

NATURAL SETTING/EARLY SETTLEMENT

Since the 1870s, the Sammamish River (often known as Squak Slough) has been a major catalyst for the development of Bothell's settlement patterns, economy, and recreational activities and provided mobility for its early residents, business community, and visitors.

Located on the northern King County border and in southern Snohomish County east of Puget Sound and just east of Lake Washington in western Washington State, the Bothell area was favored with a beautiful natural setting. Early maps show marshes fringing the entire eastern end of the Sammamish and a long strip on the northern side of its mouth. Dense forests clothed the land and shut in the winding Sammamish River waterway.

Evidence of the earliest Native American settlements, many of which were temporary, dots the entire length of the Sammamish River. These sites range from midden sites to fish weirs to full villages. A village site located west of Wayne Curve was the closest native settlement to the current City of Bothell. A major winter village was located at the mouth of the Sammamish at the northeast end of Lake Washington. The Native Americans that lived in this area were the Sammamish, known as *s-tah-PAHBSH*, or "willow people," in their own language, and they were a subdivision of the Duwamish tribal group. Other names attributed to the Sammamish are *xa'tcoabc*, people of Lake Washington, and *Samena* (for hunter), which was corrupted into Sammamish. They spoke a dialect similar to the Duwamish, but were autonomous. They were also closely related to the Snoqualmie. The Sammamish River and the lake of the same name receive their name from these people. The peoples around Bothell were known as *Ssts³p-abc*, or "meander dwellers," a name that reflects the condition of the river prior to white settlement. As late as 1870 the Federal Land Office survey map of the Bothell area shows the Sammamish, North Creek (called *Ctcel* by the *s-tah-PAHBSH*), and Horse Creek as wide areas of marshland.

The Sammamish (a name used for convenience) were among the first peoples to contact the Hudson's Bay Company at its new post at Fort Nisqually in 1832. At about this time the Sammamish carried out a major raid on the peoples along the Skagit River. Their raid was unsuccessful and they were forced to abandon their canoes and walk back to their area via Mukilteo. In the 1850 census the Sababsh (Duwamish) together with the Sammamish numbered 80 to 200 individuals. The housing in major villages consisted of large long houses, 8 by 16 fathoms (50 by 100 feet), made of cedar planks with flat shed cedar-plank roofs supported by cedar posts. The headman of the Sammamish, *Sahwich-ol-gadhw*, resisted Doc Maynard's efforts at this time to move his group to Seattle. In 1855-56, members of this tribal grouping are known to have participated in the Seattle Uprising of the period. *Sahwich-ol-gadhw* later allowed Henry Yesler, whom he trusted, to convince him to move his people to Fort Kitsap and then to the Tulalip Reservation where their descendents reside today.

Squak, a corruption of the name *Squax* or *sqwa'ux*, actually means Issaquah Creek, which was a village site on Lake Sammamish. Through some misunderstanding, the later white settlers applied this name to the Sammamish as a whole. Numerous camp sites have been identified along the Sammamish River Valley corridor, Native Americans camped near Marymoor Park at least 2,500 years ago and took the salmon that pushed upstream in the summer months or roasted the bulbs

they gathered in the marshes, dried wild cranberries, and cooked the venison from their hunts in the dense forest. There were not more than 200 Indians on Lake Sammamish and in the River Valley corridor when the first whites rowed or paddled up the Squak. However, there were sufficient tribesmen around for a settler at Issaquah to open a trading post there in 1863.

The county was first surveyed at the mouth of the Sammamish in 1859, but not up river until 1870-71. Some tracts were then marked out, but old names of land claim holders accompanied them. There were less than ten settlers in the entire Squak valley -- Issaquah included -- before 1870, but others were bound to come, looking for tillable land.

In 1870 Bothell, Woodinville, and Kenmore were not on the map of western Washington. According to the Squak Slough historical accounts, there was instead in their vicinity only the slough, an unknown waterway through swamps and a jungle of trees. Sam Hancock, one of the first white travelers to go up what came to be called Squak Slough and later the Sammamish River, probably traveled by dugout canoe.

