

This area, later known as the "Lake Dell Ravine," had been a favorite campsite of the Indians, whose chief was "Leschi." At first friendly, then embittered by the 1854 Treaty, Leschi was accused of participating in the "Battle of Seattle": 1885 (re: City Hall Park), reportedly robbing and murdering as he retreated up the Duwamish Valley. Captured later he was convicted in court and hanged for these alleged crimes. Known as "Fleaburg" and "Leschi's Camp" during Indian days, it was named "Leschi Park" by F.J. Grant, U.S. Minister to Bolivia, owned by the Lake Washington Cable R.R. Co. whose cable car line followed the old skid road over to Henry Yesler's sawmill on Elliott Bay, at the center of pioneer Seattle. Developed by the R.R. Co. in 1889, the park provided a dock for the Ferry "Leschi" to Medina + Mercer Island, a waiting station and cable car barn plus such attractions as a dance pavillion on the dock, boat rentals and a zoo! The bridge across the Boulevard was built by the Park Dept. as part of the cable car trestle up to Yesler Way, after the city had purchased the park: the zoo had already been given to the one in Woodland Park by the R.R. Co. in 1903. By 1940: pavillion, cable car and ferry had all been removed: the Pavillion Boat house was barged in 1925 to 2700 Fairview Av., then in 1970 to 2500 Westlake Av. N. + restored as a boat house - "oldest floating structure in Seattle area."
 Camp. Sta. built in 1927: \$3,597 = LID: 1928-'31: \$8,218 =

See: Sh. 4 and 3 of LAKE WASHINGTON B.W.D.

JACOB UMLAUFF is honored with a plaque at the Sequoia Gigantea (which he planted in 1892) for his contribution to the Park system: outstanding development of parks + horticultural science as Head Gardener from 1914 to retirement in 1941, with a term as Superintendent in 1921. Native of Hamburg, Germany, 1871, son of florist + nephew of Hegenbeck Circus owner who founded Berlin's Tiergarten Zoo, he came to Chicago with Circus for 1893 Exposition. Tried cabinet making but soon came to (Bellingham), then Seattle, becoming Gardener for cable car Company developing Leschi Park, also caring for zoo animals. Briefly operated a Greenhouse near Madison Park.



Yacht Moorages for public rental:
 (operated by Park Dept.)

"NORTH" (1962)	"SOUTH" (1970)
41 - 28' slips	29 - 24' slips
37 - 38' "	56 - 26' "
78 slips	25 - 30' "
68 Dry Stge.	110 Slips
78	18 Dry Stge.
Total 188	

Dolphin Lifes:
 2x red
 1x green
 4° Ac. ±

Paths: Leschi + Frink = 1.6 mi.
 Blvd. maint. by Engr. Dept. since 1942

15.2 Acres (13.4 land + 1.8 shorelands)
 + 1.5 Harbor lease
 Purch. 1908 (\$7,329 = '08 BP)
 + Subsequent Purchases, Transfers, Leases.
 '49 Deed from King Co. subject to conditions: moorage for Sheriff's Diving Equip., Harbor Patrol + "Sightseer"
 (64' 50' / mi.)
 100 Lakeside Ave. S.
 LA3-3652 (moorage)
 PA5-3204 (foreman)

South Moorage built in 1949; replaced 1970 (P) \$198,287 =
 North Moorage built in 1961: \$46,998 =

Yacht - from a Dutch word for "pursuit ship" (cong. against pirates, later for hunting); a small vessel with sharp prow and graceful lines; a small boat propelled by sail or oars.

LESCHI PARK + SOUTH MOORAGE
 (JACOB UMLAUFF)
 11870

Seatt. Times

Many Indian tribes lived in the lush forests of the Pacific Northwest as they had for countless generations. Those in the Puget Sound area had formed an Alliance for mutual protection from hostile tribes to the north, with Chief Seattle of the Suquamish as Chief of the Alliance. The Suquamish and Nisqually Tribes shared the region upon whose shores the "Boston" people decided to settle: the Denny Party in 1851. Alliance Chief Seattle and Nisqually Chief Leschi shared the "Long House" at Suquamish. (Leschi (1808-1858), son of a Nisqually Chief and a woman of the Klickitat tribe.) A favorite camp of Chief Leschi was this beach, sheltered by the bowl-like ravine behind it. At first, the Indians were curious-friendly and set up camps too close to the new settlers' cabins - and the settlers were afraid to object. This closeness plus the invasion of the loggers across their forests and the endless flow of settlers led inevitably to conflicts: ambushes, scalping and massacres by both Indians and settlers. The settlers made no effort to determine guilt or innocence of Indians. Chief Seattle was disturbed but saw in the settlement an awesome protection from hostile tribes. In 1854 the Territorial Legislature concluded the Medicine Creek Treaty with the Chiefs of about 10 tribes of Puget Sound country, one of whom was Chief Leschi. When Chief Leschi discovered that the Treaty ousted the Nisqually from their ancestral hunting and fishing land, he was transformed into a determined foe.

