



MHS News Quarterly

Spring 2012 Volume 12, Issue 2



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Certificate by
Major-General Frink
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PowerPoint
Presentation

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Bicycle
Mayors,
Then & Now**
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Bicycle Paths/Bicycle Mayors

by Monica Wooton

Then...1912 Seattle Mayor George F. Cotterill - Bicycle Enthusiast and Magnolia's Magnificent Bike Path-1900

George F. Cotterill, Mayor of the city of Seattle in 1912, was a founding member of the Queen City Road Club and was involved in surveying and designing a 25 mile bike path system in late 1800 and early 1900's that laid the ground work for the city's future boulevard system (including Magnolia Boulevard).

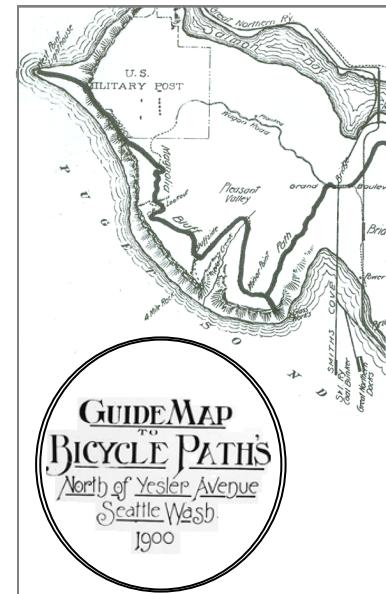
In "Sporting News and Other Gossip", a weekly column in the Seattle Times on April 6th, 1900 it was said: "The new Magnolia Bluff path can now be used by cyclists. It has been cindered and rolled, and has been pronounced by George F. Cotterill of the Queen City Roads Club to be in splendid condition." One week earlier, in the same column, it was reported. "The new Magnolia Bluff path...to ascertain its beauty and its many advantages one must travel over it from beginning to end, and even then half of the beauties of the road will be missed...the view of the city, harbor, and of Mount Rainer is most comprehensive (along Smith Cove)...Pleasant Valley provides the thirsty with pure spring water (now 32nd, 33rd and 34th Avenues West, water most probably from Wolfe Creek), 2 miles through a forest where in addition to the first, there is a close interlocking of maples so thick in many places the path presents the appearance of a tunnel cut through thick foliage. From the Lookout Point the most interesting view is that of the West Point Lighthouse and grounds...then...to (newly named, just being established) Fort Lawton." The route from the City center at Yesler Way was 10 miles. Known for its rigor as well as its beauty.

Also, of interest was the reporting of Cotterill's statement on the City Ordinance 4450 requiring bicycle licenses - \$1 with a fine of \$5 or \$10 if caught riding without one. And, the required bell, light and speed limits for "wheelmen" and "lady cyclists".

Now...

Mayor Mike McGinn, well known for riding his electrically assisted bicycle to and from political events during his campaign, was elected as Seattle's Mayor in 2009. A member of the Sierra Club, he wielded his clout against cars by raising license tabs and parking fees. And, promoting Green Bike Boxes, bike paths through the City and road diets on well-traveled arterials. According to Joel Connelly, blogger for Seattle PI.com: "He allocated a \$13 million funding increase for bicycle and pedestrian projects derived from new taxes on motorists. At the same time, he sought reduced funding in road maintenance and widespread cuts in basics such as police and library services. His increased funding of pedestrian and bicycle projects during a time of general cuts raised criticism of his budgetary priorities". But, there is no bicycle licensing in the City now.

Both McGinn and Cotterill had other big issues besides bicycles on their minds when choosing to run for Mayor: Cotterill – enacting prohibition and McGinn - stopping the waterfront tunnel.



Map of bike path 1900.
Planned by George Cotterill &
Drawn by Anders Beers Wilse

Plan to Attend Our Annual Meeting with Paul Dorpat

Thursday, May 24th, 7:00pm

Seattle Church of Christ, 2555 8th Ave. W. (corner of West Halladay Street)

The Magnolia Historical Society and The Queen Anne Historical Society are proud to announce that Paul Dorpat will present a lecture/slide show program at our joint Annual Meeting on Thursday, May 24th, starting at 7:00 p.m. Street parking is available and the lecture is free. Light refreshments will be served.

Paul Dorpat, local historian, photographer, author, and contributor to the Pacific Northwest Magazine's "Then and Now" section and recent honoree for Lifetime Achievement by AKCHO will present a program on "The Impact of the 1962 World's Fair on the Queen Anne Neighborhood." He will talk about specific changes to the Queen Anne Neighborhood fifty years ago before and during the Century 21 World's Fair.

Election of officers for the respective Society's for 2012-2013 will also take place that evening.

MHS Board for 2012-2013

- ◆ Monica Wooton continues to serve as President
- ◆ Mimi Sheridan adds a wealth of historical information and experience to the Board
- ◆ Jeff Cunningham adds a youthful perspective and gets us into the 21st century with our new Facebook page
- ◆ Dee St. George is our Treasurer and Book Sales Coordinator
- ◆ Janice Parent is our Secretary
- ◆ Serving at large are Dale Forbus Hogle and Jennifer Ryan (not pictured)
- ◆ Roxanne Tillman, who retired after 4 years, will still stay in touch



Monica Wooton



Mimi Sheridan



Dale Forbus Hogle



Janice Parent



Roxanne Tillman



Dee St. George



Jeff Cunningham

MHS Accomplishments for 2012

- Created a PowerPoint presentation on the history of Fort Lawton
- Worked with U.S. Army at the Fort Lawton Closure Ceremony
- Nominated for AKCHO Annual Award for our Magnolia Village Sculpture
- Held memories Writer's Workshop for community
- Implementing new marketing campaign to sell Magnolia Books at \$50 per set