Among the first to eye the Bothell-Woodinville area was George Rutter Wilson, a native of England. In 1870 he located and staked a land claim just north of the site where the Woodinville bridge was later built. When he returned after three months of working in Seattle before beginning to prove up on the property (that is, fulfill the requirements of the Homestead Act), he found that Columbus Greenleaf had canoed alone up the jungle-like river, cleared brush on the reasonably level spot, and erected a shelter for himself. Mr. Wilson, and many of the other settlers mentioned below, are now buried in the historic Bothell Pioneer Cemetery, which is listed on the National, State, and Local Registers of Historic Places. Mr. Wilson donated the land for the cemetery and officially platted the cemetery in 1902.

ECONOMIC DEVELOPMENT/SETTLEMENT PATTERNS

Squak Slough, or the Sammamish River, was 30 miles long, though only 10 miles as the crow flies. Its meandering course made for difficult travel by scow. Pioneers said it took two days for six men to pole a load of hay from the river to Lake Washington from Lake Sammamish. Thus, when miners opened coal deposits at Issaquah and other settlers cut poles for barrel hoops and raised produce for a living, the only feasible way to bring them out was by the river route, beginning about 1867. A foot trail existed from Issaquah down Coal Creek to Lake Washington, but this was little help in transporting bulk cargo. Small scows and rowboats had to be used, and in order to traverse the slough's wild passage, settlers had to saw through floating logs and fallen trees.

Still the settlers came and went, though not very often. The more ambitious in the upper valley had 50-foot rowboats capable of holding two tons of freight. The scows they built next were eight feet wide and generally 52 feet long, pointed at the ends like a "V," and were poled or rowed with 16-foot oars, three to a side and one in the stern. An ordinary rowboat was the quickest means of getting a settler in and out and one man boasted of rowing the distance to Seattle in three hours; no one knows how far upstream he started.

Until the Seattle, Lake Shore, & Eastern Railroad reached the valley in 1888, very few people lived along the river. At the end of 1876, beginning at the Lake Washington end, was the Mattias Barquist cabin; next, heading east, on the adjoining tract, was John Blyth's, where the present Wayne Golf Course is operated; then came the timberland owned by George Brackett at Bothell; beyond this, the Greenleaf and Wilson farms, and the Woodins'. East of Woodinville were two new homesteads belonging to Emanuel Neilson and Gustav Jacobsen, who were related. These were the families living along the entire length of the Sammamish River at this time.

To these homesteaders, the initial consideration was clearing their property of trees, so some of the earliest commercial logging was crudely done with this in mind. The timbers were dragged down to the river by oxen, dumped in the stream, rafted when there were enough of them, and pulled across Lake Washington by primitive means, using a winch-and-anchor method. To move the raft, one went ahead in a rowboat, letting out 500 feet of strong rope and stopping when he reached the end of it. Then one dropped the anchor and applied the winch, pulling the logs up to the boat and repeating the procedure, a slow and tedious way of getting the wood to the mill. But when it reached there, the logger had a few dollars in his pocket, which he surely needed in those days.

Logging provided employment for the hard-up settlers as more found their way to the river. Spring was the best season for working in the woods and April, May, and June saw the most logs in the Sammamish. As horses replaced oxen and trains took on the burden of moving felled trees, the valley was slowly but steadily cleared of its dense growth. Loggers were working in virgin forests such as only the rain-drenched Pacific Northwest could produce. For a time, the Sammamish Valley and its environs were a loggers' paradise.

Lying between the two down-river settlers, Barquist and Blyth on the west, and those who had taken land toward Woodinville on the east, was the 80-acre forested tract acquired by George Brackett, a Ballard lumberman. He purchased it from the Seattle Walla Transportation Company. Brackett began logging with ox teams on the present site of Bothell, which consequently became known as Brackett's Landing. In 1881 he acquired rights to log for four years on George Wilson's property, with the privilege of building roads to the timber. Brackett's camp in 1882 stood where the U.S. Bank on Main Street is now located and his dump on the river was at the south end of First Avenue (now 101st Avenue NE, extended). With this activity the famous little steamboat, the Squak, began making occasional trips to Bothell, Woodinville, Derby (Hollywood), York, Redmond, and Monohom on Lake Sammamish.

