

Bridge the Sound, The Alki–Manchester Ferry

by

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(Note to the Reader: Alki designates a geographic area facing Elliott Bay and Puget Sound located on the northwest corner of the Duwamish Peninsula ([location map – Appendix A](#)). A feature of Alki is Alki Point, the western most land projection of the Alki area into Puget Sound.)

Overview

The Alki-Manchester Ferry served cross-sound automobile and passenger traffic from April 12, 1925 until January 13, 1936. The ferry's Alki dock was located at 3001 Alki Avenue adjacent to the Alki Beach Park. The ferry was a venture of Harry W. Crosby. Crosby operated the ferry for thirteen months before selling it to the Puget Sound Navigation Company operators of the Black Ball Line ferry fleet and service. In the midst of turbulent Great Depression labor strife, the Black Ball Line bought out its cross-sound ferry competitor, Kitsap County Transportation Company, and achieved a monopoly on Seattle and environs ferry service.

The Black Ball Line then eliminated the Alki-Manchester ferry offering. Failure of labor to demand minimum levels of ferry sailings, hence the total availability of work and job security, hastened the Alki ferry's demise. If the Alki ferry had survived and prospered from Seattle's growing economy, the Alki neighborhood environmental quality and Alki Beach Park would have become endangered by an expanding dock and automobile traffic, congestion and parking demands. The festive dock opening dedication of April 1925 would have given way to a late twentieth century urban misery.

Introduction

This paper is the first of a three-part series about transportation improvements that if they had not failed or been discontinued would have forever changed Alki's character – for the worse. These improvements would have destroyed Alki's unique residential-recreational character. These 'improvements' were:

- The Alki-Manchester cross Puget Sound automobile and passenger ferry located at the far west boundary of Seattle's Alki Beach Park (see Maps 1 and 2 following),
- Schmitz Boulevard parkway from Alki Avenue on the shores of Elliott Bay at 59th Avenue, to points south and east to and through Schmitz Park, over the West Seattle ridge at Dakota and Brandon Streets and the Duwamish River to Jefferson Park and connections to Lake Washington Boulevard, and
- The Portland and Puget Sound Railroad running from Portland, Oregon and Tacoma, Washington along the Puget Sound shore to today's 60th or 61st Avenue

Harry W. Crosby,
About Age 37



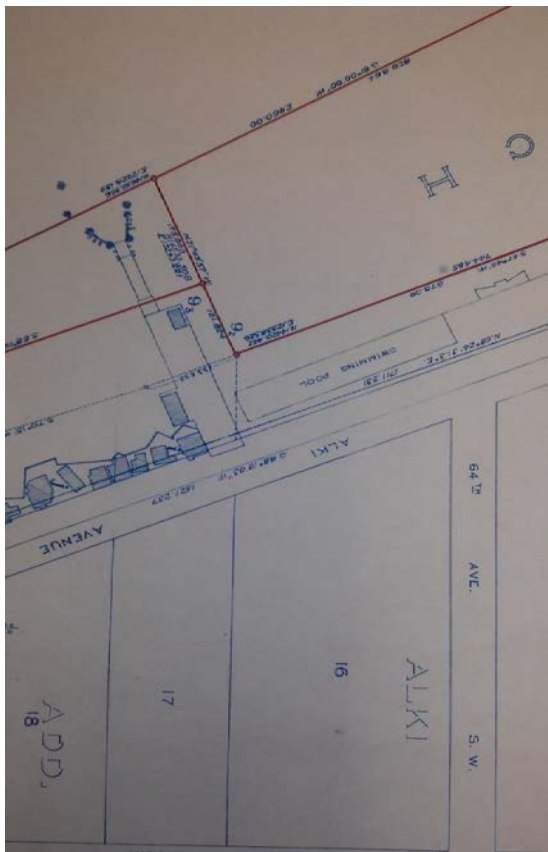
From: Clarence Bagley, History of Seattle, vol 3, S.J. Clarke Publishing Company, 1916

and then north to Alki Beach. The proposed rail route then continued along the shoreline to a connection with the Seattle Terminal and Elevator Railway and proposed Seattle and Southern Railroad at about today's Water Taxi pier. From that point the railroad would cross the Elliott Bay tide flats into downtown Seattle.

The focus of this paper is the Alki-Manchester Ferry and its Alki terminal facilities. The ferry dock was located at 3001 Alki Avenue neighboring Seattle's Alki Beach Park. The ferry began operation on April 12, 1925. The ferry ceased operations January 13, 1936.¹

The Alki-Manchester Ferry was the creation of Harry W. Crosby. His entrepreneurial spirit was captured in his nickname "Seattle's Marine Capitalist." He began, at age 14, his marine

Map 1 - Alki-Manchester Ferry Dock and Terminal at 3001 Alki Avenue, 1927



From: King County Archives, Record Series 332, State of Washington, Commissioner of Public Lands, Maps of Seattle Tide Lands, Extension No. 1, 1927, Map 65. To the east is Alki Beach Park. The ferry dock was located at 3001 Alki Avenue SW.

capitalist career. Crosby, originally from Minnesota, initiated the Alki ferry at age 47. Previously, he had been involved in many seafaring businesses including tugboat concerns, passenger steamers, boat brokerages, Alaska salmon canneries and the Anacortes-Victoria passenger and car ferry. A significant characteristic of Crosby's business career was that he would purchase or start up an enterprise, operate it for a short period and then sell it.² The Alki-Manchester Ferry concern would not depart from Crosby's entrepreneurial pattern.

Crosby's Alki-Manchester Ferry and facilities were not Alki's first maritime endeavor but this ferry would be the first and last of its kind.

Alki's indigenous people, the Duwamish, had maintained a waterborne society and culture for at least 10,000 years before Crosby's ferry began service. They sustained a kinship and trade network along the west and east side of the Duwamish Peninsula, up and down Puget Sound and inland as far as the headwaters of the Duwamish, White and Black Rivers. Alki was a Duwamish ceremonial center and a resting and stopping over place. Alki's fish, shellfish and plant resources were harvested. These food resources supported the permanent

Duwamish settlements found elsewhere.³ The Duwamish maritime activities, at Alki, persisted until the 1920s.⁴ They resumed in the late 1980s with the annual canoe journey of the Puget Sound Native American tribes.⁵

The first European - American immigrants did not value Alki as a maritime center. Representatives of the British Hudson Bay Company found Alki lacking due to fresh water issues but approved its location to observe activities up and down Puget Sound.⁶ It would be nearly one hundred years before the short cross-sound distance between Alki and the Olympic Peninsula would be appreciated.

The first European-American occupation of Alki began November 13, 1851 with the arrival of 12 adults and 12 children. The first recorded ship's call at Alki, after the immigrants disembarked, was, by the Brig Leonesa, four weeks after the immigrant party landed. The Brig was seeking timber products for trade into the San Francisco market.⁷

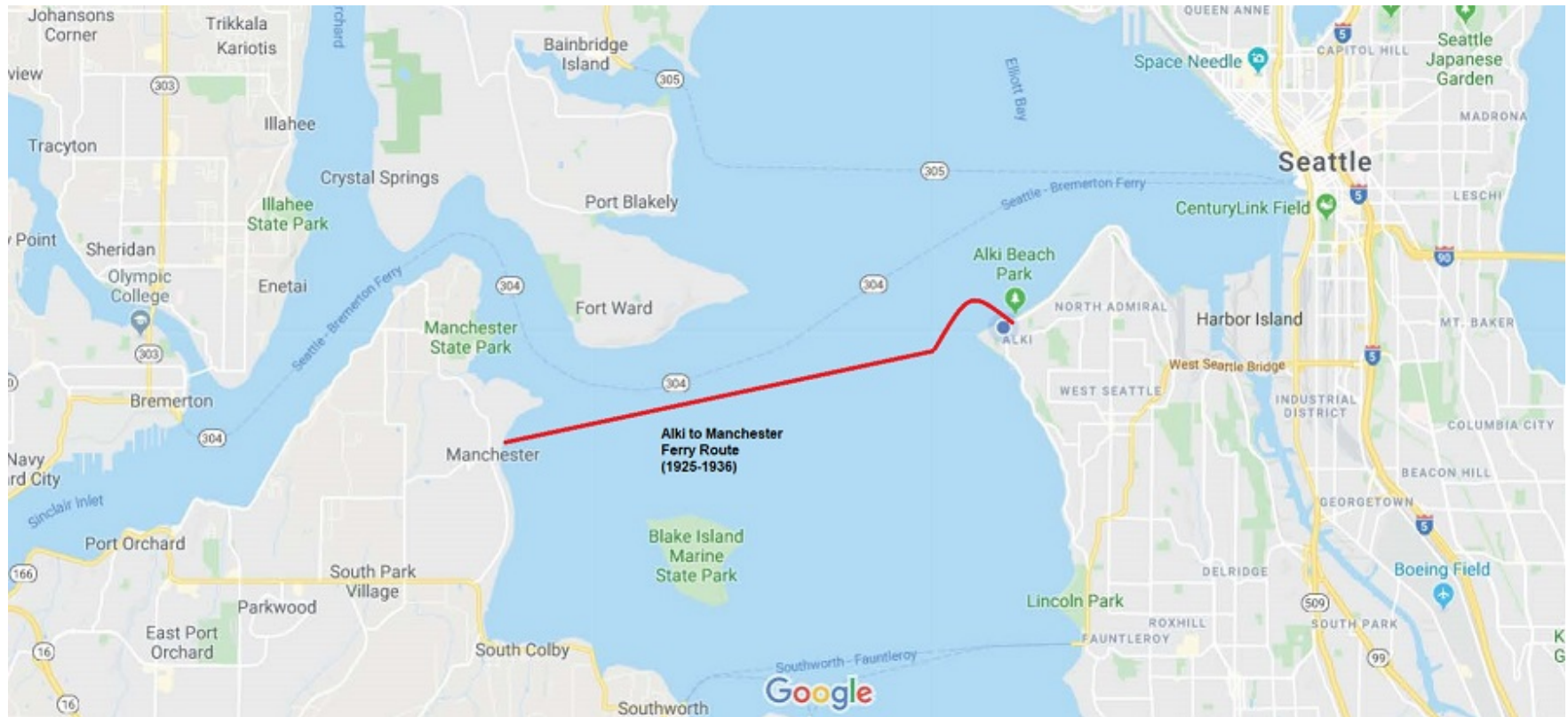
At the time of the Brig Leonesa's landing there were no piers, docks, wharfs or port facilities.⁸ However trade, at this early date, established a pattern of maritime activity where Alki was an origin or destination, first for commerce and years later for recreation. The Alki-Manchester Ferry would be a significant departure from this pattern. The ferry would establish Alki as a maritime transit point as part of a trip to arrive AND depart elsewhere.