Joining with two other chiefs, he decided to make a stand against the invasion of their lands: on January 26, 1856. The Battle of Seattle lasted just one day, for the settlers routed the Indians with their firepower - especially the cannon of the sloop Decatur, anchored in the Bay. The casualties: Settlers - 2; Indians, not recorded. Territorial Governor Isaac Stevens ordered the arrest of Chief Leschi and four others, but Federal troops of Fort Steilacoom feared that a revenge hanging would make matters worse and that the battle was fought according to rules. So Chief Leschi was charged with an earlier ambush and a reward offered. A nephew of Leschi turned him in to troops, who reluctantly arrested him. The Chief was tried twice. His defenders included Chief Seattle and attorney H. O. Crosby (Bing's great-grandfather). His conviction was followed with appeals and delays which nurtured animosities. Ill and emaciated from months of confinement on public view - chained hand and foot - he was hanged at the Fort: his last words were - "I forgive them all."

Henry Yesler came to town in 1853 and built Seattle's first industry - a sawmill, acquired a Donation Land Claim on the east slope of First Hill with a strip of land leading to his mill on Elliott Bay, along which he skidded logs. When the loggers moved on, the Skid Road became Yesler Way, a wagon road. Following the loggers came the realtors, who bought acre tracts which they subdivided into lots and streets. But a rutty, mudded wagon road was no inducement to townfolk to buy lots all the way over on the lake, so the realtors built one of the "new fangled" cable car lines along Yesler Way from Pioneer Square to Lake Washington. Typical of these realtor developments "so far from town", they built an amusement park at the end of the line - this one at Leschi's old campsite, in 1888. Upon the suggestion of F. J. Grant, who became U. S. Ambassador to Bolivia, the park was named Leschi in 1891. The park became a lavish garden spot in the wilderness with a dock for side-wheel vessels adjacent to the cable car barn (replaced with a ferry dock with service to Medina and Roanoke, Mercer Island), a casino and "Shields Vaudeville", roller skating, a bandstand, and a boathouse where launches, canoes and rowboats were rented. Just a 15-minute cable car ride from Pioneer Square, it was such a popular "Sunday Outing" that the cable car and park were operated as the Lake Washington Cable R.R. Co and they hired a gardener to care for the park. His name was Jacob Umlauff.

Koepf

Jacob Umlauff (1871-1954), born in Hamburg, Germany, son of a florist and a nephew of Karl Hagenbeck, founder of the famed Hagenbeck Circus and the renowned Tiergarten Zoo in Berlin. He came with the Circus to the Columbian Exposition in Chicago in 1893. Decided to stay and try his hand at cabinet making but soon gave up to "go West" and went to Whatcom (Bellingham) where he married. Soon after, they moved to Seattle where he "returned" to gardening at Leschi Park. Evidently impressed, he immediately planted a Sequoia Gigantea and his knowledge of animals may have prompted the establishment of a small zoo at the park. Madison Park had been developed for similar reasons and since it, too,

History: LESCHI PARK
11/28/73

(over)

was operated as a "cable car" park, Umlauff cared for Madison Park also. Upon the acquisition of Leschi Park by the City, Umlauff went into the greenhouse business near the park. After six years, he gained employment as a gardener for the Park Department in 1914. He soon became manager of the Volunteer Park Conservatory. Then he became horticulturist in complete charge of Department greenhouses, nurseries and landscape plantings. To his credit is the major horticultural development of the formative years of the park system. His unstinting and diligent love of his work - and of parks - was outstanding. He was Superintendent during part of 1921, retiring in 1941 as Head Gardener. Upon the suggestion of C. T. Conover, journalist/historian (Seattle Times), Jacob Umlauff is honored with a plaque at the foot of "his" Sequoia: placed 1956.

In 1890, showman John Cort built a 6-story "Lake Washington Casino, a theatre", featuring "Shields Vaudeville"; concerts were added to stimulate traffic during the 1893 depression. The casino was destroyed by fire and the cable railway company built a dance pavilion on a pier extending over the water, operated by J. E. Riley. In 1904 piers were leased to Interlaken Steamship Co. and to Captain J. L. Anderson - whose steamboats became so well known that the Board was petitioned to honor him with a plaque in 1947.

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The Seattle Electric Co. has made the city a very valuable present. It has given them all the animals the company has been maintaining at Leschi park. *

The Seattle Electric Co. is noted for its generosity. These animals have proven quite a drawing card at the park, and the company has made considerable money hauling people out to look at them. It has, however, taken considerable of the profits to feed them. Hereafter the animals will be maintained at one of the parks, and the company will make just as much money hauling people out to see them, but the city will have to rustle for their grub.

Yes, the Seattle Electric Co. is very generous.

* Larger Zoo included with Woodland Park acquired in 1900.