Brackett's logging camp attracted additional workmen to Bothell and some of them took up land on the Slough. Mr. and Mrs. Charles Ericksen lived at Blyth's, where the husband was employed, and other arrivals included John H. Fitzgerald, Gerhard Ericksen, Jacob E. Mohn, the P. J. Quartmans, and the Andrew O. Beckstrom family. These families were followed by Alfred Pearson, Peter Person, Gust Johnson, E. J. Ross, the N. I. Peterson family, Mr. and Mrs. Bartelson, John M. Keener, David C. Bothell, and George Bothell with their families.

The year 1882 was memorable not only for the number of arrivals but also because they stayed on and became part of Bothell's community life. The wild valley of the Squak no longer was solely the haunt of deer, cougar, bear, and migratory fowl; it rang with the axes of woodsmen and here and

there the rattle of harness as a farmer with his plow drove around the stumps in a newly cleared field.

With the steamboat 'Squak' making more frequent trips up and down the Sammamish River, the various wagon routes, and the building of a railroad running along the Slough, the entire Sammamish River Valley basin was opening up to mills, loggers, coal miners, hop growers, farmers, and other commercial endeavors. In 1885 David Bothell opened a boarding house, which he ran for several years before it burned. When his modest establishment went up in flames, Bothell constructed the Bothell Hotel and arranged for the John Keeners to operate it. In 1888 Bothell also platted the town and sold the first lot to Mrs. Gerhard Ericksen. The Ericksen store was built there. The City of Bothell acquired another hotel in 1889 when John Rodgers erected his American Hotel.

In January 1887 the Seattle, Lake Shore & Eastern Railroad began laying track toward Snoqualmie Pass. By late summer the route was running along the north side of Lake Washington. On Thanksgiving Day 1887, the railroad reached the City of Bothell directly across the river on its south side. An industry that came with the railroad boom was a brickyard opened near the Blyth home about 1888. It was called Wayne Brick & Tile Company and was started by Henry Stanley, who lived at the Blyths'. The yard was located at the east end of the railroad bridge at Wayne and a spur track ran into the yard. The yard did not operate many years, closing when the proprietor lost his right arm in the machinery. Another brickyard was established between Bothell and Woodinville on the Woodin property and managed by a man named Shaw. The brickyard site is now occupied by a lumber company. Mr. Shaw's brick home still stands immediately to the west of the lumberyard.

Other improvements that resulted from the introduction of the rails included a post office with Gerhard Ericksen as the first postmaster and a railroad station built on the south side of the river. Ericksen took credit for naming the town where he had his grocery store. When asked by the post office department what it was called, he said since there were so many Bothells in it and that it was a good name, he would call it Bothell.

While logging had been the initial financial mainstay of Bothell's early economy, the lumber mills were also major contributors to the economic well-being of Bothell's early community. However, financial matters did not go well after the initial mill boom and two mills had been lost as the result of fires. The Huron lumber mill was constructed in 1887 and burned down in 1894. The Clipper shingle mill was constructed in 1889 and burned in 1893.

Bothell did not get another mill until 1898 when the Cooperative Shingle Mill was organized by eight townsmen, each contributing \$200 to the enterprise. Most of them worked in the new plant. The group consisted of Edwin Chase (knee bolter), his father-in-law, M.E. Ervay, Bert Oliver (cut-off), Johnston Bothell (engineer), George Bosley (sawyer), and Sam Reder. They built the mill themselves, using bricks salvaged from the Huron wreckage to construct the furnace. While the initial year's earnings went toward paying off the indebtedness, the entire enterprise was clear of indebtedness by 1904 following the purchase of 1,000 acres of timberland, the stock purchase by J. E. Mohn, and the beginning of a store operated by Mohn. Gerhard Ericksen's flume was also a

major contributor to the economy by providing a means for the logs to reach the mill. The only structures remaining from this early logging time are a few log cabins scattered around the community, including one, the Andrew and Augusta Beckstrom Log Cabin, which is preserved at the city's Park at Bothell Landing. The Beckstrom Cabin is credited with housing the first recorded white birth in Bothell, John Bartleson.

