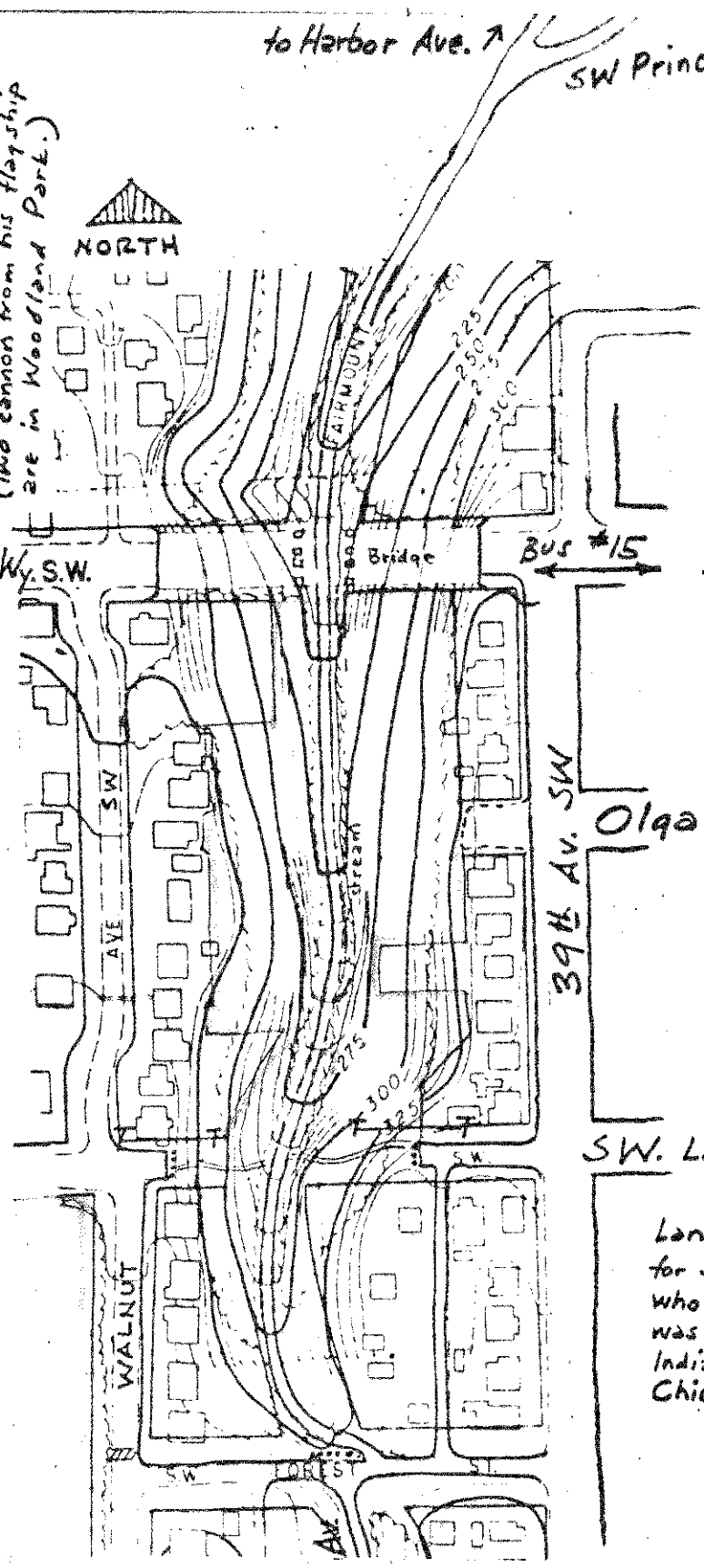


to Harbor Ave. ↗
SW Prince St.

Admiral Way named during popularity of "the" Admiral of Manila fame - 1898 - George Dewey (d. 1917) (Two cannon from his flagship are in Woodland Park.)

"Fairmount" is name of plot filed 1907 by J.W. Clise + S.F. Rathbun (Wash. Trust Co.); Also the name of a city in West Virginia on the Monongahela River; Also a Philadelphia park recommended as a model in 1911 Report (@4000 Ac. is still the largest park within any U.S. city!)