Figure One - Ferryboat Crosline At Alki, Discharging Cars and Passengers, circa 1930



From: Southwest Seattle Historical Society, Seattle, WA

Map 2 - Alki-Manchester Ferry Route, 1925-1936



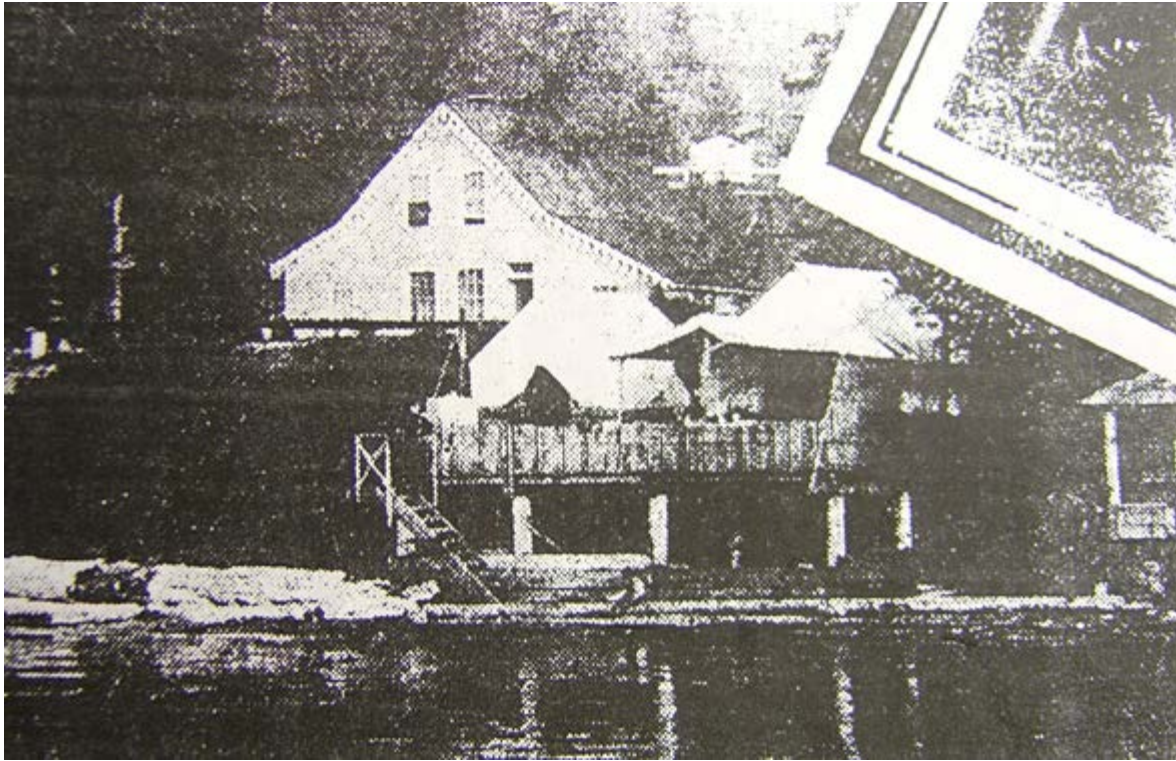
Map by author utilizing Google Maps base map, 2019.

Dating early facilities serving Alki maritime activities is difficult. Early maps from 1854, 1856 and 1874 do not indicate any such facilities but maritime activities were well underway.⁹ William Renton began operation of a sawmill, in August, 1853, on the banks of what we know today as Schmitz Creek.¹⁰ The sawmill served the timber and lumber demands of San Francisco, California. This would imply facilities serving deep water vessels meeting their anchorage needs and those of the local logging companies and their log booms. Alki's first long-term owner, David S. 'Doc' Maynard and successor owners would, by necessity, have had some facilities serving waterborne traffic bringing goods, supplies and visitors. Maynard and his successors had frequent guests and shipped their agricultural produce and forest products to various points on the sound.¹¹ Wading ashore in the cold waters of Puget Sound and Elliott Bay would not have been a welcome recurring event.

Recreational day trips, excursions and summer vacations at Alki for Seattle residents began in the 1880s. Until a network of streets and roads leading to Alki opened, the exclusive means of journeying to Alki was via water. Emergent elements of a road network did not develop until mid to late 1890s. Waterborne recreational trips lasted until the late 1910s. Docking, piers and wharves, at least small in size, would have been a necessity to serve excursion and recreational traffic.

Water-borne excursions to Alki were promoted as early as 1882.¹² By 1898 camping had become an Alki attraction with its "beautiful groves and the lovely beach being (its) ... great attractions and hundreds are in daily bathing."¹³ Within a few short years, Alki could boast of three resort hotels and inns; the South Alki and Stockade Hotels and Rose Lodge all catering to excursions, camping, vacationing and dining. An early example of promotion of Alki excursions was the July 4, 1904 celebration. The owner of the Seattle-Alki Ferry, A. B. C. Dennison took on celebration sponsorship. The celebration featured "baseball and all kinds of athletic games," fireworks show, and "a newly constructed band stand where music was to be furnished all day". Following the celebration, Dennison promised to arrange for the playing of music at the new band stand two or three nights a week.¹⁴

Figure Two - Hanson-Olson Home, Undated, circa 1900



From: Paul Dorpat Collection, Seattle, WA. The date of this photograph is unknown but would have been prior to fall 1905 when the structure was moved to its current location, 3045 - 64th Avenue SW. The structure was moved from the right of way of King County's planned 1905-06 Alki Avenue construction. See: King County Archives, Seattle, WA, Journal of Proceedings of the King County Commissioners, Vol. 14, page 681 and Commissioner's Road Records, Series 271, Box 2306, Item 114, Removal of Houses on Road, April 14, 1905.

An early undated photograph, Figure Two above, of the Hanson-Olson home, from the probable 1895-1905 period, indicates a platform over the shoreline waters or a pier. The Hanson and Olson families were Alki's only residents and property owners until the late 1890s. On this platform or pier rest several tents and stairs to the beachfront. The tents were more than likely used to serve summer resort and excursion visitors.

The first maps indicating dock, port and wharf facilities date from 1908. The 1908 Baist's Real Estate Atlas of Seattle (see Map 3 below) provides a picture of Alki's maritime facilities at their apex just as Alki's street railway service was initiated.

Map 3 - Alki Maritime Facilities, 1908



From: 1908 Baist's Real Estate Atlas, Surveys of Seattle, extract by author. Along the shore in the far east is the King and Winge Fish Processing Company dock facilities and on the far west is the Alki Transportation Company dock serving the Alki Natatorium (indoor swimming pool) and other recreational excursions. Between these docks (center left) are the dock facilities of the Olson family's Alki Dock Company.

On the far right of the Baist map (Map 3 above) lies the docks and piers serving the ship yard and fishing interests of the King and Winge Company. On shore, directly across from the dock a fish processing plant was operated. The plant ceased operations in the first decade of the 20th century. On the far left of the Baist map lies the dock of the Alki Transportation Company. The Alki Transportation Company provided recreational excursions. Neighboring the dock was the Alki Natatorium (indoor salt water swimming pool). The Natatorium, opened in 1905, was an Alki recreational and entertainment attraction.

**Figure Three - Advertisement for
Alki Natatorium and Ferry Service,
1905**

AMUSEMENTS.

NOW OPEN

The new warm salt water

NATATORIUM

AT

ALKI POINT

One of the finest on Coast. Refreshments, music, dancing. Boats every 20 minutes. Phones, Main 4444; Ind., E1086. Alki Point Transportation Company, 659 Colman Building.

From: Seattle Daily Times, Seattle, WA, June 19, 1905, page 5

In Map 3 above, a dock is shown along the shore at center left. This dock was located on land belonging to the Olson family. The Olsons acquired their Alki land interests in 1868. It is believed that this dock was owned and operated by the Olson family under the umbrella of the Alki Dock Company. The Alki Dock Company was incorporated June 8, 1907 by the Olson family principals (Knud, Linda and Isabelle Olson and Jacob Teig).¹⁵ The Olson's Alki Dock Company dock was located at the future site of the Alki-Manchester Ferry.

