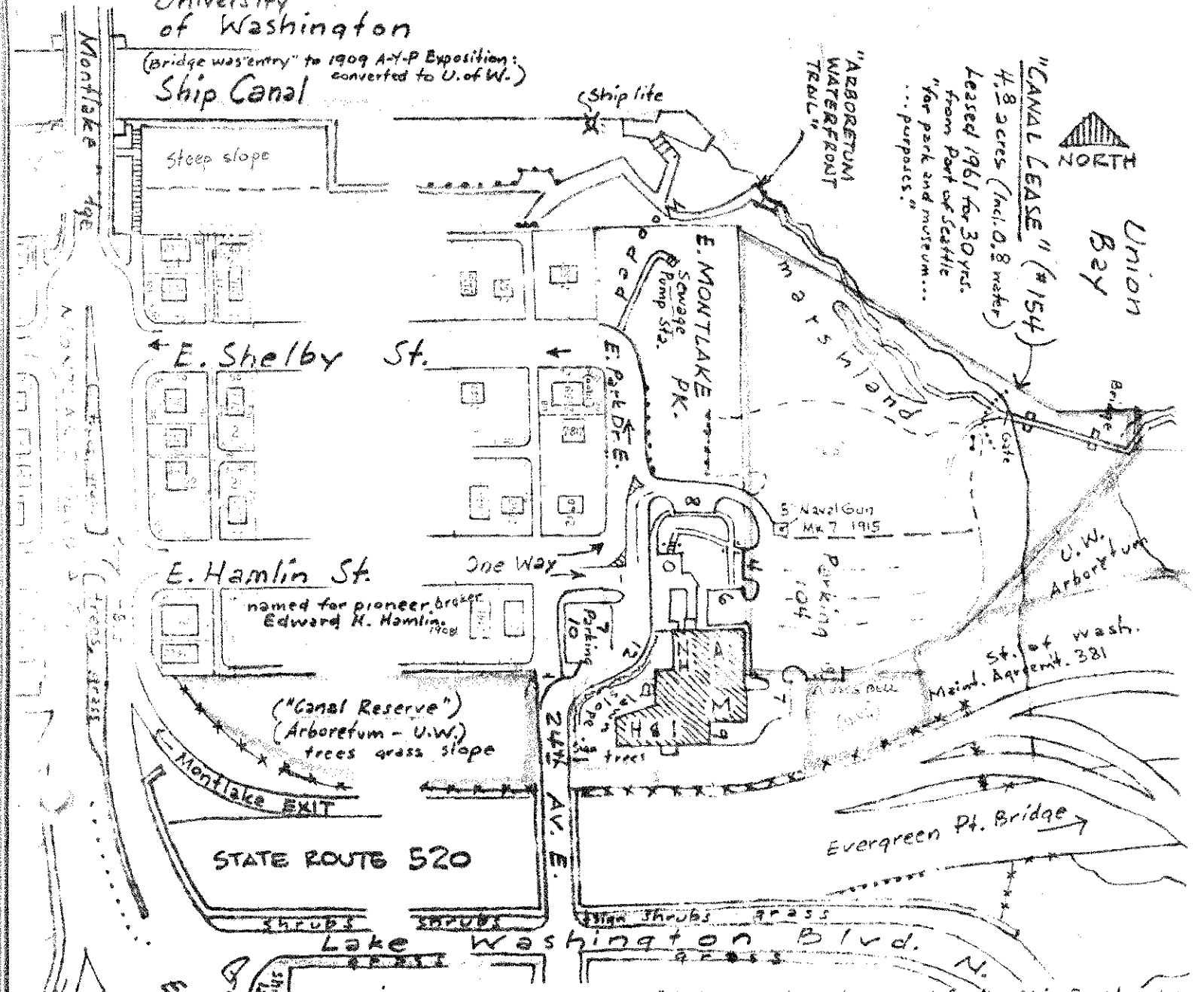


University of Washington

(bridge was entry to 1909 A-T-P Exposition; converted to U. of W.)

Ship Canal



"CANAL LEASE" (#154)
4.8 acres (incl. 0.8 water)
Leased 1961 for 30 yrs.
from Port of Seattle
"for park and museum...
... purposes."

"ARBORETUM WATERFRONT TRAIL"

"CANAL RESERVE" is the 1850's route planned for the Ship Canal and donated by King County for that purpose. But Corps. of Engrs. chose the present route. Federal Govt. gave Easement to City 1925-46; Deed to King County 1946, to City, to U. of W. EXCEPT MSCurdy Pk. 149; to Freeway '64. Agreement w/ Historical Society - 1950 - use of E. Montlake for Museum. Bldg. + grounds MAINT. by Park Dept. - JU 3-2797 (Water, light, heat, repairs). Building is property of City; Society owns + supervises.

