

The green and white vessels of the Washington State Ferry System are a familiar sight to every Seattle resident and visitor, but did you know the very first ferry with a consistent schedule on Puget Sound traveled between downtown and West Seattle?

The 121-foot ferry *City of Seattle* was built in Portland, Oregon in 1888. The West Seattle Land and Improvement Company used it to help promote the sale of real estate in West Seattle since the area was considered so isolated and difficult to access. Christmas Eve of 1888 saw the first ferry trip across Elliott Bay, which took eight minutes and cost fifteen cents. The Ferry ran between downtown Seattle and the West Seattle Ferry Landing at Duwamish Head .


Later, the fee was lowered to five cents, to encourage visitors and sightseers. And visit they did as thousands enjoyed the ferry across the bay to experience the beach, or to purchase properties in newly platted West Seattle.

A Quick Commute


Riding the ferry was much more popular than traveling the ten mile overland trip around the bay. Beginning

in 1907, the *City of Seattle* took passengers to Luna Park, the large amusement center and natatorium on Duwamish Head.


With competition from streetcars, riding the ferry grew less popular and the old ferry was sold to interests in San Francisco, California. The *City of Seattle* became another pioneer in ferry history - the first steamer for the Martinez/Benecia line in 1913, the same year Luna Park closed. The sidewheeler ferry's last run before retiring was transporting shipyard workers to Mare Island from Vallejo during World War II. The *City of Seattle* was purchased by a preservation-minded family and moved to a marina in Sausalito, California in 1959. She never again sailed Puget Sound.

There are two stories to tell here. One ended tragically off the shores of Alki, and the other still exists to experience, create and carry new tales. Both are threads that tie the community history of West Seattle together, supporting us with stories and a reminder of continued change on our shores. Visit the Log House Museum for more fascinating tales and visions of West Seattle. 

By Andrea Mercado

—  —

The *City of Seattle* is now nicknamed the "Yellow Ferry" for obvious reasons. It is not only the centerpiece of a historic wooden boat district in Sausalito, CA, but also the oldest wooden hulled sidewheeler on the west coast.

—  —

The ferry *City of Seattle*, circa 1902
(SWSHS Accession 2003.20.4)



The "Yellow Ferry," 2005

(Courtesy Michael Slater, www.BoatingSF.com)



**Business
Members**

- Admiralty House
Antiques
- Banana Pages
- Better Business
Bookkeeping
- Clear Channel
Outdoor
- David Kehle
Architect
- The Good Book
Graphics Plus
- Jackson & Morgan
PLLC
- NW Art & Frame
- The Pacific Institute
- Sposari's Concrete
& Materials
- Tom's Automotive
- Villa Heidelberg
- West Seattle Herald

Donors

Thank you for supporting the Southwest Seattle Historical Society.
Donations received October 28 through December 31, 2006

Up to \$1000

Mary Lou Richardson

Up to \$500

Mrs. James H. Egan • Mr. & Mrs. John Kelly • Lou & Diane Tice

Up to \$100

Anonymous (4) • Lorraine Agostino • Marvin & Gayle Anderson • Attachmate
Deb Barker • Beverly Barsy • Martha Beard • Judy & Allen Bentley
Judy Crowson • Peggy Cullor • Marty and Ann Dirks
In Memory of Walter B. Williams • Kay Francisco • Ms. Verda Hansberry
Brooke Healy / Larry Tuke • Katherine Powell House • Dorothy Kaloper
Ardath M. Karr • David Kehle, Architect • Chris L'Ecluse • Joan Mraz
Edie Neeson • Eilert & Virginia Prestegaard • Adah Rhodes-Cruzen
Carol & Charlie Vincent • Ms. Nancy L. Viney
Mrs. Clyde (Virginia A.) Vinton • Mr. & Mrs. Richard E. Warren
Jeanette Wenzl • Dr. Bill Woodward • Patricia O. Wright

In Memory of

A gift was given in memory of Walter B. Williams by James R. Ellis

Holiday Tea at the Homestead Benefits Museum



The annual Holiday Tea was held December 2nd at the Alki Homestead Restaurant to benefit the Log House Museum. Thanks to owners **Tom Lin** and **Patrick Henley** for providing the perfect setting for this pleasurable experience for all who attended. The tea's charming ambiance was enhanced with the holiday strings of talented harpist, **Heather Carmen**. Friends visited and nibbled on the delectable tea sandwiches, scones and pastries with special afternoon teas. A wonderful way to launch the holiday season in this century old log house that evokes so much historic charm.