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The depression ("Panic of) 1893", forced the consolidation of independently-owned cable/trolley lines and the increased costs of maintenance and rebuilding of flimsy tracks, trestles, etc., brought about further consolidation on a larger scale until transportation requirements became more important than the original novelty and amusement park (for realty sales purposes) so Leschi Park was sold to the City in 1909. (The Yesler cable cars became larger and more sophisticated, but they continued to rattle and "ding" along until 1940.)

The Olmsted Bros. noted that the waterfront between Leschi and Colman Parks was a slide area, so they recommended that Lake Washington Boulevard take a serpentine route up through Colman Park, thence northward above the slide area, winding back down to the shoreline through Leschi Park. The steep cliff on the west end of Leschi Park would indicate an ancient landslide that filled an ancient cove here, pushing out into the lake, producing the sloping (park) area and steep shoreline. The wave eroded "bench" of beach and the adjacent deep water would explain the development of Leschi beach for boating, steamship and ferry terminal rather than for swimming: even the lowering of the lake by some 9 feet in 1917 did little more than reveal more of the shoreline bank - still evident at the north end of the park. Removal of the dance pavilion from the south shoreline and out over the water produced the grading of a lawn area sloping down to the water. The old, original wooden seawall, left "high and dry" in 1917, was repl-ced with plantings on the bank.

Being a long-established park when acquired, the Department needed to add just atennis court, play apparatus and reshingle the pavilion roof - and assume the existing leases for steamboats, boat rentals and dance pavilion. Implementation of the Olmsted Plan for

continued

1903 Clipping:

Lake Washington Boulevard through Leschi Park resulted in the construction in 1912 of the concrete bridge under the cable car line that came down on a wooden trestle from the end of Yesler Way at the top of the cliff down to its waterfront barn and ferry connection. Since 1940 the low clearance bridge remains as an historic structure and effectively bars many trucks from this portion of the boulevard.

At first, the Department planned to convert the pavilion into a "gym, recreation pier, bathing pavilion, etc." but public demands for dancing plus the amount of beach fill required - and the Department found itself renting the pavilion to "approved dance clubs, lodges, etc." It was popular but maintenance often exceeded profits. The pavilion was used for basketball games which brought objections to the resultant damage to the dance floor (1915). Public dances ("jitney @ 3¢ a dance) proved to be unsuccessful. By 1928 major replacements were needed - "the Fire Marshall has condemned (its) present condition" - and a new dance hall had been built "just north of the business district" which was more attractive than the old pavilion. Petitions were circulated both for and against its removal: Park Board ordered removal in 1929.

Evidently the 1917 lake lowering terminated the steamboat leases. In 1925 Lakeside Avenue was extended through the park: between the car barn and ferry, "S-curving" around the pavilion - an oiled, gravel roadway; after 1940 it was realigned and paved - straight across. The floating bridge to Mercer Island replaced the ferry in 1940. The old boat-house was sold in 1925, barged to Lake Union; during efforts to historically restore it in 1971, it was burned. The 1949 (Ferry) Deed included facilities for the Harbor Patrol and "Sightseer" (the last remaining vessel of the "Mosquito Fleet").

A study made by the Seattle Planning Commission (1950) revealed that the ownership of pleasure boats in the Seattle area increased from 9060 in 1937 (earlier data not available) to 32,643 in 1950, or, the number of boats per 1000 population rose from 6.7 to 17.1. Bounded entirely on the east and west by vast fresh and salt water bodies that connect with the ocean, plus access by auto and trail to 1685 nearby lakes, it is not surprising that the Park Board, led by sportsman Waldo Dahl, turned a sympathetic ear to the petition of the Corinthian Yacht Club to construct a sailboat moorage at Leschi. The proposal was for moorage privileges limited to club members only, construction by the club financed by moorage memberships. Community and Board objected to a private use of public shorelands, so it became a proposal on the 1948 Park Bond issue - and was constructed in 1949, open to the public. However, club members were diligent in the payment of rentals and in being first in line when a moorage berth became vacant. The community found this process to be quite objectionable.

The moorage proved to be more than self-sustaining, and the demand for moorages continued to grow, as predicted. So an additional moorage was contemplated: of the several sites considered, the one chosen was just north of Leschi Park because private boating enterprises prevented the "expansion" of the existing one. But construction had to wait until the 1960 Bond Issue - following four bond issues were defeated at the polls. The Corinthian Yacht Club was given a permit to construct a race tower at the new "North Leschi Moorage" and the Police Department permitted to establish a helipad at their Harbor Patrol facility at the "South" Moorage.

The inevitable problems of vandalism of boats in moorage were attempted to be solved with signs and locked gates across the pier entries to the moorages and a new fishing pier was built in 1964, just south of the North Moorage.

(Yacht: from a Dutch word for "pursuit ship", originally used against pirates and later for hunting; a small vessel with a sharp prow and graceful lines, propelled by sail or sails.)

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