Figure Four - Advertisement for Alki Natatorium Featuring Street Railway Access, 1909



From: Seattle Daily Times (Seattle, WA), May 16, 1909, page 11.

In 1908 from the western end of the Spokane Street viaduct, a plank roadway and street railway opened along the Duwamish Peninsula and Alki shoreline. This roadway became known as Alki Avenue. The shoreline plank road and street railway provided Alki's first adequate overland connection to the greater Seattle transportation network and connection to Seattle's business and retail hub.¹⁶ Alki's reliance upon waterborne transportation to the wider region significantly decreased. The Alki plank road and street railway improvements laid the foundation for improved land-based access enabling the Alki-Manchester Ferry and made obsolete Alki's maritime access such as that provided by A. B. C. Dennison.

The Baist Company's 1912 map indicates that the Alki Transportation and Alki Dock Company structures no longer existed. Mapping by the Kroll Company, dated 1920, indicates the same.¹⁷

Why The Alki-to-Manchester Route?

The Alki-to-Manchester route offered the Crosby venture a significant competitive advantage. It was the shortest route across the sound. As such Crosby could advertise to potential customers an implied time savings. But, to the company, it meant lower operating costs and the ability to minimize the number of ferryboats required to maintain any scheduled sailing frequency.

From the ferry passenger's perspective, the Alki-Manchester route had significant drawbacks. The Alki dock was remote from the Seattle region's population and business center. The eight-mile drive from the Seattle center or extended street

railway ride added to the total trip time and cost over that required for a cross-sound trip originating from Seattle's downtown Colman Dock.¹⁸ The Colman Dock was the center for cross-sound travel used by other ferry operators. In later years when ferry service was extended to Manchester from Seattle's downtown, ferry operators were able to charge a premium fare from Seattle's downtown over that charged at Alki.¹⁹

July 1900 witnessed Seattle's first car.²⁰ Seattle's car population exploded. By 1920 there were 38,000 Seattle registered automobiles. Five years later the number of automobiles nearly doubled to 75,000. The city's population in the same period grew by

seven (7) percent.²¹ Statewide the number of licensed automobiles grew from fewer than 800 in 1906 to 137,000 in 1921.²² The automobile and supporting services were a growth industry.

Figure Five - Aerial Photo of Alki-Manchester Ferry Dock, 1929



From: City of Seattle, Engineering Records Vault, Aerial Photography Collection. The major street to the far right is 63rd Avenue SW. The street railway ran in the median of 63rd and Alki Avenues. On the far left is Alki Point and the Alki Point Lighthouse. The Alki-Manchester Ferry dock is located in the photo's upper center, with Alki Avenue SW running along the shoreline providing ferry access. Lands along the shoreline east of the dock were in publicly owned as parkland. Lands to the west were privately owned and were in residential use. The Alki Ferry dock was located on the same site as the earlier Alki Dock Company dock.

Figure Six - Alki-Manchester Advertising
Circa 1925


**CROSBY DIRECT
LINE FERRIES**

The Olympic Short Route

SEATTLE
(Alki Point)

TO

MANCHESTER



MOTOR FERRY "CROSLINE"

*The Motor Ferry "Crosline,"
55 to 60 car capacity, is one of
the large ferries that operate on
this popular route.*

Crosby Direct Line Ferries

Office—Ferry Dock, Alki Point

WEst 6300 Information MAin 2222

From: Washington State Historical Society, Tacoma, WA,
George Bayless Collection, Item 2003.111.2.40

As one would expect, automobile owners desired to wheel their new-found transportation mode into the region's environs. The first car to be ferried across Puget Sound is thought to have taken place in 1906. As part of the ferry operations of the Puget Sound Navigation Company's Bremerton (Navy Yard) – Seattle route, regular Puget Sound automobile ferry operations began in 1915.²³

Surface transportation improvements, enabling land based Alki access, were essential for any ferry operator to capitalize upon the shortest cross-sound route. Alki like its Duwamish Peninsula neighbors relied upon water-based access to the larger Seattle region and its center until 1902. In 1902, King County completed the aforementioned Spokane Street viaduct across the Elliott Bay tide flats.²⁴ From the viaduct's Youngstown terminus, a network of roads was built fanning out across the Peninsula. One of these roads was Alki Avenue. In 1907, a street railway began service across the Elliott Bay tidelands and followed Alki Avenue to the most northern point of the Peninsula (now known as Duwamish Head). In the next year Alki Avenue was planked and extended, along with the street railway, to 63rd Avenue. The street railway continued south along 63rd Avenue to its end of line at 61st Avenue and Beach Drive.

A second thoroughfare to Alki, now known as Admiral Way was completed in 1915. This thoroughfare also began at the Peninsula's Spokane Street viaduct landing and extended along the hillsides up and over the 400-foot high West Seattle ridge to 63rd Avenue, a short three blocks from the future Alki-Manchester Ferry dock site.²⁵ Admiral Way was a shorter route to Alki and was a paved street while the earlier Alki Avenue remained a wooden plank road and trestle.

The plank road deficiencies of Alki Avenue were recognized by the Alki community and its Duwamish Peninsula neighbors. By late 1921, the community began to organize seeking improvements to Alki and 61st Avenues. The proposal was to pave Alki Avenue from the West Seattle Ferry dock at today's California Place, just north of the Spokane Street viaduct to 63rd Avenue and then south, across Admiral Way, to Beach Drive and 61st Avenue.²⁶ On August 31, 1922 the Seattle City Council authorized the project and made funding available.²⁷ Just shy of a year later the project was completed and the community, in celebration, held a "potlatch."²⁸

Harry Crosby recognized the automobile growth industry and the opportunities it presented. In early 1924, he began making plans for a new ferry service. In May 1924, Crosby purchased the 66 foot, 12-car capacity, ferryboat Elk. This boat was used that summer and fall on Crosby's Ballard–Kingston Ferry route via the Lake Washington Ship Canal. The Ballard-Kingston Ferry, was not well received. Crosby repurposed the Elk for the Alki-Manchester service. Crosby directed a lengthening of the Elk by 38 feet thereby increasing the boat's capacity. The Elk was renamed Airline. The Airline would initiate Alki–Manchester Ferry service while Crosby awaited delivery of the newly constructed ferryboat Crosline. The Crosline was 142 feet long and had a 65-car capacity.²⁹

On December 16, 1924 the Crosby Direct Line Ferries purchased from the Olson Land Company (a corporate successor of the Olson family) a shoreline lot known as Lot I of the Plat of Alki Point.³⁰ (See Map 4 below). Crosby built his ferry dock at the lot's far eastern boundary. The dock was adjacent to the Alki Beach Park. He chose the same site as that used by the 1907-08 era dock thought to be owned by Olsons' Alki Dock Company. The four residential structures to the west of the dock, also located on Lot I, remained under Crosby's ownership. The ferry dock's site on Lot I was a parcel providing a forty (40) foot Alki Avenue frontage. Alki Avenue was the main thoroughfare serving dock entry and exit. Cars and passengers arrived from the east. Since the ferry provided no holding area for cars awaiting ferry loading, Alki Avenue in front of the Alki Beach Park served as a car line-up. Crosby's plan, if any, for use of the land beneath the residential structures located on Lot I is unknown. The dock was constructed of wood pilings and decking and was built in under four (4) months. The parcel occupied by the ferry dock and terminal facilities was 6,660 square feet in size. This parcel would be comparable to that of a modest suburban house lot.³¹ Crosby had secured a dock site allowing him to seize the shortest ferry route across the Sound.

Crosby's dock site was two blocks beyond the end of the nearest paved street at 63rd and Alki Avenues. By various Seattle City resolutions and ordinances, a local improvement district was established to finance the paving of Alki Avenue from 63rd Avenue, across the dock frontage and to the western boundary of Tract I. The paving expense was to be paid by special assessments upon abutting property owners.³² Crosby's ferry patrons would not have to suffer the indignity of trudging through mud, muck or dust. A continuous paved surface now led to the ferry dock from Seattle's center as well as other regional points.

Map 4 - Lot I and Adjacent Shore and Tide Lands Purchased for the Alki-Manchester Ferry Dock and Terminal Facilities



From: King County iMap accessed at <https://www.kingcounty.gov/services/gis/Maps/imap.aspx> . Base map is the 2017 aerial photograph. The Shore and Tide Lands adjacent to Lot I was acquired from the State of Washington, Commissioner of Public Lands, Deed No. 15044, November 16, 1927. Annotations by author.

Service Dedicated

Inauguration of the Alki ferry service was a festive occasion. Assisting the Crosby enterprise in the promotion of service inauguration were the West Seattle Commercial, Manchester Improvement and Port Orchard Commercial Clubs. The Musicians' Association band was impressed into service for the festivities as well.³³

Aviator Eddie Hubbard and his airplane were engaged to fly christening sponsors from the Manchester dock to the Alki side and Alki side sponsors to the Manchester dock. The Alki sponsors returned on the initial 1:30pm Manchester ferry sailing. Manchester sponsors returned on the initial 2:30pm Alki sailing. Given the infancy of passenger aviation, Hubbard's cross-sound flights would have been, to the occasion's celebrants, an awe-striking sight. Manchester christening sponsors were Port Orchard mayor C. A. Hanks and Ms. Easter Olund. Alki sponsors were Seattle Parks Board member Mae Avery Wilkins and the soon to be sixteen-year-old, Mary D. Schutt.³⁴

Mary Schutt was the daughter of long time Alki Community Club president Irene Schutt. Irene Schutt led the way in having the Community Club sponsor a dance honoring the beginning of Alki ferry service. The dance was held, April 4th, at the facilities of the Club located at 60th Avenue SW and Alki Avenue, five blocks east of the Alki ferry dock.