Hiawatha P.F.



Bus #15

Lander St. was named for Judge Edward Lander who helped develop University, was volunteer capt. during Indian War and was first Chief Justice of Territory.

3.40 Acres
Gift 1913
WE 5-2520

A portion of an "immense ravine" known as Fairmount Gulch was donated by Hainsworth, Councilman Wordall, et al, "as a small natural park for community use."
In 1900's it had been a campsite of the Indians who were attracted by the abundant berry bushes.

FAIRMOUNT PARK

072164

FAIRMOUNT PARK occupies a portion of the head of a ravine that cuts down the side of the Duwamish headland to the waters of Elliott Bay. It had a special significance to the Indians until the early 1900's, for it was a favorite campsite during the berry-picking season. They - and the bears - were able to gather the berries until then because West Seattle was slow to develop, being cut off from the mainstream of the bustling new town across the two-mile wide Elliott Bay and the equally wide Duwamish River tidal flats. The little town, up from Alki Beach where the Pioneer Party landed in 1851, was occupied mostly by loggers/sawmill workers, fish canners and ship builders/fitters until the realtor-developers built Seattle's first Ferry service in 1888 and filed their first plat of West Seattle on top of the headland. The Third Plat of West Seattle Land and Improvement Co. included this ravine: its Replat was filed in 1900 and a natural "bowl" feature was shown as "Park Reserve" but NOT dedicated to public use.

The Ferry scheme worked and the town grew in size and potential so that it was annexed to the City in 1907. The Park Board immediately authorized Olmsted Bros. to develop a Supplemental Plan to the "1904 Comprehensive Plan for Parks and Parkways" in Seattle. Their plan included the "Park Reserve" bowl and a parkway along the water around Duwamish Head. William Pigott (whose letterhead stated simply: "Iron and Steel/Seattle") and Frank T. Hunter were also promoters and saw the bowl as a great attraction for the development of West Seattle if it were the site of a stadium. The view across the Bay was magnificent and second growth timber enhanced the site. So in 1912 they entered into an agreement with the Park Board to donate nine acres of the "Park Reserve" for stadium purposes; they would excavate the site as required, if the city would build the stadium. Pigott and Hunter proceeded at once, dumping the excavated soil as fill for the new Parkway (Alki Avenue). The Board announced that "funds will undoubtedly be provided . . . (for) this wonderful project." But Board funds were exhausted and tax revenues reduced so that even maintenance was a problem. The temporary plan of ballfield grading and bleachers was vigorously opposed by Pigott but he agreed to extend the time limit for his "stadium only" offer. The Park Reserve became tax title property withheld from sale because springs created a potential slide area. The West Seattle Stadium WAS built in 1936 - but at 35th SW and SW Snoqualmie - almost 10 years after Pigott's death.

Other efforts were made to implement the Olmsted Plan for a park in "Fairmount Gulch" as it became known after a plat filed in 1907 by J. W. Clise (a Park Board member at that time) and Rathbun: Fairmount was the name of a model park of that day - the 4000-acre park within the City of Philadelphia; it is also a West Virginia city on the Monongahela River. In 1913 a portion of the head of the ravine was donated by Hainesworth, Council Wardell et al, and was called FAIRMOUNT tract, to "serve nicely as a small natural park" ravine.

A few homes were built farther down the ravine, but no roadway existed through the park or ravine. A right-of-way had been platted in portions of the property and two homeowners decided to take action by grading a roadway "on their own volition", parts of which crossed private property. The lower portion was done by Charlie Leary and Jack Playfair the other - he also petitioned Council for help in condemning a proper right-of-way and paving of "Playfair Drive". After the proper establishment of a gravel drive from Forest Street through the park and on to Harbor Avenue, it became a convenient route for dumping garbage by the neighborhood. The Department proposed a closure of at least the park portion but Playfair successfully objected in 1955. After his death closure was attempted again in 1964, but this time Fire and Police Departments reinforced the objections of 12 homeowners.

HISTORY: FAIRMOUNT PARK
6/10/74