The coming of railroad also expanded the areas that could be logged. Ericksen's flume only allowed timber of a small size (shingle bolts) to be sent down from Martha Lake. By 1903 a number of small logging railroads had been built running north from the Seattle, Lakeshore & Eastern's main line. These included the Huron Lumber Company's four-mile line of 1888 to 1890. This line ran across the Sammamish River directly south of the intersection of SR-527 and SR-522, it then swung northeast running along Hans Anderson Road (now Ross Road) and up the continuation of Anderson Road (NE 112th) into Snohomish County along what is now Fitzgerald Road paralleling North Creek. Farther to the east the French and Woodin Logging Company had run an eight-mile line north along Bear Creek through Grace into southern Snohomish County. Both of these lines were still operating as late as 1912.

Most of the early Bothell businessmen, sensing that the new country would not support logging forever, began expanding into other ventures. John Rodgers arranged for George Dawson to build him a hotel and saloon in 1899. Rodgers also went into the coal and hay business, horse breeding, and ownership of a baseball team. Gerhard Ericksen reestablished his mercantile business, operated Ericksen Hall, and became the town's first bank president. Sam Reder worked in the Cooperative store until failing health forced his retirement. Oliver Bosley's son, George, initially worked in the Huron Lumber Company store and later served two terms as mayor, three terms as City Councilman, and was director of the Bothell Bank for ten years.

Growth of Bothell beyond the surveyor's description of a "store, a house and a school," until it became a burgeoning town, took place in the decade after the coming of rails in 1887. Among the early buildings on the site were those of the logging camp with its three long bunkhouses and mess hall with log walls and steeply pitched roofs.

Frame buildings began to go up, one at a time. In 1884 E. W Allen opened the first store, acquired shortly thereafter by Gerhard Ericksen. There were the Bothells' home and boarding house and John Rodgers' American Hotel with its bar on the ground floor; then there was the railroad station (near the northeast corner of the present intersection of 102nd Avenue NE and East Riverside Drive).

DEVELOPMENT TRENDS

The City of Bothell incorporated in 1909 after David Bothell filed a corrected plat of the Town of Bothell plat that was originally filed in 1893. The area encompassed a little over 450 acres. The city boundaries were not expanded again until after World War II. The environment of the Bothell area had been altered by the clearing of land and logging for commercial purposes. The next major alteration at the end of the pioneer era occurred in 1916 when the Montlake Cut and Chittenden Locks were opened. This caused Lake Washington and the Sammamish River levels to drop eight

feet. With this action, all boat service to the city ended. It also had the added consequence of draining the area south of Bothell, the Horse Creek basin, the area between Wayne and Lake Washington, and the entire North Creek Basin.

At the end of the logging era, the town of Bothell transitioned to a center supplying the farming and dairying community, which thrived in the 1920s and 1930s. It also became the crossroads for travel north to Canada, because of the Old Pacific Highway, and east to Stevens and Snoqualmie Passes. In the recently drained North Creek Valley, dairy operations sprang up on the rich peat soils of the old swampland.

The Monte Villa Farm dairy barns and farmhouse remain from this era and are preserved within the Monte Villa Business Park and are now used in commercial enterprises. The Bates-Tanner farmhouse and barn is listed on the National and State Registers and was the site of a prosperous poultry operation. The Magnolia Dairy Farm (across the street from Bothell High School) has been preserved under King County's farmland preservation program. Other such farms have been lost to development.