Museum was dream of Mr. + Mrs. Morgan Carlock; realized thru efforts of day - Mrs. Theo. Plestcheett. Park named in 1958 at request of The Puget Sound Maritime Hist. Society C.F. Clise, v.p., to honor Horace W. McCurdy, prominent civic + business leader; Puget Sound Bridge + Drydock, Lockheed Aircraft, P.S. Dredging + Pacific Nat. Bank; const. projects incl. first Lk. Wash. Floating Bridge; his artifacts in Maritime Wing. Holder of a B.S. degree in Mech. Engineering from M.I.T., Cambridge, Mass. He was named "Construction Man of the Year" (1969), "Maritime Man of the Year" (1958), "Civil Engineer of the Year" (1969) and honored with "First Citizen Award" of Seattle. King Co. Board of Res. Hons.

HISTORICAL MUSEUM

2161 E. HAMLIN ST.
EA 4-1125
98102

History + Industry (1952)
Maritime (1958)
Natural History (1961)
Auditorium (500 seat) (1971)

1.1 Acres
Deed; 1946
"to the City"
Use since 1925

H. W. MCCRUDY PARK

☐ = Seattle five Bell

Morgan J. and Emily G. Carkeek were natives of London, England, finding their way to Seattle in 1874. Mr. Carkeek invested in the Puget Sound Stone Yards and Builders' Masonry and became a contractor, building the first two-story stone building in Washington Territory (1874). He built many of the stone buildings in the Pioneer Square area, including the Pioneer Building "first to rise from the ashes of the Great Fire of 1889". Emily Carkeek was a history buff - the English influence - and soon organized "Founders Day". The Carkeeks built a mansion in 1884 at Boren and Madison. Before long they were entertaining the Wednesday Evening Card Club with games of whist and hearts - and talk of forming an Historical Society. Soon they were collecting artifacts and starting a fund to build a museum. Their daughter Gwendolen and son Vivian grew up in this atmosphere of "history", and after the death of Emily Carkeek in 1926, the dream of a museum became Gwendolen's greatest interest. Married to Theodore Plestcheef, the couple lived in the old mansion until it was razed in 1934. Meanwhile her father bought a portion of Piper's Canyon which he gave to the City (Carkeek Park) in 1928 with the provision that a site in the park be reserved for construction of a museum. But there were insufficient funds so the Plestcheefs fostered the growing collection of artifacts in their new home, the old Sam Hill mansion on Capitol Hill (on East Highland Drive at Broadway). As Seattle's Centennial approached, Mrs. Plestcheef made a study of the great museums of the U.S. and Europe and in 1947 began an intensive fund raising campaign. The Society decided to seek another site and proposed Volunteer or Roanoke Parks. But at this time negotiations were in progress relating to the Old Canal Right of Way and this became the site chosen as "the center of the school population." The "Spirit of Seattle" committee of the Society successfully obtained funds for a "first phase" of the structure and the plans were revised considerably - and the Old Canal was used to "daylight" the lower floor, and thus preserve some history! The History and Industry "wing" was completed in 1952, to mark the "Founding" Centennial rather than the Landing at Alki. By agreement, the City (Park Department) owns and maintains the building and the Historical Society owns and supervises the exhibits.

Parking facilities were inadequate, so the Old Right of Way and a portion of East Montlake Park were put into service. As more artifacts and money became available, a new "wing" was added in 1958 to consolidate and house the maritime collection of Horace W. McCurdy. This addition extended into Montlake Park and obliterated the parking space, resulting in more use of Montlake for parking and the lease in 1961 of New Canal Right of Way for purposes of park and museum.

The original site for the museum had been carved out of the Old Canal Right of Way and thus had no name of its own. So the Puget Sound Maritime Historical Society, led by C. F. Clise, successfully petitioned the Park Board to name the site and the portion of East Montlake Park actually occupied by the museum building to be named in honor of H. W. McCURDY (1958). So McCurdy Park has grown in size as the museum has expanded: the Natural History wing in 1961 and the long-needed McEachern Theatre 10 years later .

HORACE W. McCURDY: Native of Port Townsend, the fifth generation of shipbuilders, he became a timekeeper in 1921 for Puget Sound Bridge & Drydock Co. and by 1933 had advanced to the office of Chief Executive. "Under his management the company built more than 100 steel ships, repaired or converted several thousand more . . . completed many major construction projects like the Mercer Island Floating Bridge (1940), the coastal naval bases in Alaska (WW II), the Distant Early Warning radar system in Alaska . . . He became a Director of the Pacific National Bank, Pacific Dredging of L.A. and Lockheed Aircraft Corp. of Burbank. McCurdy has won nearly every honor accorded by the waterfront community, including Maritime Man of the Year (1954); graduate of MIT (B.S. in Mech. Eng.) he won the Construction Man of the Year Award (1969) and Civil Engineer of the Year (1969) and was honored by the Seattle-King County Board of Realtors with their "First Citizen Award." He retired in 1963 to devote increased time to fraternal and civic activities, yachting, golf and travel - and the Museum of History and Industry." (Seattle Times) James G. McCurdy continues the family tradition, being president of P.S.B. & D.D. Co. in 1963.

History: MUSEUM OF HISTORY AND INDUSTRY
McCURDY PARK
7/31/74