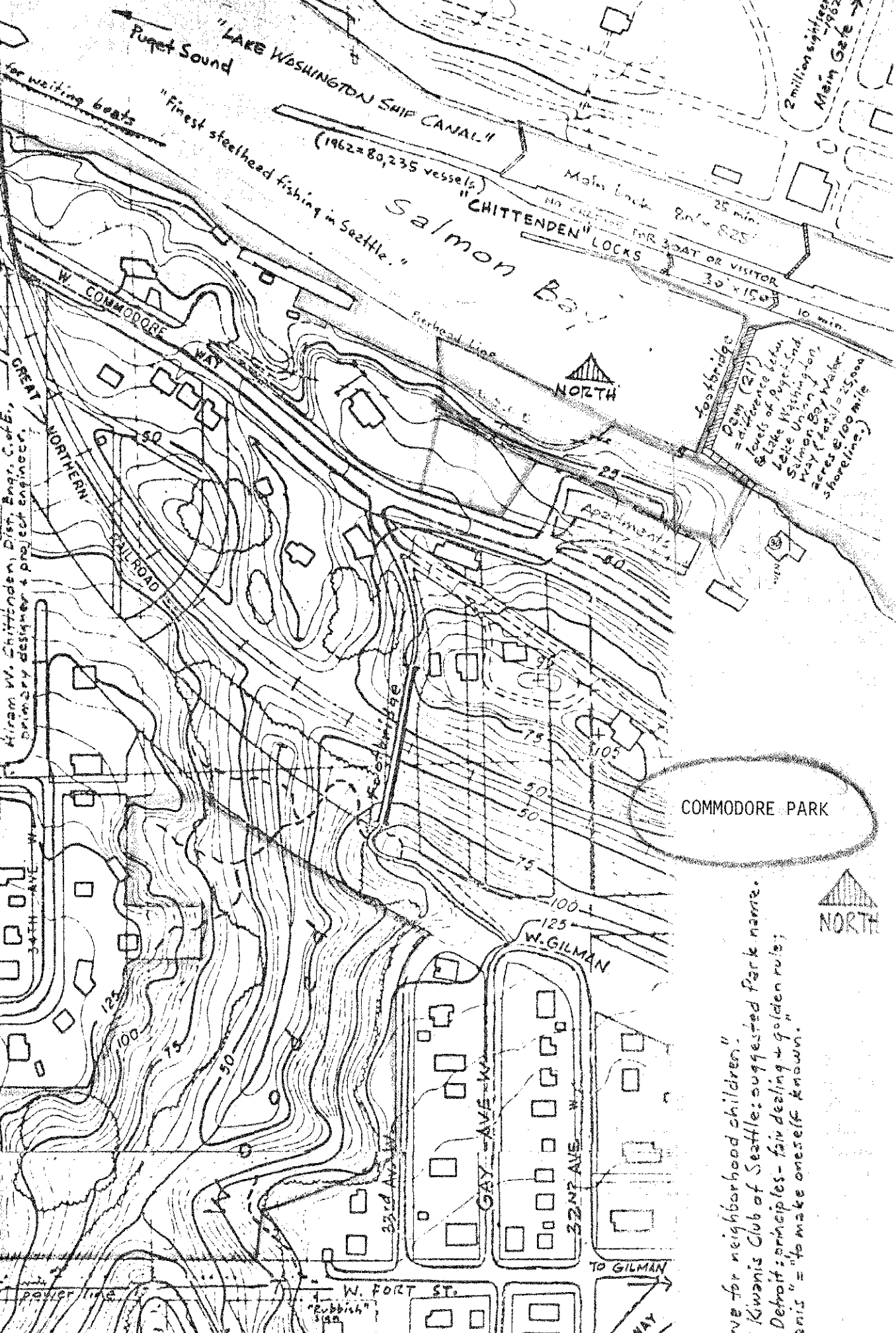




CANAL envisioned in 1833 by George B. Meade (famed Union  
 in Civil War) while he was capt. of engineers, endorsed by Thos. Mercer in 1848  
 after years of argument, false starts and relocation, authorized (\$5 million) by Congress  
 came in 1906 and the locks opened in 1917, lowering level of Lake Washington by  
 9 ft. and raising Lake Union by 11 ft. The first vessel thru was Rear Adm. Parry's  
 North Pole Exped. vessel The Roosevelt, while overhead flew a plane mfd. by the  
 year-old Boeing Co. In 1956 NAMED for  
 Hiram W. Chittenden, Dist. Engr. Corps,  
 primary designer & project engineer.

