

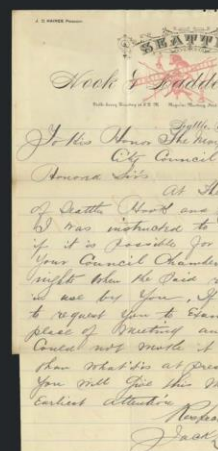
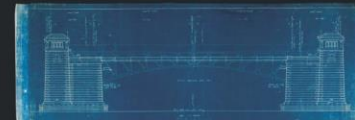




# SEATTLE AT 150

STORIES OF THE CITY THROUGH 150 OBJECTS FROM  
THE SEATTLE MUNICIPAL ARCHIVES

*By Jennifer Ott and the HistoryLink Staff*



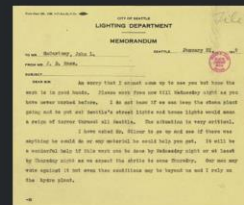
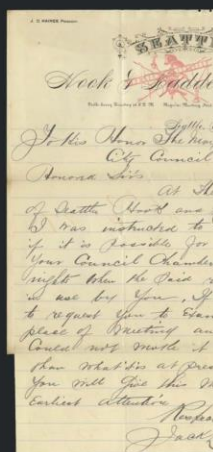
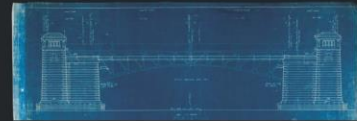




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Support was received from:

Department of Neighborhoods

Department of Parks and

Recreation

Office of Arts & Culture

Seattle City Light

Seattle Department of

Transportation

Seattle Fire Department

Seattle Police Department

Seattle Public Library

Seattle Public Utilities



Fremont entrance to Woodland Park, 1891

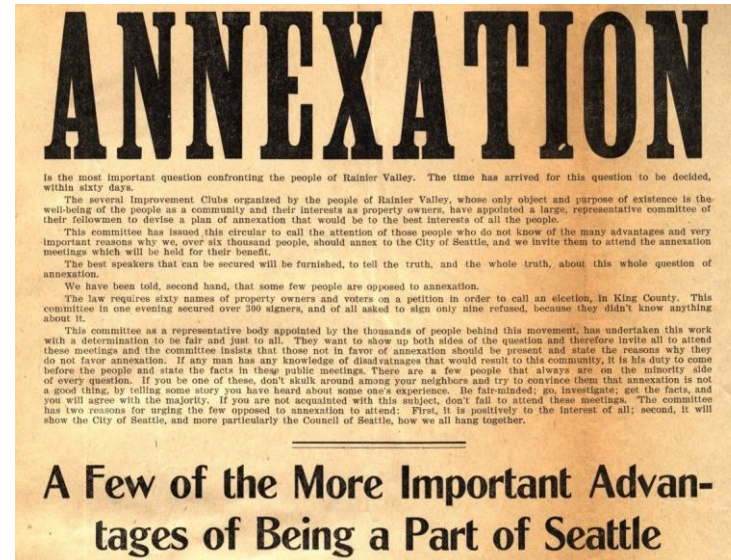
Item 30710



# City work, neighborhoods, challenges and achievements



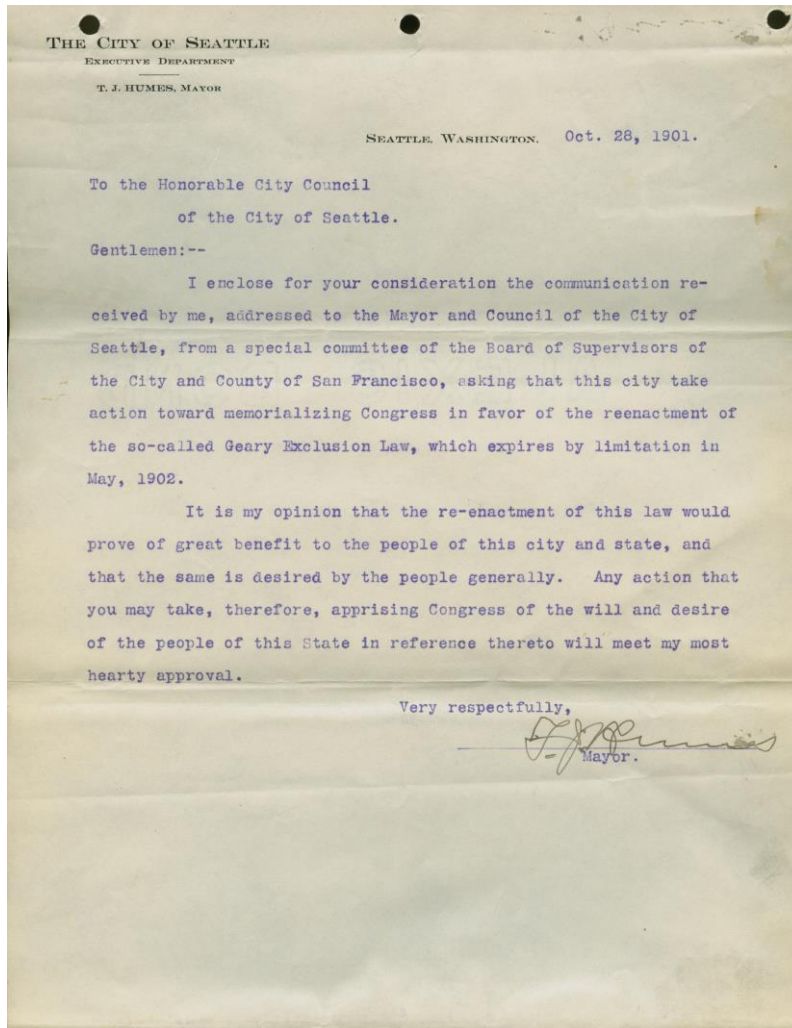
Cedar River Pipeline  
No 1  
October 3, 1899