On Sunday, April 12, 1925 ferry service was initiated. The first three days of service was complementary. Passenger boarding for the April 12th ferry operations was by invitation only. Invited guests were also urged to take automobile tours of west side Sound communities and points of interest on Hood Canal. The West Seattle, Manchester and Port Orchard commercial clubs chartered and paid the expense of April 13-14 operations. On April 15th regular ferry operations commenced. The ferry timetable indicated an initial schedule of ten daily route trips with "Hourly service will be maintained during the rush hours on Saturday, Sundays, holidays, or when traffic justifies."³⁵

The success of the Crosby ferry was immediate. On April 23rd it was announced that the Crosby Company had acquired the eighteen-car ferry Gloria and had directed its refurbishment for use on the Alki ferry route. The Gloria was renamed the Beeline. In May, 1925 the Crosby commissioned ferryboat Crosline was placed into Alki-Manchester service. Shortly after initiation of ferry service three ferryboats served the Alki run and the number of daily round trips, by 1926 mid-year grew to 16 plus two extra trips on Saturday and Sunday.³⁶

Competition Begins the Same Week

The Alki-Manchester Ferry service was not the only ferry service to be initiated that week. Crosby had a new competitor to enter the field. Existing cross-sound ferry services did not meekly stand-by letting the Crosby Line take market-share. But these new and existing services did not seek to compete on service frequency or price. They choose to compete politically. They sought to deny Crosby his 'shortest route'

competitive advantage and his ability to reflect that advantage in lower fares than that of his competitors.

Four miles south of Alki on the Puget Sound shoreline, near the 'Endolyne' terminus of the Seattle Street Railway at 45th Avenue and Roxbury and the newly constructed Fauntleroy Boulevard, the Kitsap County Transportation Company constructed a ferry terminal and dock.³⁷ The terminal and dock would soon become commonly known as the Fauntleroy Ferry and was placed into service with great fanfare. The Fauntleroy Ferry began service the same week, in 1925, as the Alki-Manchester Ferry.³⁸ It remains in service today.

The Kitsap Company provided passenger and car ferry service from Fauntleroy to Vashon Heights and Harper, Washington. Today we know these points as Vashon Island and Southworth.³⁹ Both destinations were portals to "Southern Hood Canal and Olympic Highway Loop" as well as Kitsap County's Port Orchard.⁴⁰ The Fauntleroy-Harper service was a direct competitor to the Crosby Line's Alki-Manchester route. Like the Alki terminal and dock, the Fauntleroy service was remote from Seattle's commercial and residential center. The Kitsap ferry was even more removed from Seattle's center than the Alki ferry. The Kitsap ferry terminal required an additional two miles of travel from the Seattle center over that of the Alki ferry.

The State of Washington regulated the fares of the Puget Sound ferry fleets. In the week before the Crosby ferry was to begin service a tariff (listing) of fares to be charged was filed with regulatory authorities. The purpose of fare regulation was to protect the consumer from monopolistic or near monopolistic pricing. Crosby's competitors did not share this view. They immediately protested the Crosby fares as being "unfair, unreasonable, unremunerative, unjust and insufficient." In addition to asserting that Crosby could not make a profit at the proposed fare level Crosby's competitors took the position that the fares "will operate to the great loss and damage of the protesting companies." In other words, fare regulation was to protect the protesting companies from a competitor's pricing decision. Crosby had proposed a fare of 50 cents for each car and driver. His competitors' fares were \$1 from the downtown Colman Dock and 85 cents from the Fauntleroy dock.⁴¹

As Crosby began his service, the Washington Department of Public Works (the regulatory authority) directed, on April 15th, Crosby Direct Line Ferries to increase its fare to 85 cents. Loss and damages to the protesting companies was presumably averted.⁴²

Crosby Sells Out

In keeping with Crosby's past business practices, the Crosby Direct Lines Ferries was sold May 29, 1926. The purchaser was the owner of the Black Ball Line, the Puget Sound Navigation Company. Crosby had operated the Alki-Manchester service for a bit more than thirteen months. The Puget Sound Navigation Company was the Sound's dominant ferry operator. Taken together the Puget Sound and Kitsap County

Transportation Companies now held a duopoly over Seattle and environs cross-sound ferry operations. A rapid increase in the Alki-Manchester ferryboat fleet, as announced that day, never took place.⁴³

The Alki-Manchester Ferry continued operations as before the sale. Crosby's son, Harold, directed the ferry's operations under the Puget Sound Company's governance. The Kitsap Company directed its eyes toward the Alki shore. Between 1930 and 1935, the Kitsap ferry Line acquired a small parcel of land along the Alki shore west of the Alki-Manchester dock and east of the Alki Lighthouse.⁴⁴ No record has been found that explicitly states the Kitsap Company's intent behind acquiring this property. A fair inference is that land was acquired to initiate a competing service and/or relocation of the Fauntleroy Ferry service, in whole or in part, to Alki. In the alternative, perhaps, the acquisition was a strategic action to control land resources to block Alki ferry expansion.

As the year turned to 1930, the number of automobiles registered in Seattle grew to 100,000.⁴⁵ But business conditions were eroding. The onset of the Great Depression no doubt caused suspension of any Kitsap Company Alki expansion or relocation plans. Such plans were never revived.

The Ferry Ends – The Dock Continues

The 1926 acquisition of the Crosby Direct Line Ferries by the Puget Sound Navigation Company was marked by a continuing increase in automobile ownership and potential ferry patronage. In 1930, the City of Seattle automobile registration had risen by one-third from 75,000 five years previously. The City's population had grown by 27,500 to 365,000.⁴⁶ In its early years, the Alki ferry was playing into the hand of a growth industry. But the dawn of the Great Depression drastically changed the context of the ferry's business and operations.

With the "Great Depression", the growth rate of registered automobiles and population plateaued. Seattle's 1935 population was unchanged from that of 1930 and the number of registered automobiles grew by 10,000, or 10%. Puget Sound ferries were no longer serving a growth industry, as they had since the first 1906 car ferry. National economic conditions had collapsed and incomes fell. Nationally, per capita personal income fell from \$700 per year to under \$500 in 1935. Adjusted Gross Domestic Product fell by 11% over the five years ending 1935. The number of employed fell from 45.5 million to 42.3 million in the five years ending 1935, while the number of unemployed more than doubled to 10.6 million from 4.3 million.⁴⁷

Ferry workers, in response to economic circumstances, demanded recognition of their union, increased wages, overtime pay, short contact periods enabling frequent bargaining, shorter work days and minimum staffing requirements.⁴⁸ Absent from worker demands were job security and minimum employment level guarantees resulting from assured minimum sailing frequencies. The ferry operators faced static or falling demand, pricing inelasticity and an imperative to reduce costs. They asserted ongoing

losses. Most costs, except labor, were fixed (ferry vessels and their dock and terminal facilities).⁴⁹ Circumstances of labor and management guaranteed a sharp struggle.

Figure Seven - Alki Ferry Dock and Environs Aerial Photograph, 1936

Note: The large area of vacant and level land south of dock outlined in green.



From: King County iMap accessed at: <https://www.kingcounty.gov/services/gis/Maps/imap.aspx> on October 28, 2019. Base map is 1936 Aerial. Alki Point and Lighthouse is on the far left. The ferry dock fronts on Alki Avenue. The vacant land south of the dock was largely owned by the Olson Land Company and became known as the Olson Land Company's 6th, 7th and 8th Addition Unrecorded.

Competition between ferry operators persisted. As mid 1935 approached the Ferryboatmen's Union⁵⁰ filed demands to be heard by a Board of Arbitration. Hearings by the arbitration board were completed in the second week of September 1935. Filing of legal briefs by labor and management attorneys followed.⁵¹

After the board's appointment and before conclusion of its hearings, on July 8, 1935, the Puget Sound Navigation Company initiated new service between downtown Seattle (Colman Dock) and Manchester.⁵² Seemingly this would have duplicated the pre-existing Alki-Manchester service but the Company reduced Alki service to nine round trips per day. A similar number of trips were operated on the new downtown Seattle-Manchester route.⁵³

The arbitration board announced its decision on November 2, 1935. Wages were raised and overtime was mandated under the arbitration award. The arbitration board also found that the ferry operators had incurred losses, that ferry fares were regulated by the State of Washington and minimum staffing was set by the United States Government for each vessel.⁵⁴

The arbitration award was silent on the number of vessel sailings required to be scheduled by ferry operators. Labor had failed to make job security demands guaranteeing a minimum number of sailings and work availability. Accordingly, the Board of Arbitration did not consider the matter. Frequency of sailings, hence the total availability of work, came within management's exclusive prerogative.