"FINEST steelhead fishing in Seattle."  
 (1962 = 80,235 vessels)  
 "LAKE WASHINGTON SHIP CANAL"  
 Puget Sound  
 Holding Station  
 for waiting boats  
 Main Lock 8h - 25 min  
 No charges for boat or visitor  
 30 x 15 ft  
 10 min  
 2 million sightseers  
 Main Gate →

"Salmon Bay"  
 Pierhead Line  
 NORTH  
 Footbridge  
 25m (21)  
 = difference betw.  
 & Lake Washington  
 Lake Union  
 Salmon Bay Water  
 area = 100 mile  
 shoreline



COMMODORE PARK

"serve for neighborhood children."  
 of Kiwanis Club of Seattle; suggested park name.  
 in Detroit; principles - fair dealing + golden rule;  
 name "to make oneself known."

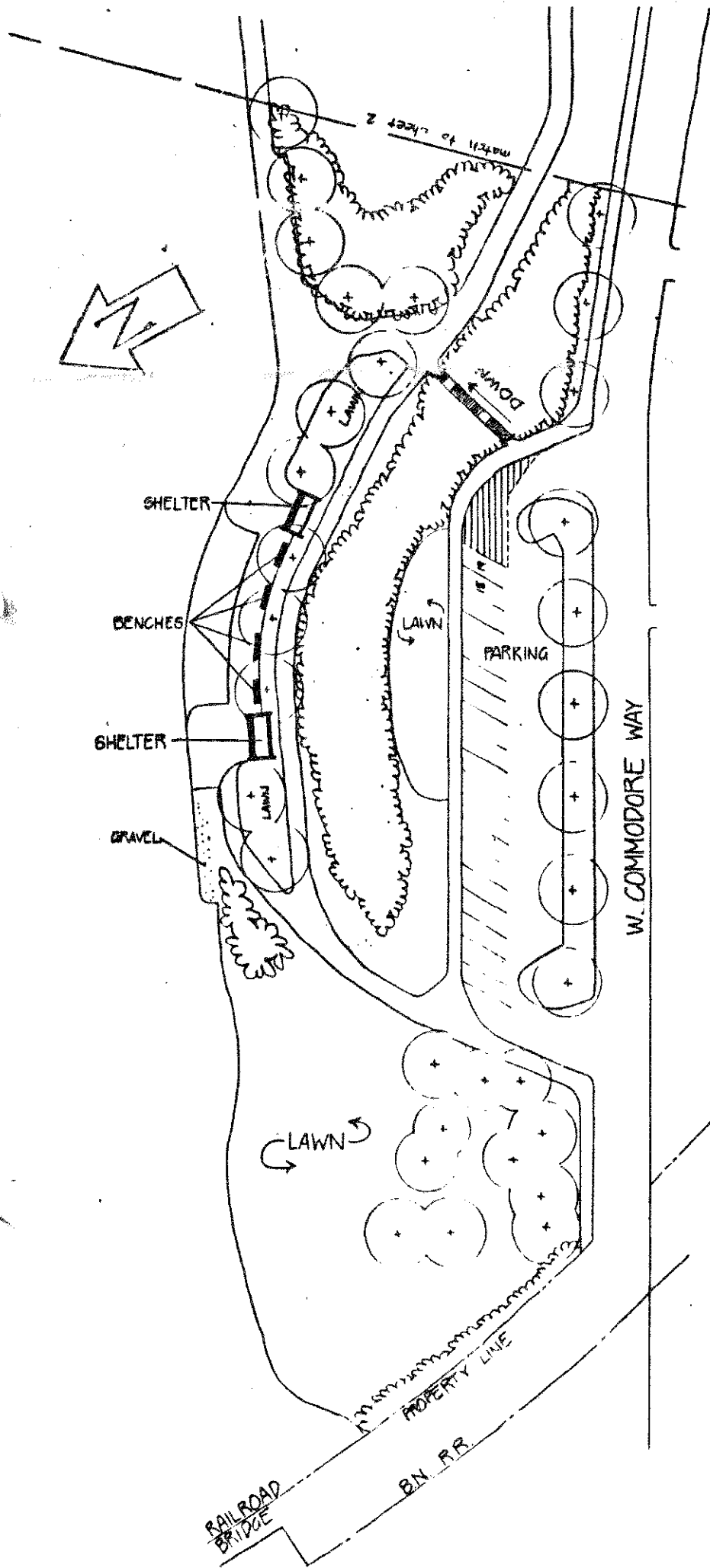
## HISTORY: COMMODORE PARK

When "Indian Charlie" made his summer home on the site now occupied by the Locks there ran a quiet stream from "Tenus Chuck" (Lake Union) into "Cilcole" Bay (Salmon Bay and Shilshole Bay). Salmon Bay was a tidal flat but the fishing was good, as the Denny brothers and William Bell discovered in 1852, so they named it Salmon Bay. In 1876 Ole S. Shillestad bought land on the south side of Salmon Bay and later built his house there.

George B. McClellan (famed as a Union General in the Civil War) was a Captain of Engineers in 1853 when he recommended that a canal be dug from Lake Washington to Puget Sound, a concept endorsed by Thomas Mercer in an Independence Day celebration address the following year which he described as a union of lakes and bays; and so named Lake Union and Union Bay. Then began a series of verbal battles that raged for some 60 years from here to Washington, D.C.! Six different channel routes were not only proposed but some work was begun on several. In 1860 Harvey L. Pike took pick and shovel and began digging a ditch between Union Bay and Lake Union, but he soon tired and quit. Federal surveys spawned the formation in 1871 of such short lived organizations as The Lake Canal Association, plus a Congressional Bill for construction of the canal which failed to pass. But Judge Burke formed The Lake Washington Improvement Co. which did open a channel between Lake Washington and Lake Union in 1885, then let its contract to Wa Chong who with 25 Chinese laborers completed a cut between Lake Union and Salmon Bay with a small wooden lock permitting the passage of logs. Then Wa Chong finished the channel between the two lakes.