Between 1916 and 1930 many of Bothell's Craftsman bungalows were built. The Kirk house, an ideal representation of the Stickney-era bungalows, is listed on the National Register. James Sorenson was a prominent builder of this time and his home, an example of the large box type, on Riverside Drive is also listed on the National and State Registers. Craftsman buildings represent the largest style of building in the City, comprising approximately one-quarter of all the sites on the inventory. Gradually, Bothell developed into a service center for the agricultural hinterland and the economy shifted again. The rise of interest in golf in the United States exemplified by the explosion of books on the subject published after World War I is evident in Bothell as well. The old Green Acres Golf Club Clubhouse (circa 1930) remains in the Schnitzer Business Park. The surrounding area was originally used as a golf course and as a dairy farm. The original Blyth homestead was converted to a golf course in 1930 by Joe Blyth. The Wayne golf course is preserved today by the City of Bothell, which has purchased the development rights of the entire golf course.

The rise of aviation in the United States between the wars is also reflected in Bothell. In the 1930s Chuck Burney and Ray Robinson created an airfield where the current F.E.M.A site is now located. The field ran southwest to northeast and appears on Army Corps of Engineers aerial photographs in 1944. The alignment of the airstrip is reflected in the angled boundary line between Pontius Park Subdivision No. 1 and No. 2. The strip was closed to the public during World War II, but reopened after the war. By the end of the 1950s it had been platted as Pontius Park on the south half. By the late 1950s the north half had been turned into a U.S. Army Nike Missile site.

In the 1930s and 1940s Bothell still remained rural but was rapidly becoming a bedroom community for those working in Seattle. The Old Pacific Highway had been renamed Victory Way, but the state road still was called the Bothell-Everett Highway on some maps. Main Street continued to provide the essential services for its residents. During this period national chains began to make their appearance in the Bothell area. Safeway built one of its standard 4,000-square-foot store designs on Main Street in 1939. This was the common "open front" style, framing

produce and other products. These types of stores had begun to proliferate in the late 1920s and continued into the Depression on the West Coast.

Automobile dealerships began to make their appearance in Bothell as well. Ron Green opened a Ford Dealership in his repair garage in 1919. He operated there throughout the Depression. Just after the war in 1946 he built a new Streamlined Moderne showroom on the Bothell-Everett Highway. The most likely source for this design was Ford's design primer for dealership buildings published in 1945. This building survives today as the Hertz rental building. The Chevrolet dealership, known as the Bothell Motor Company was operated by Bernard Harrington from 1930 to 1948 on the northeast corner of 180th and the Bothell-Everett Highway. This building had been used earlier as a storage garage and is now Parker Paint. In 1948 Harrington moved across the street and erected a new building now occupied by Biddle Chevrolet. This, too, was probably based on General Motors' primer on the design of dealerships published in 1948.

The city limits remained unchanged from 1909 up until after World War II. Between 1952 and 1960, 21 annexations increased the area of the City from 450 acres to 1,288 acres, more than tripling the size. Population followed suit, increasing to 2,237 by 1960 from the original population of 1910 of 599. The annexations were in sections 5 and 8, immediately surrounding the old town of Bothell. Of all the 18 subdivisions recorded in King County within the current city limits, 13 were in sections 5 and 8. Of the total number of Ranch-style residences on the inventory, more than half are in King County sections 5 and 8. Growth was concentrated around the old town core. By the 1950s and early 1960s, the City had made a greater transition to a bedroom community to Seattle and its character was beginning to change from rural to urban. Between 1960 and 2000 saw a thirteen-fold increase to a population of 30,150.

From the 1970s through the 1990s, Bothell established itself as a rapidly growing, self-sufficient "technology corridor" community. Along with the North Creek Valley high-tech employment center and annexation of the Canyon Park business center in North Bothell, downtown Bothell underwent a major revitalization effort. A joint University of Washington/Cascadia Community College campus has now been constructed on the old Truly Ranch site at the northwest corner of the intersection of SR 522 and I-405. The Dr. Reuben Chase House was restored by the university in 2001. It is listed on the National and State Registers.

Growth on the Eastside overall within the last 30 years has transformed the rural landscape into the fastest growing metropolitan area in the state. Population projections indicate that this area will continue to grow at a rapid pace. The 2002 City of Bothell population of approximately 30,820 residents represents more than double the 1990 population of 12,345.