The arbitration decision did not sit well with labor. On November 7th, the Ferryboatmen Union and the Masters, Mates and Pilots Unions walked off the job at the Kitsap County Transportation Company and subsidiaries.⁵⁵ From the workers' perspective, they were striking the economically weaker and more vulnerable ferry operator. They were proven correct but in an unexpected manner. A 'selective' strike target against one operator also allowed cross-sound service by other operators, notably the Puget Sound Navigation Company, to continue thereby minimizing public inconvenience and displeasure with the labor action underway.

For the Kitsap Company matters came to a head in the week following the Ferryboatmen's walkout. On November 14th, the Black Ball Ferry Line's owner, Puget Sound Navigation Company, announced the acquisition of the Kitsap County

Figure Eight - Alki Beach, July 1, 1936 Looking West Along the Shoreline to Alki Ferry Dock



From: City of Seattle, Seattle Municipal Archives, Seattle, WA, Photography Collection Identifier # 10604. Original by Seattle Engineering Department.

Transportation Company and its subsidiaries. The Puget Sound Company had now secured a monopoly on cross-sound passenger and automobile ferry operations. The ferry workers responded to the Kitsap acquisition by immediately extending their strike to include the Puget Sound Navigation Company operations.⁵⁶

After thirty-three (33) days the striking workers agreed to return to work pending appointment of a new arbitration board.⁵⁷

A month later, January 13, 1936, and a week before the expected arbitration award announcement, the Puget Sound Navigation Company announced that service on the Alki–Manchester route would be discontinued effective January 14th. Seattle’s observer

Figure Nine - Alki Ferry Dock and Passenger Waiting Room, about 1937

Ferry service has been discontinued



From: King County Property Tax Assessor Record Card, Assessor Parcel #014800-0811, Washington Secretary of State, Puget Sound Regional Archives, Bellevue, Washington. The ground floor of the building to the right was the passenger waiting room and ticketing office. The upper floor was a residential quarter.

of the maritime scene, *The Marine Digest* attributed the service discontinuation “as a result of the recent consolidation of the Puget Sound Navigation Company and Kitsap County Transportation Company”. Service between downtown Seattle’s Colman Dock and Manchester continued with five round trips daily.⁵⁸ Service from the eastside of the Sound to Manchester fell from a total of 18 trips a day. The total availability of work fell accordingly. As a monopoly the Black Ball Line re-routed its former Alki-Manchester patronage to the neighboring Navy Yard (Bremerton) route, service out of the Fauntleroy Ferry and what remained of the Seattle (Colman Dock) - Manchester service with impunity.

A Boat Livery and Restaurant

Upon the discontinuation of the Alki-Manchester ferry, the dock and terminal facilities remained under the ownership of the Puget Sound Navigation Company. Relative to the Company's operations the Alki facilities were now surplus property. The dock site and the residential properties directly to the west remained in the hands of the Navigation Company until May 31, 1944. In the interim, the dock was used as a boat livery and restaurant. Boat rental, storage and repair services were operated by Pressley Meagher. Meagher discontinued operation of his boat livery sometime between 1945 and 1948.

The *West Seattle Herald* reported, April 21, 1941, the opening of the Sea Foods First Mate Grill "Located on the old Manchester Ferry Dock, right at the end of the Alki Beach promenade". The owners, Ernest and Elta (Dennis) Weiss, offered dining "over the water with a grand view of the Sound." (See [Appendix B](#)). Like the boat livery, the precise date that restaurant operation was discontinued is unknown. By mid-1944 the dock owner failed to note the restaurant in land use regulatory filings and the Polk

Seattle City Directory last noted the Weisses, at the dock location, in 1942.⁵⁹

Figure Ten - Alki Dock Aerial Photograph - August, 1942



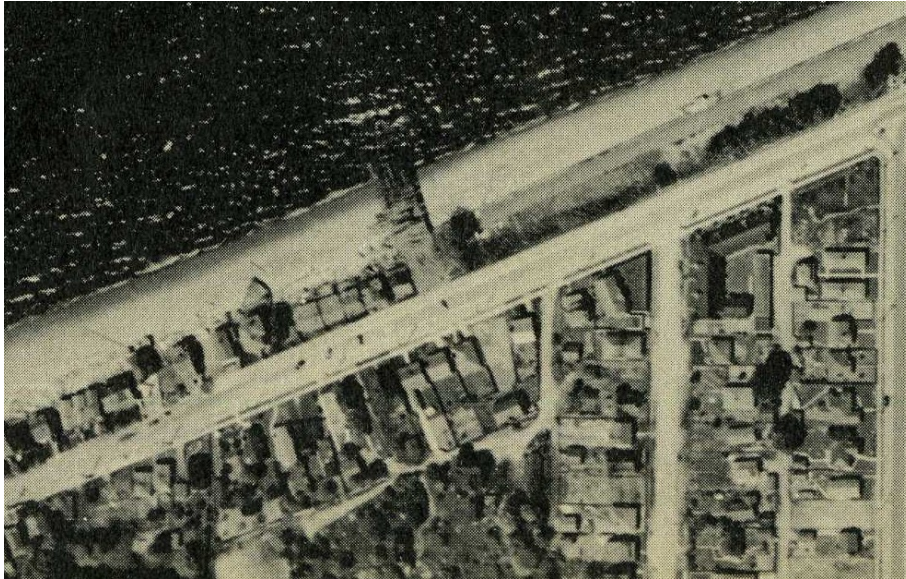
From: Washington State Department of Ecology Aerial Photos Tool at: https://fortress.wa.gov/ecy/gisresources/shoreline_photos/yr1940/hi_res/21-23.jpg accessed July 24, 2019. Original by War Department, U. S. Corp of Engineers, Northwest Sector 21-23, August, 1942. Photo released 1944.

Roy E. Canedy, Seattle real estate investor and developer, acquired the Lot I dock site and neighboring residential structures in May 1944. Canedy lived at 2950 Alki Avenue, directly across the street from the former ferry dock.

Upon acquisition of Lot I, Canedy made arrangements with the boat livery owner Meagher for a long-term lease and petitioned the City of Seattle to rezone the ferry dock site from residential to commercial use. In his July 7, 1944 petition for rezoning, Canedy stated that the dock "was in deplorable condition". The requested rezoning was for a ninety (90) day period during which the dock was to be rehabilitated. The City Building Department required this temporary rezoning as a condition

of issuance of a required building permit. Representations were made that with the exception of six pilings that the balance of the dock's pilings were in good shape and the entire structure could be rehabilitated. The City of Seattle granted the temporary rezoning August 23, 1944.⁶⁰

Figure Eleven - Aerial Photograph Alki Ferry Dock, 1946



From: University of Washington Map Library, Aerial Photo Publishers, Inc., Seattle, WA, Sections 9 and 10, Township 24 North, Range 3 East, 1946.

There is no record of any building permit being issued authorizing the rehabilitation work and no work was, apparently, ever undertaken. The dock's deplorable condition continued to deteriorate.⁶¹

Canedy, over the next two years, divested himself of Lot I and the ferry dock. In November, 1945, Lot I was divided into five parcels and those parcels with existing

Figure Twelve - Aerial Photo Alki Dock Site, 1953



From: City of Seattle, Seattle Engineering Record Vault, 1953

residential structures were sold. In January 1947 the ferry dock parcel was sold. By 1946 aerial photography (Figure Eleven above) shows the ferry dock site as a collection of rubble. Similar aerial photography from 1953 (Figure Twelve left) shows no evidence of the dock's prior existence. What remained was a vacant lot between the Alki Beach promenade to the east and the four pre-existing residential structures to the west. The ferry dock parcel remained vacant until 1999 when new residential construction was permitted.⁶² Today, remains of the ferry dock pilings can be seen at low tide (See Figure Thirteen following).

By 1941 Alki shoreline holdings of the Kitsap County Transportation Company were sold.⁶³

An Alternative Alki-Manchester Ferry Dock Scenario

The Alki-Manchester Ferry fell victim to a monopolist's economic behavior. By acquiring the Kitsap County Transportation Company, the Puget Sound Navigation Company (doing business as the Black Ball Line) secured a Seattle and environs monopoly on cross-sound ferry service. The Navigation Company then began to exhibit classic monopoly behavior by restricting output (i.e. reduced ferry service). Labor's failure to demand job security assurances and minimum levels of available work hastened the Alki ferry's demise.

In the years following the ferry's closing, economic conditions began to improve. Employment and war production, at the Bremerton Navy Yards, increased. Cross-sound ferry traffic recovered accordingly. After the war years, the automobile resumed its growth industry status and the Seattle region's population grew 57% between 1930 and 1950. The next ten years added another 28%.⁶⁴ Conditions were favorable for continuation and expansion of the Alki ferry.

Ferry survival and growth may well have been, for the Alki community, an unwelcome outcome. In addition, the Kitsap County Transportation Company may well have acted upon plans underlying its Alki shoreland acquisition. If the Kitsap and Puget Sound Companies had been left to their own devices, the entire Alki shoreline between the Alki Beach Park and Alki Lighthouse (at Alki Point) may have become ferry docks, terminal facilities, and car parking, circulation and holding areas. Traffic levels would have risen well beyond that characteristic of a residential neighborhood.

The City of Seattle enacted, in 1923, its first zoning and land use regulatory ordinance. The Alki-Manchester Ferry dock site and the area west and south of the dock was zoned for residential use.⁶⁵ It is an open question if the Alki dock was ever in compliance with the City's ordinance. There is no record of a building permit application or enforcement action, at any time, for the dock and dock site until the 1990s.⁶⁶ Neighboring properties were permitted for residential development and redevelopment dating from 1909.⁶⁷

As the 1944 temporary rezoning request demonstrates, the dock was not a permitted land use under the city's then current regulations. Any scheme to extend and enlarge the dock to accommodate greater traffic and patronage may well have become immersed in regulatory controversy.