In 1890 Eugene Semple, former Governor and then member of the State Harbor Lines Commission, commenced work on an alternate route, cutting down the low point of the north end of Beacon Hill, dumping the earth as fill in the Duwamish Tide Flats. But financial troubles and litigation by North End property owners stopped the work and his "cut" became Dearborn Street. John H. McGraw won the 1892 campaign for second Governor of the state on the single issue of "Dig the Ditch". But this only multiplied the controversies. Other sites proposed: Renton to Elliott Bay (Black/Duwamish Rivers) along Westlake Avenue to Pike Street; through Smtih Cove to Salmon Bay to Lake Union. Congress withdrew support and ordered re-examination. Tacoma greeted this news with joy for it feared the Canal would cause a lott of industry and population. Then came Major Hiram M. Chittenden, newly appointed head of N.W. District Corps of Engineers, in 1906 who committed himself to build the canal. The following year a new study was funded which resulted in the present alignment despite objections of Ballard millmen. The project was adopted by Congress in 1910; Engineers building locks and equipment, local agencies providing land and excavation of route. Construction took 5½ years at a total cost of \$5 million. Chittenden was replaced in 1911 by Lt. Col. J. B. Cavanaugh who remained in charge until its dedication on July 4, 1917. Lake Washington was lowered some 9' and the "new" Salmon Bay above the locks was raised some 21' while Lake Union remained the same. This Department contributed many of the plantings in the 70-acre garden (north side of the Locks). Dedication congratulations came from Theodore Roosevelt, Chittenden and numerous officials in attendance. Overhead sputtered a plane built by the one-year-old Boeing Company, while the parade of ships and boats was led by the 184' Roosevelt, which had been the flagship of Comm. Robert E. Peary in 1908, then a sailing vessel, in his Arctic Expedition. At the time the only larger locks on this continent were in the Panama Canal. Originally referred to as "Government Locks" or "Ballard Locks", Congress officially honored Hiram Chittenden in 1956 and promoted him to rank of Brigadier General in recognition and reward for outstanding services.

Commodore Park assumes its name from the street upon which it fronts. Who was particularly in mind when the street was named Commodore Way has not been recorded. However, the choice of Commodore Peary's flagship (a motorized Fisheries vessel in 1917) to participate in the dedication of the Locks is significant. Peary must have sailed from Seattle as the port nearest Alaska and the Arctic. When his ship became locked in ice, he set out on foot, accompanied by Matthew Henson, a Black, a four Eskimos, arriving at the Pole on April 6, 1909, although word did not arrive in New York until September 6, in time for the Alaska-Yukon-Pacific Exposition in Seattle. At that time Europe was acclaiming another American explorer seeking the same goal: Dr. Frederick A. Cook.