The implication for preservation of Bothell's historic resources is that current and future development trends will place continued pressure on these resources. A large number of farms and their associated buildings were demolished in last 20 years to create subdivisions and two business parks. Since the original survey was completed, 48 demolitions of properties listed on the 1988 inventory were found to have occurred by 1992, and prior to the 2002 survey, the total number of demolitions had risen to 140. The preservation of the Chase house on the University of

Washington campus and the proposed moving of the McGarrigle residence to the Skirving House site next door are examples of preservation working against the trend toward demolition.

PROMINENT CITIZENS ASSOCIATED WITH BOTHELL'S GROWTH AND DEVELOPMENT

Within their Squak Slough account of Bothell's history, Stickney and McDonald describe the town's development by its new arrivals, relative to those who were "first" in each line of endeavor.

Bothell's first doctor was Dr. Reuben Chase, who arrived in Washington in 1889 and contacted the medical association in search of a good place to locate. He was told that Bothell had more than 40 cases of typhoid fever and no physician to combat it. Chase accepted the challenge and established himself in Stringtown (in the southeast corner of the University of Washington campus). He was successful in saving all the victims of the epidemic except one. There did not appear to be sufficient call for his medical and pharmaceutical services to keep him fully occupied, for he took on another sideline, contracting to heat the schoolhouse and cutting wood for this purpose. The Chase House (National and State Registers) remains and has been restored as part of the new University of Washington campus. It is located in its original location, but all other structures in Stringtown and along 113th Avenue (approximately Campus Way) have been demolished.

Bothell acquired its first butcher shop in 1889 when Edward L. Adams and George Burdick opened a meat business at what was later the Hannan corner. After a time, the partners sold their meat venture and engaged in livestock trading in Portland. In 1898 Adams was back in Bothell, again in the meat business with William Wilson.

The first brick structure in Bothell was built in 1908 and was known as the Hannan Block, still located at the southwest corner of the intersection of Main Street and 101st Avenue. The pioneer merchant added a gasoline service station to his line of business in 1912. The structure was painted deep red and could be seen from a long distance. Instead of retiring, Hannan turned to raising strawberries and raspberries on acreage on the old Woodinville Road that he had purchased from John M. and William Keener. Hannan served as mayor, councilman, and member of the school board. The Hannan House, moved to the Park at Bothell Landing in 1978, is the present Bothell Historical Museum and is listed on the State and Local Registers.

With the coming of the railroad, steamboat travel on the river ceased for several years, but later was resumed and continued until the lake was lowered. The last boat ran until 1916. By then a paved highway connected Bothell with Seattle and there was no longer any need for water transportation. By August 1912, the Pacific Highway was finished to Everett, passing through Bothell on the way and following an old unpaved territorial road which had been in place since the end of the nineteenth century. Introduction of the automobile had caused a search for a permanent type of paving and the county road system experimented with paving the road between Seattle and Everett. The stretch from Seattle to Lake Forest Park was paved with a form of Macadam paving; brick paving was laid on the four-mile stretch from Lake Forest Park to Bothell. A celebration took place in May 1913, when the red bricks were completely laid to Bothell.

The brick highway was a bonanza for the area, but it soon became outdated when brick surfacing proved hazardous to automobiles in wet weather. In 1934, most of the bricks were ripped up and the road was regraded except for segments that were bypassed by the four-lane pavement that replaced the earlier all-brick road. The remainder of this brick road is located at the southwest corner of the intersection of 96th Avenue NE and Bothell Way NE. The site is listed on the State and Local Registers.

COMMUNITY FACILITIES

While the availability of employment and commercial establishments directly contribute to the economy of a community, schools, churches, and other community facilities such as cemeteries contribute indirectly by providing the necessary educational and spiritual support for the well-being of individuals and families.

A school is one of the first considerations when families with children move into any community. In 1881 Charles Dunlap taught at the first school in the home of Ira Woodin. Later a log cabin school was erected and was soon superseded by a small, white, one-room building with double desks.