The Crosby ferry route was served by a 65-car capacity vessel. Today a 65-car capacity vessel is the smallest of all vessels in the Puget Sound ferry fleet. Contemporary ferry vessels range up to a capacity of 200 cars.⁶⁸ Increased service frequency would have implied an increased number of dock slips. Increased ferryboat capacity would have implied an enlarged dock. With age, the structural integrity of the wooden dock would have been brought into question. While the ferry was in service during the year 1935, on two occasions, service was suspended due to dock storm damage. The future, more than likely, held the necessity for the rebuilding of the dock to enhance the dock's

structural strength. Dock expansion and extension of ferry operations beyond the relatively small parcel first used in 1925-1936 would have been a certainty so as to accommodate increased patronage, frequency of service and ferryboat capacity.

Governmental officials were not particularly protective of the Alki residential community and shoreline. The 1944 temporary rezoning affair indicates a bias toward accommodation of the then current property owner and a willingness not to compel return of the site to the required residential use. It is curious that there was no questioning of the operation of a commercial use (boat livery and/or restaurant) in a residential zone during proceedings to secure a temporary rezoning to enable dock rehabilitation. Neighboring residential properties were judged by tax assessment officials in 1937-38 as, "just a cheap beach shack, and has very little value," "only a beach shack," or "just a very cheap beach house, with very little value."⁶⁹ Perhaps officials of the era felt that the residential area of the dock site was not worthy of the advantages of the city's land use regulatory ordinance.

As ferry traffic grew, the demands of the automobile for parking and holding areas would have grown accordingly. The vacant land (see Figure Seven earlier) across Alki Avenue from the dock would have likely been pressed into service to meet the needs of passenger cars and freight carriers. Significant portions of these parcels remained vacant until the 1960s and 70s. Nearby streets would have become congested and the demands for street widening and express access to major arterials would have been heard and acted upon.

The fate of the Alki Beach Park, first opened in 1910, under this scenario is anyone's guess. Across America in the 1950s and 60s parklands were surrendered to the growing street and expressway network. The Beach may have well suffered its own 1960s version of making way for the automobile at any cost.

Demands to surrender parklands to serve ferry operations may have been resisted but the street network would surely have been modified resulting in a pedestrian unfriendly physical barrier separating the park from its users. The original ferry dock made no provision for a car holding area serving cars awaiting boarding. With increased boat capacity and sailing frequencies access to Alki Beach and Park would have been further blocked by use of Alki, 61st and 63rd Avenues as holding areas. Circumstances would have caused decreased park virtues such as views and air quality. Noise levels distracting from enjoyment of the park would have risen. As a major transportation infrastructure asset, the needs of the ferry and the automobile would probably been placed first. The result would have been a significant deterioration or an absolute loss of the Alki neighborhood's environmental quality and diminishment of its role as a regional recreational-residential asset.⁷⁰ The festive April 1925 celebration of the ferry's opening would have given way to a late 20th century urban misery.

Figure Thirteen - Former Alki Ferry Dock At Low Tide, 2019

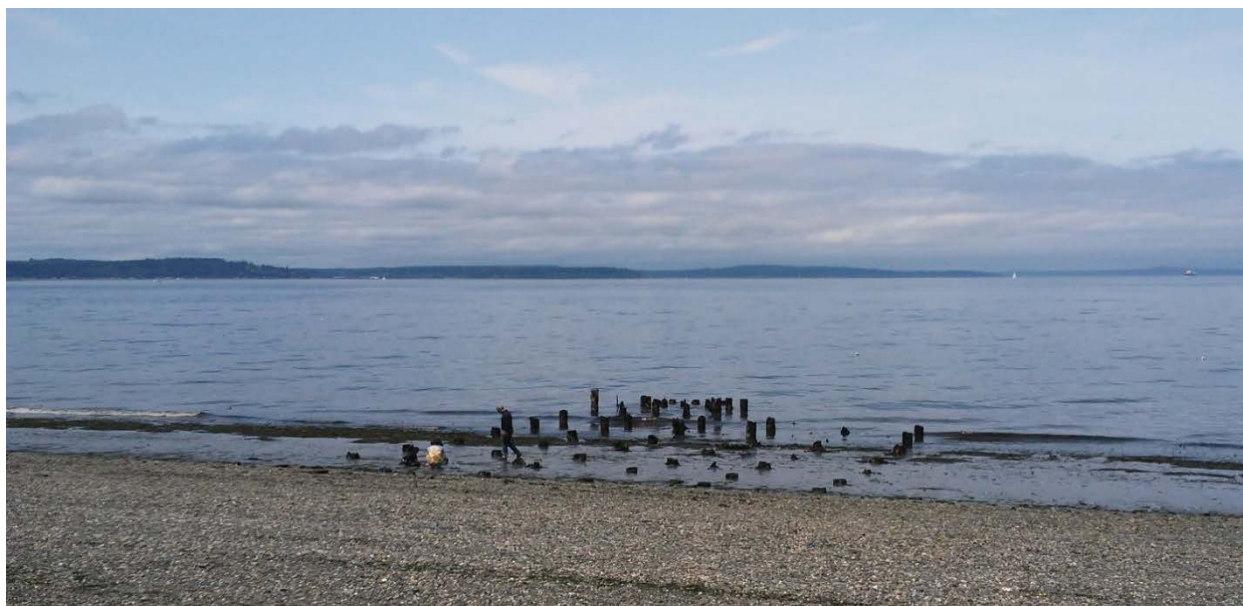


Photo by author, July 4, 2019 at 1:08pm PDT. Low tide was -3.4 feet at 12:44pm. Remaining ferry dock pilings can be seen only at a relatively low tide.

Figure Fourteen - Current Land Use of Former Alki Ferry Dock Site, 2019 at Alki Avenue Street Frontage

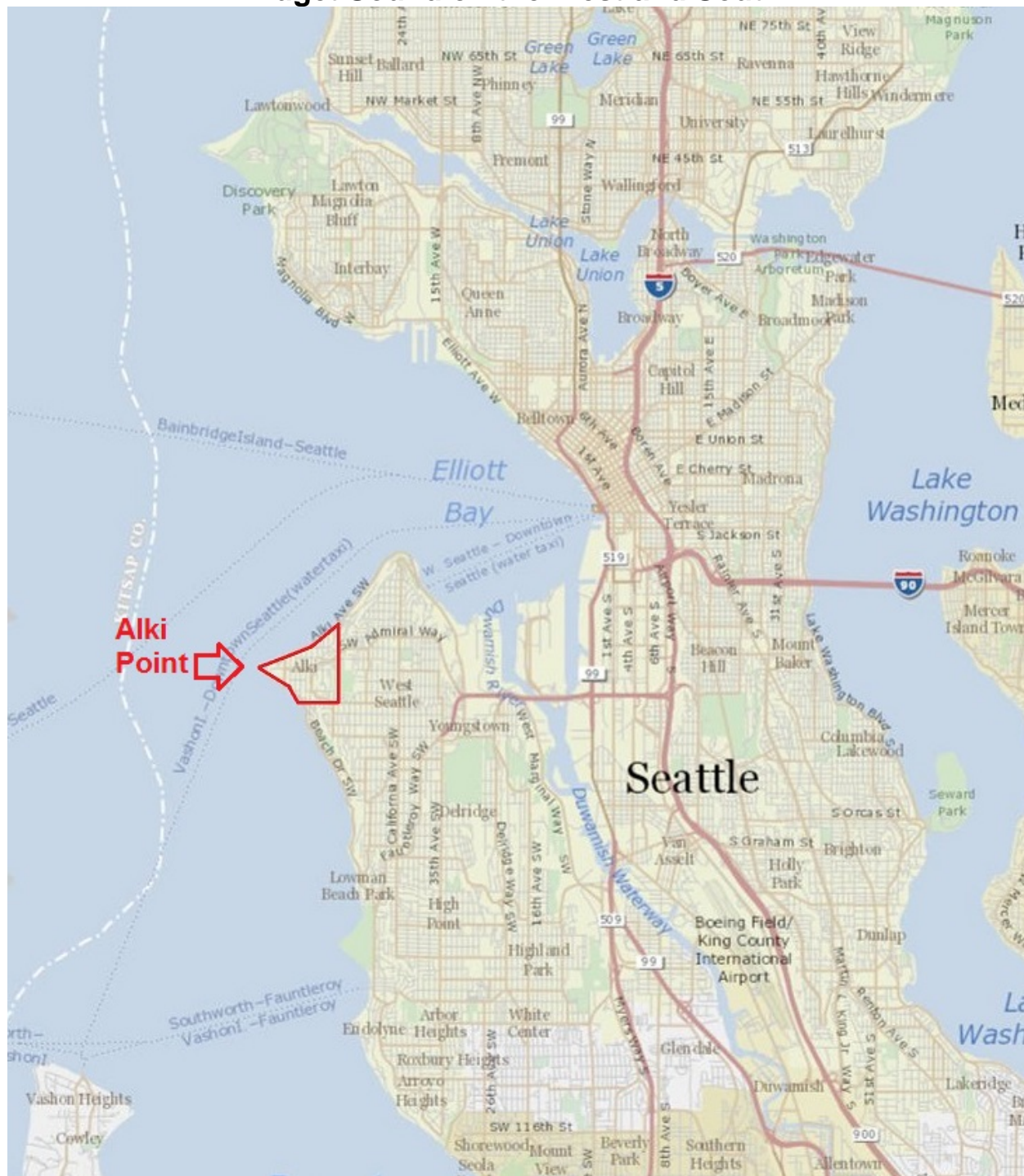


Photo by author, October 24, 2019. The Alki Ferry Dock was located in the center of the photograph to the left of Alki Beach Park and the right of the two residential structures on the far left. The house resting upon the dock site was constructed 1999-2000.