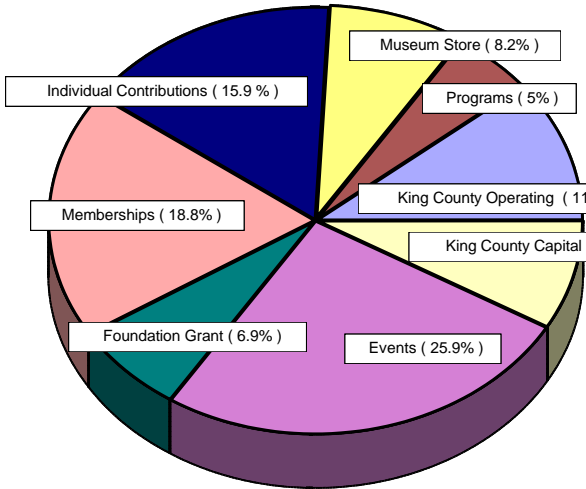
Pictured clockwise; **Carol Vincent**, **Patty Magnuson**, **Ada Hallberg** and daughters **Tia** and **Nancy Hallberg**.

2006 Revenue / Expense Report

Compiled by Audrey Zemke Fundraising Chair

2007 Executive Board

Revenue Sources



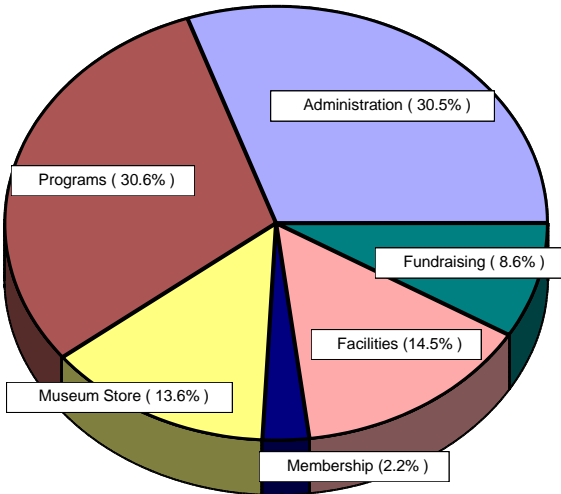
Individual Contributions	\$ 11,578
Memberships	\$ 13,675
Foundation Grant	\$ 5,000
Events	
Auction, Home Tour, Teas	\$ 18,777
King County Grants	
Capital Improvements	\$ 6,013
Operating	\$ 8,000
Programs	
Museum visitor donations,	
Heritage Kit rental fees,	
Dix Remembrance Sailing	\$ 3,607
Carriage House Gift Shop Sales	\$ 5,965
Total Income:	\$ 72,615

- Carol Vincent
President
- vacant*
Vice-President
- Aleta Woodworth
Treasurer
- Larry Carpenter
Board Secretary
- Joan Mraz
Membership Secretary

Trustees

- Judith Bentley
- Susan Christ
- Jane Conrad
- Marcy Johnsen
- Steve Phinney
- Ron Richardson
- Joey Richesson
- Cassandra Tate
- Diane Tice
- Judy Townsend

Expenses



Programs	
Exhibits	
Educational Programs	
Collections	\$ 18,473
Carriage House Gift Shop	\$ 8,235
Membership	
postage & supplies	
"Footprints" newsletter	\$ 1,328
Facilities Log House Museum	
insurance, janitorial	
building maintenance	
grounds maintenance	
security and utilities	\$ 8,749
Fundraising	
cost of fundraising events	
postage & supplies	
annual fund letter	\$ 5,225
Administration	
salaries, taxes	
telephone/internet, supplies	
computer expenses	\$ 18,449
Total Expenses:	\$ 60,459

- ### Staff
- Andrea Mercado
Museum Director
 - David Keith
Bookkeeper
 - Erin Alexander
Gift Shop Supervisor
 - Joyce Anderson
Gift Shop Clerk

Leave a Legacy
Put the Southwest Seattle Historical Society in your will.

NOTICE:
THERE WILL BE NO HOME TOUR THIS YEAR



Mission of the SWSHS & Log House Museum

"... to advocate the collection, protection and preservation of historic artifacts and sites, and to sponsor programs and events which enhance our community's heritage"

Answer

*Fir Lodge
The home of the Bernard Family
built circa 1904*

Remembrance

... Continued from page 4

Around 100 people boarded an Argosy Cruise ship and sailed to the exact location of the tragedy, where the Sea Scout ship *Yankee Clipper* awaited. With historical narration by **John Kelly**, two wreaths were laid upon the calm water by **Vicki Keeling** and **Deborah Lermond**, granddaughters of Captain Lermond, and **Mary Harris**, descendent of the lost brothers William & Charles Buylar and of Lillian Granger. All aboard gave remembrance and honored the memory of a somber moment in time one century earlier.

Special Thanks to: Joe Follansbee, Coast Guard Auxiliary Chaplain Frank Gillock, John Kelly, Lorraine Scott of the Bainbridge Island Historical Society, and Argosy Cruises.

Children listen while the US Coast Guard chaplain read the names of the victims and tolled the ship's bell

Photo SWSHS



Photo by Marge Carpenter

Descendents Mary Harris, Deborah Lermond, Vicki Keeling, and Larry Harris

Photo SWSHS



FOOTPRINTS

Newsletter of the Southwest Seattle Historical Society & "Birthplace of Seattle" Log House Museum
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