Great concern was expressed by the town elders of Bothell later in 1885 when they realized that 15 of their children were attending school in Woodinville instead of Bothell, which they felt should have a school of its own. A meeting with the County School Superintendent resulted in the division of the Woodinville district. Bothell gave a building site and a subscription campaign raised funds for a one-room building. Miss Helen DeVoe was hired as the first teacher and a small cabin was constructed in David Bothell's yard for her residence. This schoolhouse has been moved to the City's Park at Bothell Landing and restored. It now serves as a museum, displaying the furnishings of a typical one-room schoolhouse of the era.

By 1890 enrollment had increased so much that a second teacher and additional space were required. Before adding to the structure, the board decided it should have a deed to the school property. By this time David Bothell had changed his mind about permanent use of the site for a school, so the board voted to sell the building and purchase land elsewhere. With the construction of a building, the Hillcrest school came into existence.

Again, enrollment increased and a third teacher and an addition to the building were necessary. By 1907 Bothell's facilities were again outgrown and the town attained a high school taught by Henry Austin Simonds, the man for whom Simonds Road is named. However, the town was in a growth mode and more space for schools was required. The only large room in town available as a gymnasium had been the Ericksen Hall, which had grown out of the earlier Band hall. The high school needed a gymnasium of its own and in 1913 plans were laid to erect one beside the building. It was completed in time for the graduation ceremonies of June 1914.

In addition to the establishment of schools, early northwest settlements lost no time in establishing churches of their faith as soon as they settled. In the Sammamish Valley three denominations sprang up in quick succession: the Methodist Episcopal and the Norwegian and Swedish Lutheran

churches. While services were held in various Woodinville and Bothell homes, the first Sunday school was organized by Alice Bothell in her home in 1885 and the Methodist Episcopal Church was organized the same year with 16 members. Services were held in the school building as soon as it was completed early in 1886.

Before the Methodists erected their building in 1890, a group calling themselves the Norwegian Danish Evangelical Lutheran Molde Church already had a structure of their own in Bothell. Beginning in 1888 worship was held in the schoolhouse, but by October the new church had been built. In later years its name was shortened to the Norwegian Lutheran Church.

Articles of incorporation of St. John's Swedish Lutheran Church were recorded in 1893 and a building was completed two years later, but the denomination did not survive long. None of these early church buildings has survived until today.

The Bothell Pioneer Cemetery has been preserved. It was first established in 1889 when George Wilson donated the first 0.5 acre at what is now the southeast corner of the intersection of NE 180th Street and 108th Avenue NE for the burial of two children, brother and sister, Freddie and May Belle Lufkin. Mr. Wilson soon added to that land with another 4.5 acres on the north side of NE 180th. The cemetery was deeded to the Oddfellows Fraternal Organization and officially platted in 1902. The cemetery is now listed on the National, State, and Local Registers and is the resting place of many of the prominent early settlers of Bothell.

The Oddfellows Lodge was an important social organization in the early years of Bothell's development and as an organization has survived to the present day. However, only a few elderly members are left and the organization has ceased to function as it once did. The Oddfellows Hall, built in 1911 after a 1908 fire destroyed the first hall on Main Street, remains at 10116 NE 185th Street.

Between the Wars

By the 1920s enrollment led to the erection of a new high school in 1923 (destroyed) and in 1931 the school district built a new junior high school to the south. This structure was designed Earl W. Morrison. Morrison worked with V. S. Stimson in Spokane from 1919 to 1926. Their firm also designed the Neo-Gothic Central Lutheran Church (1925) in Everett and the Neo-Georgian Chelan County Courthouse in Wenatchee (1924). In 1926 Morrison moved to Seattle. At roughly the same time when he designed this building, he also designed the Olive Tower Apartments (1928-29) and the Textile Tower (1930-31) in Seattle. The junior high school is significant as one of only five buildings still extant by this architect and the only known example of a school by him in the Seattle area. The building is now known as the W. A. Anderson Building, named after its first principal.