[Return to Text](#)

Appendix A

Alki Location Within The City of Seattle, Elliott Bay on the North, Puget Sound on the West and South



From: King County, WA iMap, Seattle, WA accessed: <http://www.kingcounty.gov/services/gis/Maps/imap.aspx> on June 22, 2017. Annotation by author.

Appendix B

Elta and Ernest Weiss *

Elta and Ernest Weiss were operators of the First Mate Seafood Grill located on the Alki-Manchester Ferry Dock, beginning 1941. They married in 1940. Elta would frequently purchase seafood, at Alki dockside, from local fishers. It is unknown when the

restaurant closed but it is suspected to have closed before 1943.

Elta and Ernest Weiss At Alki Ferry Dock, circa 1942



From: Dave Rubbelke, Bothell, WA. This photograph was one of a three-member set. Other photos in the set were dated April, 1942. Note the beach area and small boat in the background.

Ernest was originally from Michigan and was a machinist. He retired from his machinist position he held at Ederer Engineering Company. Ernest had a reputation as an avid hunter and fisherman.

Elta was the daughter of a Baptist minister and originally hailed from Gas City, Kansas. She was a member of her high school championship basketball team. In the years following the Seafood Grill venture she was a cook for the Seattle School District at Magnolia's Briarcliff Elementary School. Following her retirement from the School District she took employment, in a similar capacity, with Seattle's Ballard Hospital.

The couple was childless and lived in Seattle's Interbay neighborhood. Ernest died in 1981, at age 76, followed by Elta, a year later, at age 73.

[Return to Text](#)

* Upon publication of the original version of this paper, the Alki History Project was contacted by David Rubbelke with information about Elta and Ernest Weiss. Mr. Rubbelke is the Weisses' nephew. The Alki History Project would like to express its appreciation for the information and photographs made available.

Endnotes

¹ Several sources mistakenly attribute cessation of ferry operations to late 1935 winter storms damaging the Alki dock and terminal facilities. Dock repairs were made and operations continued until January 1936.

² Clarence Bagley, *History of King County Washington, Vol. II*, Chicago-Seattle: S. J. Clarke Publishing Company, 1929, pages 212-217, and, R. H. (Skipper) Calkins, *High Tide*, Seattle: The Marine Digest Publishing Company, 1952, pages 215-219.

³ See: Coll Thrush *Native Seattle Histories from the Crossing-Over Place*, 2nd ed., Seattle: University of Washington Press, 2017, p 20-24 and 233, and *Chief Seattle and the Town That Took His Name*, David M. Buerge, Sasquatch Books, Seattle, WA, 2017.

⁴ Oral History Transcript of Hans Martin Smith, Jr, Southwest Seattle Historical Society, Seattle, WA, Collection Item 1999.046.0010.

⁵ Northwest Tribes Land at Alki During Annual Canoe Journey", Seattle Times (Seattle, WA), July 18, 2019, p. B1.

⁶ William Fraser Tolmie. *The Journals of William Fraser Tolmie* (Vancouver, BC; Mitchell, 1963), p. 216-217.

⁷ Arthur A. Denny, *Pioneer Days on Puget Sound* (Seattle, WA: C. B. Bagley, Printer, 1888).

⁸ See: Charlotte Coffin Gardner, Journal Kept by Charlotte Coffin Gardner While Onboard Ship Sarah Parker, 1852-1855, San Francisco Maritime National Historic Park, Maritime Research Center, San Francisco, CA. Typescript of Journal, April 4, 1853 p.10. The Bark Sarah Parker was anchored in 17 fathoms (102 feet), three ship lengths from the shore.

⁹ United States Office of the Coast Survey, Historical Chart and Map Collection at:

<https://historicalcharts.noaa.gov/search> . 1854 Map found at: <https://historicalcharts.noaa.gov/image=H00432-00-1854> ,

1856 Map found at: <https://historicalcharts.noaa.gov/image=T00590-00-1856> , and 1874 Map at:

<https://historicalcharts.noaa.gov/image=T01390B-00-1874>

¹⁰ Schmitz Creek upon its exit from Schmitz Park has been diverted into an underground culvert. This culvert discharges into Elliott Bay off the Alki shoreline.

¹¹ Thomas W. Prosch, *David S. Maynard and Catherine T. Maynard*, Seattle, WA: Lowman & Hanford Stationery & Printing Company, 1906, pages 47-49 and Sauda Resident Knud Olsen, Lars Viland, Sauda Historical Society, 17th Annual Report, Sauda, Norway, p. 11-21. English Translation in the collection of the Southwest Seattle Historical Society, Seattle, WA, Item 2007.65.b.

¹² "Local." Seattle Daily Post-Intelligencer (Seattle, WA), April 13, 1882, p. 4.

¹³ "Alki Point", Seattle Daily Times (Seattle, WA), August 13, 1898, p. 7.

¹⁴ "Alki Point to Celebrate", Seattle Star (Seattle, WA), June 21, 1904 Night Edition, p. 8, "Alki Point's Celebration", Seattle Star (Seattle, WA), June 29, 1904 Night Edition, p. 8 and "Dix (Steamer)" at [https://en.wikipedia.org/wiki/Dix_\(steamboat\)](https://en.wikipedia.org/wiki/Dix_(steamboat)) accessed December 5, 2017. That July 4th, the Steamer Dix and the Steamer Florence K plied the waters between Alki and Seattle. Just over two years later the Dix sank during a cross-sound voyage taking some 50 persons to their death.

¹⁵ "New Corporations", Seattle Sunday Times, Seattle, WA, June 9, 1907, p. 23.

¹⁶ In the mid-1890's a steep dirt wagon road was carved out of the steep hills and bluffs that hemmed in and separated Alki from its Duwamish Peninsula neighbors. Today this road is known as Bonaire Avenue. Though paved, Bonaire, remains a poorly drained one lane affair.

¹⁷ These maps are found at the Seattle Room of the Seattle Public Library and University of Washington Library, Special Collections, Seattle, WA.

¹⁸ Colman Dock remains Seattle's major ferry dock.

¹⁹ "New Ferry Service", Seattle Times (Seattle, WA), July 8, 1935, p. 17 and August 29, 1935, p. 10. The passenger fare from Colman Dock to Manchester was 30 cents or 55 cents round trip. The Alki fare was 20 cents each way.

²⁰ "First Automobile Arrives In Seattle on July 23, 1900", HistoryLink.org, History Link Essay 957 at: <https://historylink.org/File/957> accessed October 11, 2019.

²¹ City of Seattle Traffic Survey Maps and Graphs, prepared by the WPA Survey, Project No. 4163, Seattle Department of Engineering, 1937, Seattle Public Library, Seattle Room, Seattle, WA and History of Washington License Plates, Washington State Department of Licensing, accessed October 21, 2019 at: <https://www.dol.wa.gov/vehiclesregistration/sphistory.html> .

²² History of Washington License Plates at: <https://www.dol.wa.gov/vehiclesregistration/sphistory.html>