How Magnolia Got Seattle's Sewage

by Dale Forbus Hogle

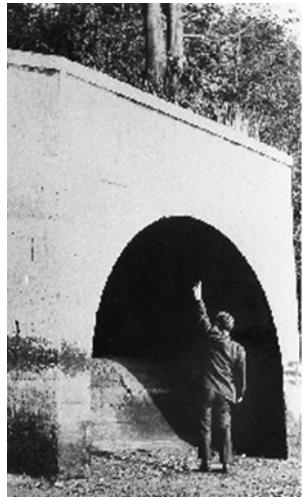
Then: Seattle's Sewage Comes to Magnolia's West Point

It all began in 1884 with the arrival in Seattle of the visionary engineer, Reginald Heber Thomson. Thomson had noticed that Lake Union and Lake Washington were getting horribly polluted because residents were dumping raw sewage directly into their waters. As City Engineer, he began studies for a plan to move the sewage out of city lakes.

In the fall of 1904, Thomson hired Fred Dehley and directed him to study the currents that touched the waterfront anywhere between two miles south of Alki Point to three miles north of Shilshole Bay. Next, Dehley was to place floats near the shore and to keep records of the hour and place at which each one floated out to sea. From these studies, Dehley located a short stretch of beach in Fort Lawton where there was always an outflow to the north whether the tide was incoming or outgoing. This was the place for which Thomson was searching.

The City began a complicated process in getting permission for the location of Thomson's proposed sewer line. Congressman Humphrey secured an Act of Congress, dated the 10th of April, 1909, authorizing the right of way to run the sewer line through Fort Lawton and the Lake Washington Ship Canal. The City of Seattle passed Ordinance No. 20991 recognizing and accepting the Act of Congress. Finally Thomson's plan could be realized.

Based on Dehley's studies, West Point's north beach in the northwest corner of Fort Lawton was the site selected for the outflow of Seattle's sewage. Previous dumping into Lake Union and Lake Washington was abandoned, and in 1911 the new sewer line outfall discharged at the depth of 45 feet below high tide into Puget Sound. In 1918, the larger 12-foot diameter North Trunk Sewer was completed. It ran under Fort Lawton through a tunnel and again discharged its burden into Puget Sound at West Point. But even fast moving currents did not prevent untreated sewage from being deposited on the beach.



Fort Lawton Tunnel Terminus

*Photo courtesy of King Co. Archives
c1910*

Now: Wastewater Treatment Plants Come to West Point

1966 - Primary Plant 1995 – Secondary Plant

In 1958, voters approved the establishment of Metro (Municipality of Metropolitan Seattle) to address the problem of sewage still fouling the clear waters of Puget Sound. West Point was a natural location for the Primary Treatment Plant because the main sewer trunk was already in place. Right of way was not difficult to acquire since the Federal Government owned Fort Lawton and West Point. In 1966 the plat was completed, and all metro had to do was simply redirect the raw sewage from the trunk line into their new treatment system.



Aerial View c1963

Photo Courtesy of Metro King County Archives

In 1972, the Congress passed the Federal Clean Water Act requiring secondary treatment at all municipality wastewater plants. Metro began the action to improve the West Point plant as demanded by the Congressional Act. Other locations for the new plant were sought, but the costs found to be impractical. In 1988, the Seattle City Council voted to grant the shoreline permit.

In 1991, 80 years after the Thomson's early efforts to rid Seattle of its sewage problems, and nearly 30 years after the building of the Primary Treatment Plant, Metro began construction of the Secondary Treatment Plant. By then, Fort Lawton had become Seattle's Discovery Park. Strong opposition from the community and Park lovers arose and a lawsuit in effect to end dumping sewage there altogether began and did not succeed. Compromises were reached, mitigation funds were promised, and certain beautification features were agreed upon.

In 1995, Metro, now King County Department of Metropolitan Services, began Secondary Treatment, because too much polluted water was still being dumped there.

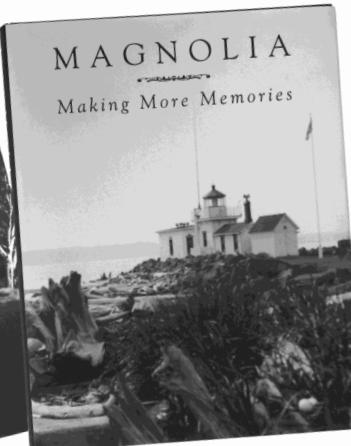
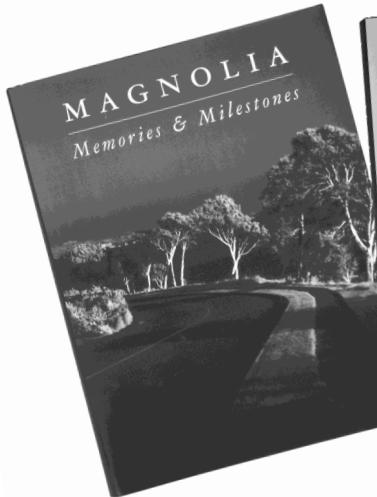


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3202 West Emerson Street
Seattle, WA 98199-1624



ATTEND THE ANNUAL MEETING

Thursday, May 24th, 7:00PM

Paul Dorpat on 50th Anniversary
of World's Fair

See Page 2 for details