In 1934 a group of prominent Bothell citizens founded Washington Federal Savings and Loan Association. The citizens associated with the founding are Arnold Mohn, Lloyd Gates, Charles Green, Hanford Mohn, Dr. C. E. Geason, John De Young, S. G. Crawford, James Sorenson, and Charles Walters. In 1936 they built a permanent bank building on Main Street after having

operated out of Mohn's Hardware for two years. This was the first bank in the now Washington Federal chain.

In 1938, in the height of the Depression, the Works Progress Administration constructed the Bothell Town Hall with WPA labor in a stripped WPA Moderne style. The building held a library, the fire department, and the City's offices.

After World War II

After the war ended, the postwar baby boom required the construction of newer school facilities. In 1948, Ricketts Elementary was built by the Northshore School District, replacing the older white clapboard elementary school on the hill above Main Street. This building was designed by John W. Maloney, an architect whose work is more widely seen east of the Cascades. His other notable structures include the Zigzag Moderne Larson Building (1931) in Yakima; McConnell Auditorium (1935), Smyser Hall (1925), and Lind Hall (1947) on the Central Washington University campus; and the Kittitas County Courthouse (1955).

George E. Ricketts was Bothell's only dentist in the 1920s, 30s, and 40s. He was on the Bothell School Board from 1929 to 1932 and from 1944 to 1951. The Ricketts Building (1950), across the street from his dental office (18324 Bothell Way NE), was named in his honor while he was still alive.

In 1953 a new high school designed by the architect George Wellington Stoddard was built on top of West Hill. Stoddard worked with his father, Lewis M. Stoddard, until the latter's death in 1929. Together they designed the Winthrop Hotel in Tacoma (1925). Stoddard was also part of the team that designed the Yesler Terrace Public Housing (1941). Stoddard also designed the Memorial Stadium (Seattle Center) in 1947 and the Green Lake Aqua Theater (1950). The same year (1951) he designed the Bothell High School, he and Sigmund Ivarsson (structural engineer) designed University of Washington's Husky Stadium. The use of brick façade and cast stone window surrounds on the high school library appears to be a direct descendent of Belluschi's Portland Art Museum of 1932.

After the war, a large number of churches were built by local congregations to replace their older churches or as permanent places of worship after using other facilities. The Christian Scientists constructed their new Georgian building in 1943. Across the street, the Lutherans replaced their old church with a new brick modern parabolic-roofed chapel in 1959. St. Brendan's parish finally built a permanent modern brick church in 1953 on a portion of the old Beckstrom homestead. The United Methodists built a new church just north of the new high school in 1958, moving from their site next to the old Lutheran Church on 102nd Avenue.

The greatest number of structures constructed after the war were single-family residences. The vast majority of these residences were Ranch houses, and they comprise approximately 100 sites of the entire inventory. These houses show the influence of Modernism and the retention of traditional design elements. These houses are considered a West Coast creation arising out of the synthesis of the Craftsman Bungalow and Spanish Revival residences. The origin of the post-war Ranch house

has been attributed by David Gebhard to Cliff May, a Los Angeles architect. While many of Bothell's Ranch houses contain Wrightian elements--Roman brick or horizontal wood siding, broad eaves, low pitched or even flat roofs--they do not reflect the Usonian designs from which they receive their details.

Frank Lloyd Wright's Usonian houses all had circuitous paths to their interiors. The front door is not visible from the street and there was wide use of band windows along the top of the interior wall. Usonian houses also almost uniformly contain a closed façade with no windows on the street. The Ranch houses in Bothell uniformly are single-floor residences with low-pitched hip or gable roofs, picture windows, and entrances visible from the street. Although the buildings have a lower profile than more traditional residences, they still have layouts and exteriors that reflect traditional residential façades. They often contain two Usonian elements: a large stone or brick fireplace and extensive use of Roman brick.

Two International-style residences constructed in the late 1950s are still extant in Bothell. These conform to most of the precepts of the style: flat roofs with no parapet, plain walls with glass windows in the same plane as the wall, extensive use of glass and band windows, and uniformity of color. Both were probably designed by architects, but no information on them has yet been found.