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- ²³ M.A. Kline and G.A. Bayless, *A Legend on Puget Sound Ferryboats*, Seattle, WA: Bayless Books, 1983, pages 83 and 87-89.
- ²⁴ Journal of the Proceedings of the King County Commissioners, Vol. 14, page 219, King County Archives, Seattle, WA.
- ²⁵ City of Seattle Ordinance 34174 and Comptroller File 58773, December 14, 1914, Seattle Municipal Archives, Seattle, WA. Portions of Admiral Way were formerly known as Olson Avenue, Hanford and Wait Streets and Travis Court.
- ²⁶ "Alki Backs Big Scheme for Paving", Seattle Star, (Seattle, WA), October 18, 1921, p. 10.
- ²⁷ City of Seattle Ordinance 44067, August 31, 1922 and "Avenue to be Paved", Seattle Times, (Seattle, WA), September 1, 1922, p.23.
- ²⁸ "New Name Suggested", Seattle Times (Seattle, WA), May 26, 1923, p. 8 and "Alki Prepared for Mardi Gras", West Seattle Herald, (Seattle, WA), June 1, 1923, p. 1.
- ²⁹ Kline and Bayless, *Ferryboats*, Bayless Books, p. 134 – 135.
- ³⁰ Olson Land Company, Grantor to Crosby Direct Line Ferries, Grantee, King County, Washington Recorder, King County Archives, Seattle, WA, Vol. 1333 Book of Deeds page 261. The sales instrument was dated December 16, 1924. The sale was recorded October 22, 1926. The Crosby Company also acquired from the State of Washington the adjacent Shore and Tidelands upon completion of the required survey and mapping. This transaction took place November 16, 1927. By that time the Crosby Company had been acquired by the Puget Sound Navigation Company. Washington State Department of Natural Resources (Commissioner of Public Lands), Olympia, WA, Deed First Class Tide or Shore Lands, Deed No. 15044.
- ³¹ Calculation by author. The area of the adjacent shore and tide lands purchased by the Company, at a later date, was 13,080 square feet.
- ³² City of Seattle Resolution 8065, April 20, 1925, Ordinance 48945, May 25, 1925 and Ordinance 50410, February 8, 1926, Seattle Municipal Archives, Seattle, WA.
- ³³ "To Open Ferry Service", Seattle Times (Seattle, WA), April 5, 1925, p. 31 and "Big Celebration Planned For Ferry Line Opening", Seattle Times (Seattle, WA), April 10, 1925, p. 25.
- ³⁴ Ibid.
- ³⁵ Crosby Direct Line Ferries Timetable, April 20, 1925. Southwest Seattle Historical Society Collection, Seattle, WA, Collection Item 2016.15.1.
- ³⁶ Kline and Bayless, *Ferryboats*, Bayless Books, page 135. "May Increase Service", Seattle Times April 23, 1925, page 16 and "Alki-Manchester Auto Ferry", June 10, 1926, page 26.
- ³⁷ The ferry site was south of Lincoln Park, mid-way between Point Williams and Brace Point on Fauntleroy Cove.
- ³⁸ "Short Route Opened", Seattle Times (Seattle, WA), April 16, 1925, p. 30.
- ³⁹ The Harper ferry dock was relocated 1.5 miles southeast to Southworth effective September, 1958. "Ferries Move To Southworth Pier Saturday", Seattle Times (Seattle, WA) September 17, 1958, page 41.
- ⁴⁰ For example, see: "Kitsap Ferry Lines", Seattle Daily Times (Seattle, WA), May 28, 1935, page 15.
- ⁴¹ "Protest Boat Service", Seattle Times (Seattle, WA), April 7, 1925, p. 19.
- ⁴² "Ferry Tariff Raised", Seattle Times (Seattle, WA), April 15, 1925, p. 19.
- ⁴³ "Crosby Direct Line Ferries In Merger", Seattle Times (Seattle, WA), May 30, 1926, p. 17.
- ⁴⁴ King County Tax Assessor, 1930 Tax Assessment, Vol. 37, p. 5420 and 1935 Tax Assessment, Vol. 37, p. 5671, Lot K, Plat of Alki Point, Washington Secretary of State, Puget Sound Regional Archives, Bellevue, WA. The Kitsap Company also acquired the adjacent Shore and Tidelands, Washington State Department of Natural Resources, Olympia, WA, Deed First Class Tide or Shore Lands, Deed No. 17193, April 7, 1938.
- ⁴⁵ City of Seattle Traffic Survey 1937. Statewide the number of licensed vehicles rose to 460,000 in 1934. History of Washington License Plates, Washington State Department of Licensing.
- ⁴⁶ City of Seattle Traffic Survey 1937.
- ⁴⁷ United States Bureau of Economic Analysis, Personal Income Per Capita, Federal Reserve Bank of St. Louis, accessed on August 28, 2019 at: <https://fred.stlouisfed.org/series/A792RC0A052NBEA> , and Real Gross Domestic Product at: <https://fred.stlouisfed.org/series/GDPCCA> . United States Bureau of Labor Statistics, Technical Note, Labor Force, Employment, and Unemployment, 1929-39: Estimating Methods accessed August 28, 2019 at: <https://www.bls.gov/opub/mlr/1948/article/pdf/labor-force-employment-and-unemployment-1929-39-estimating-methods.pdf> .
- ⁴⁸ "Arbitrators End Hearing", The Marine Digest (Seattle, WA), September 14, 1935, p. 6.

⁴⁹ Economic circumstances for the Puget Sound Navigation Company became so dire that the Company found itself a debtor of the Federal Reserve Bank of San Francisco. The Company took a \$610,000 mortgage from the Federal Reserve Bank pledging its tangible real and personal property (vessels and real estate) to secure the indebtedness on June 4, 1938. At the time the Federal Reserve Bank served as the nation's lender of last resort. The loan was repaid December 27, 1940. (King County, WA Recorder, King County Archives, Seattle, WA, Book of Mortgages, Puget Sound Navigation Company Grantor and Federal Reserve Bank of San Francisco Grantee, Vol. 1496, page 131 and Vol. 1669, page 70).

⁵⁰ Later renamed Inland Boatmen's Union of the Pacific.

⁵¹ "Arbitrators End Hearing", The Marine Digest (Seattle, WA), September 14, 1935, p. 6.

⁵² "Black Ball Adds Direct Ferry Run", The Marine Digest (Seattle, WA), July 13, 1935, p. 6 and "New Ferry Service", Seattle Times (Seattle, WA), July 8, 1935, p. 17.

⁵³ "Black Ball Bulletin", Seattle Times (Seattle, WA), August 29, 1935, p. 10. Service on the Alki-Manchester route was a little more than half its previous level. Fare charged on the two routes were the same for car and driver. Passenger fares for the Seattle run were 30 cents or round trip for 55 cents. Alki passenger fares were 20 cents one-way.

⁵⁴ "Arbitration Board Gives Its Decision", The Marine Digest (Seattle, WA), November 2, 1935, p. 5 and "Strike May Halt Seattle Ferries", Seattle Times (Seattle, WA), November 2, 1935, p. 12.

⁵⁵ "Sound, Lake Walk Out Is Ordered By Ship Union of Five Sound Lines Now Tied Up by A Strike", The Marine Digest (Seattle, WA), November 9, 1935, p. 1.

⁵⁶ "Black Ball Buys Kitsap, Affiliates", The Marine Digest (Seattle, WA), November 16, 1935, p. 1 and 5.

⁵⁷ "Truce Ends Long Tie-Up of Ferries", The Marine Digest (Seattle, WA), December 14, 1935, p.1.

⁵⁸ "Changes Made in Ferry Service", Seattle Times (Seattle, WA), January 13, 1936, p. 18 and "Black Ball Rearranges Schedules", Marine Digest (Seattle, WA), "Black Ball Rearranges Schedules", January 18, 1936, p. 2.

⁵⁹ "Sea Foods, First Mate Grill Will Open on Friday", West Seattle Herald (Seattle, WA), April 24, 1941, p. 1, City of Seattle, Comptroller File 181518, July – August, 1944, Seattle Municipal Archives, Seattle, WA, R. L. Polk Company, 1942 Seattle City Directory, Seattle, WA, p. 1256.

⁶⁰ Seattle Comptroller File 181518 and Comptroller File 181574, July – August, 1944, Seattle Municipal Archives, Seattle, WA.

⁶¹ A search of the files of the City of Seattle Department of Construction and Inspections found no building permits, permit applications or records for 3001 Alki Avenue until the 1990's. Building permits were issued for various extensions, improvements and replacements at the sites of the residential structures existing on Lot I west of the Alki ferry dock. The absence of a building permit for the 1924-1925 construction of the Alki ferry dock or later repairs is curious. Building permits had been required since the 1907 annexation of Alki by the City of Seattle. In 1923, the City of Seattle enacted its first zoning ordinance. Under that ordinance, the Alki ferry dock was zoned for residential land use. The land use regulatory status of the ferry dock, at this point, is unclear. But most certainly, by 1944, the City of Seattle had concluded that the dock was a non-conforming use (i.e. a commercial use in a residential zone) and could not be continued or extended in useful life by rehabilitation without a change in authorized land use.

⁶² City of Seattle, Department of Construction and Inspections, Microfilm Library records pertaining to 3001 Alki Avenue SW. Permit applications and filings associated with shoreline management issues were first filed in 1991.

⁶³ King County Tax Assessor, 1941 Tax Assessment, Vol. 48, p.7099, Puget Sound Regional Archives, Bellevue, WA.

⁶⁴ "Seattle Metropolitan Area – Census Statistics", Wikipedia, accessed October 20, 2019 at: https://en.wikipedia.org/wiki/Seattle_metropolitan_area . Population data from United States Decennial Census for the indicated year.

⁶⁵ City of Seattle, Ordinance 45382, June 28, 1923, Seattle Municipal Archives, Seattle, WA. See Archives Maps # 476 (Use) and # 475 (Area and Height) at: http://archives.seattle.gov/digital-collections/index.php/Search/objects/search/ca_objects.type_id%253A26+AND+ca_objects.date_dates_value%253A%221923%22+AND+ca_objects.map_group:%207419 .

⁶⁶ Search of records, Seattle Department of Construction and Inspections.

⁶⁷ City of Seattle, Department of Construction and Inspection permit search. See Note 59 above.

⁶⁸ "Vessels by Class", Washington State Department of Transportation, accessed 10/26/2019 at: <https://www.wsdot.wa.gov/ferries/vesselwatch/Vessels.aspx> .

⁶⁹ King County Tax Assessor, Seattle, WA, Real Property Record Cards, Parcels 014800-0811, 014800-0809, 014800-0812, and 014800-0814 accessed at: <https://www.digitalarchives.wa.gov/Collections/TitleInfo/854> , Washington State Secretary of State Digital Archives.

⁷⁰ On a much greater scale the City of Seattle experienced this same scenario with the proposed R. H. Thomson Freeway. This Freeway was proposed to run along M. L. King Way (then known as Empire Boulevard) north through the Arboretum Park to Lake City. Neighborhoods in the Freeways path would have been divided and parklands would have been converted to freeway right of way.