COMMODORE PARK

3330 Commodore Way

Purchase: aquired in 1969

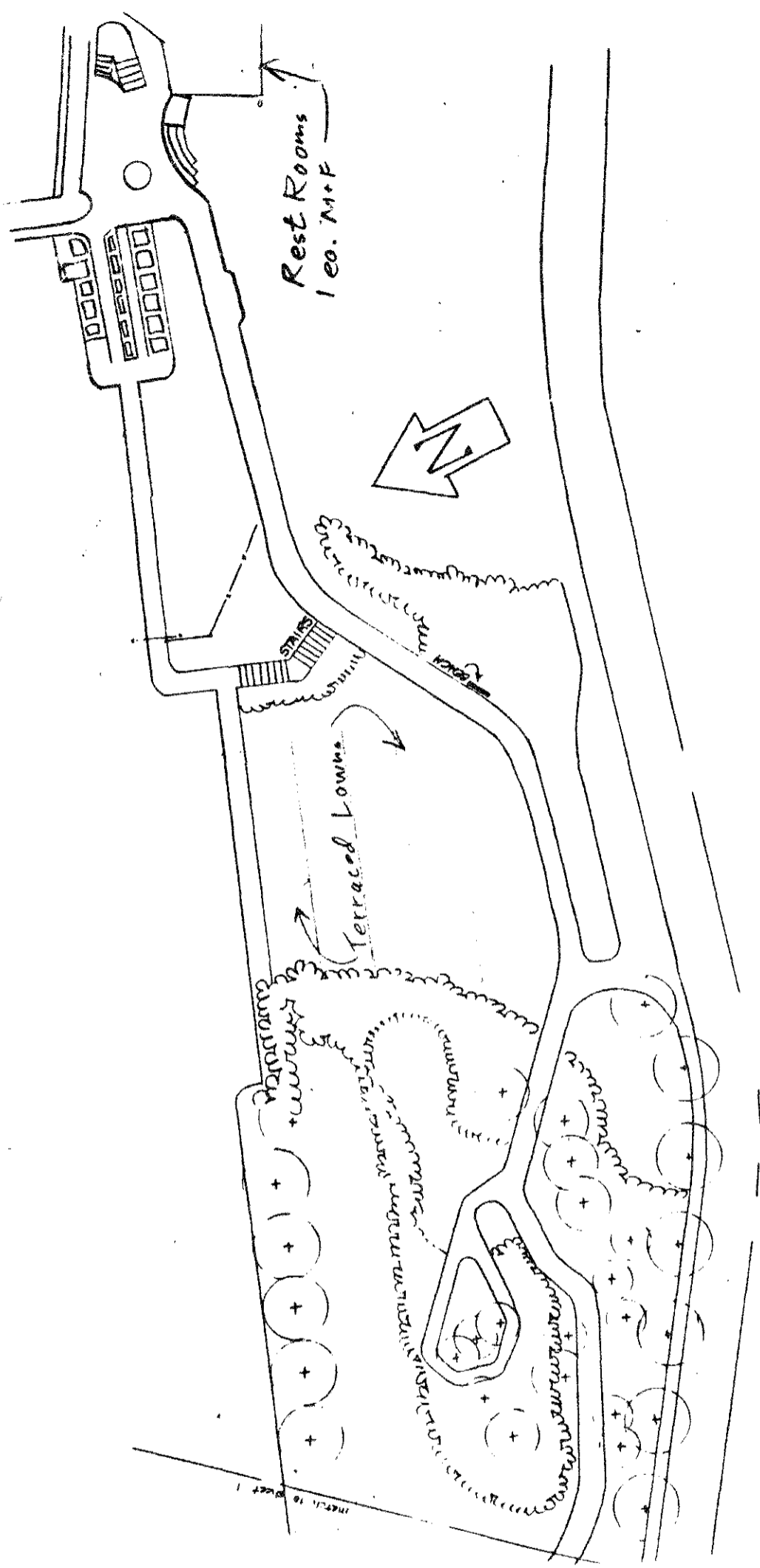
Acreage: 4.6 (.75 tidelands)

Develop: 1977 Constr. of pk.  
\$864,234.68; David A.  
Mowat Co., Wilsey & Ham,  
designer

Element: tied in w/Army Corps  
of Engineers. Fish ladders,  
includes walkways, land-  
scaping, lawns, promenades,  
fishing shelters (west of  
fish ladder).

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307 COMMODORE PK.



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