Rainier Valley Petition  
for Annexation, 1906



Mayor Humes writes in support of reenacting the federal law barring Chinese immigration. October 1901.



"...this law would prove of great benefit to the people of this city and state..."



Congress of Racial Equality sponsors demonstration at realtor office of Picture Floor Plans, May 10, 1964.

Seattle did not pass a law prohibiting discrimination in housing until 1968.





## SEATTLE AT 150

### CHAPTER 7: ACTIVISM AND ENGAGEMENT (1963-1990)



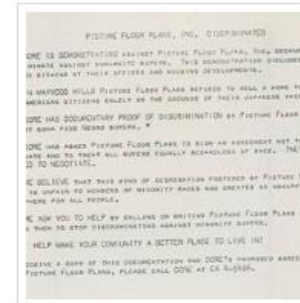
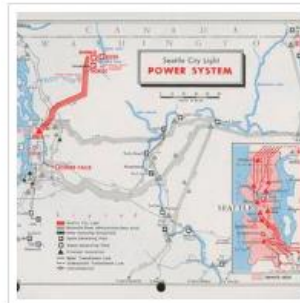
#### 97. BOUNDARY DAM MACHINE HALL PHOTO (1963)

The 340-foot-tall, concrete double-curvature-arched Boundary Dam is located north of Metaline Falls on the Pend Oreille River in the northeast corner of the state. Prior to the 1900s, the area was covered with forests, but once the burgeoning timber industry attracted railroads, it boomed. The first attempt to produce hydroelectricity on the Pend Oreille River in the Z Canyon area in 1914 failed and was followed by repeated unsuccessful attempts due to lack of funding and regulations. The City of Seattle applied for a permit to build the Boundary Dam in 1953, which led to protests from the Pend Oreille County Public Utilities District and local lead and zinc mining interests.

City Light finally received its license in 1961 and began clearing, burning, and blasting the site in 1963. The machine hall, seen under construction in this 1965 image, was excavated 15 stories below ground to house the turbine generators. Named the Boundary project because of its proximity to the international border, the dam began operation in 1967 and supplied more than one-third of City Light's power. As shown in the 1967 City Light Power System map on the next slide, the dam is part of a large network of overhead and underground infrastructure that supports the city's electrical power needs.

[VIEW RECORD](#)

As the century progressed, Seattle's abundant resources and natural amenities began to deteriorate as urban density increased and demand soared. City agencies and leadership responded with cleanup programs focused on water quality and efforts to reduce energy use. Those initiatives grew in the 1980s and 1990s, adding ambitious efforts to reduce water use and increase recycling rates. Seattle became a leader in city-led conservation programs. At the same time, as civil rights movements raised awareness, demands grew for better representation of diverse communities.



## Nº 55

### TRAFFIC LIGHT AT FOURTH AND JACKSON

— 1924 —

The first automobile drove through Seattle in the summer of 1900, but it was nearly another quarter century before the first automatic traffic signal was installed. The signal was added in 1924 on a trial basis at what is now Fourth Avenue South and South Jackson Street, one of Seattle's busiest intersections, to try to prevent rush-hour gridlock and traffic accidents. During a 15-hour survey, 24,000 vehicles passed through the intersection. Prior to the signal, congested traffic that began around 4:30 "was never cleared up until 6:15 or after."

The signal had bells and intervals between 25 and

35 seconds that included the words "stop," "go," and "traffic change" to help drivers understand what are now the three standard signal colors. After installation, the gridlock usually cleared by 5:45. Police, who previously had to stay at intersections to manually give the "stop" and "go" signals, found another reason to like the automatic signals: They could now follow and "arrest or warn any violators" without traffic "run[ning] wild." The city purchased the signal for \$685 (roughly \$10,000 in 2019 dollars). Today, the city has hundreds of traffic signals, and in 2017 also issued 38,432 tickets initiated by automated red-light cameras







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