

Highline Historical Archives:  
Southcenter Research Synopsis and Details

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## Overview of Research

Included in the following synopsis are all source materials available pertaining to Southcenter mall within the Highline Historical Society archives. What follows is the text from any articles that have to do with the Southcenter tract and the projects that were affected by or planned to utilize the land. It is worth noting that the bold-faced text was printed in the same format for the original newspaper articles. Graphics from the *Highline Times* and other sources are included where possible. All articles are cited in Chicago format and are reproduced as accurately as possible. In some instances, footnotes denote variances within the source material that may affect the content of the texts reviewed. Sources located within the collections for the Highline Historical Society include the *Highline Times* and one article from the *Seattle Times*.

## A Brief History of Southcenter

Prior to 1957, not much is recorded about the tract of land upon which Southcenter Mall is now built. It was part of a massive tract of marshy farm land that ran adjacent to the Duwamish and Green rivers and was part of the source of a massive controversy involving Tukwila, the Port of Seattle, and Andover—a disagreement that ended with a court case in 1959 that sealed the fate of Andover and the Duwamish. It was another nine years after this case before the mall opened its doors. The following research is broken up into “phases” of the history of Southcenter, with each section containing a more detailed description of the history covered by the articles contained therein.

## **The Duwamish River Industrial Project**

All through the summer of 1957, *The Highline Times* hyped up the importance of a plan that was researched and to be put in place by the Port of Seattle, known as the Duwamish Industrial Improvement District (from here, referred to as the “Duwamish Project”). The idea was born from the idea that King County could not thrive on Boeing alone. The mayor and other officials became concerned when they realized that most people in the county were employed by or had jobs that depended upon Boeing. If Boeing went under, the results would be disastrous. From here, the mayor formed an exploratory committee with the goal of attempting to diversify the industries in the county. This is where the Duwamish Project was born.

The Duwamish Project, in short, was a plan that was going to be put in place by the Port of Seattle and King County government that involved buying up all the land along the Duwamish and a massive tract located at present-day South Center. This land would then be used to transform the Duwamish into a deeper, straighter canal and the land along the banks of the Duwamish—from the Eagle Gorge Dam onward—would be renovated and improved by the Port of Seattle and government to make industrial parks. The land would then be sold off to private industrial companies.

**“Gigantic Order,” *Highline Times* (Burien, WA), June 27, 1957.**

The Highline district will benefit, as will every other district in the Puget Sound area, when work begins on the industrial development [of] the Duwamish River Valley

**The start was promised with the establishment of the \$10,800,000 tax levy by the Port of Seattle Commission.**

The new industrial area will have deeper-water boating and berthing facilities, and numerous utilities.

The construction of the Eagle Gorge Dam will open industrial land between Renton Junction and Auburn, along the Duwamish.

This will create a development that is second to none in the history of such achievements.

**“\$10,800,000 Tax Levy Planned For Duwamish River Valley Development,” *Highline Times* (Burien, WA), June 27, 1957.**

Industrial development of the Duwamish River Valley was assured a start last Thursday, when a \$10,800,000 tax levy was established by the Port of Seattle.

**The levy would provide a start on the estimated 30-million-dollar project of building the Duwamish River area into one vast tract would increase South Seattle’s yearly payroll by some 200 million dollars.**

Boeing Airplane Company will use much of the lower portion of the Duwamish, west of Highway 99, for its expansion.

Officials said that over 230 acres east of the highway and south of the river will be available for smaller industries. A 250-acre tract north of the river will be adapted for marine terminals with bulk terminals and grain elevators.

George Treadwell, Port Chief, said that the land would be made feasible for industry through straightening and deepening of the river and establishment of transportation facilities and utilities. Seagoing vessels would be able to play farther up the river.

Miscellaneous industry would occupy some 800 acres additional acres up the river.

The completion of the Eagle Gorge Dam would open up 22,000 acres of potential industrial land between the Renton Junction and Auburn, Treadwell said. The dam is expected to be completed by 1960, at a cost of nearly 45 million to the federal government.

Port officials have met with the State Highway Commission on plans for a Highway 99 bridge and other highway plans.

The port plans to acquire almost all of the land along the banks of the Duwamish, except residential homes in Allentown. The Foster Golf Course would be among the land to go.

Tomorrow, the U. S. Army Engineers will hold a public hearing in the Seattle Chamber of Commerce dining room at 10 a.m., to discuss their share of the project.

**“High Officials Urge Development of Duwamish River Valley: Heavy Support Given \$10,800,000 Project,” *Highline Times* (Burien, WA), July 11, 1957.**

The industrial development of the Duwamish River Valley received big boosts at all of the recent hearings after the Port of Seattle established a \$10,800,000 tax levy over one week ago.

**Seattle, King County and Washington State officials strongly favored the gigantic project.**

Governor Albert D. Rosellini, in a letter read at a hearing held by the Army Engineers, urged that the Army Engineers recommend federal responsibility for the ten-million dollar dredging and straightening project.

At other hearings and meetings, port commissioners, county commissioners, Don M. Follett, vice-president of the Seattle Chamber of Commerce; Seattle Mayor Gordon S. Clinton, the Puget Sound Industrial Development Committee and many others urged forward progress in the development of the two-thousand-acre area.

Planned is an establishment of deep-water channeling of the river. The channel would be 550 feet wide and 30 feet deep from the present head of the navigation to the proposed turning basin at the Renton Junction.

From the Renton Junction, south to Orillia, the channel would be 400 feet wide and 15 feet deep.

The channel would run about six miles long, and would increase the usefulness of the present winding river.

The land development program was authorized by the Port of Seattle early last week. A 2-mill tax levy, expected to raise over the \$10,800,000 figure in the next six years, will finance the program.

It would require congressional appropriations, after the study by the Corps of Engineers has been completed.

The proposed industrial site would increase South Seattle’s yearly payroll by over 200-million dollars.



**“Development Of Duwamish To Begin Soon: Appraisers Begin Work On Project,” *Highline Times* (Burien, WA), Sept. 19, 1957.**

The Port of Seattle this week declared that purchase of property for the huge Duwamish Industrial District development will commence in early 1958, and that appraisers will be in the field within a few weeks.

This announcement made by Commissioners E. H. Savage, M. J. Weber and Clarence H. Carlander signals the start of a development which will have far-reaching effect on the economy and the people of the community.

**“This promises to be the most significant development in the south end since the Boeing Airplane Co. began its expanded operations,” they stated.**

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**(ED. NOTE: GATEWAY Magazine, the monthly supplement of *The Highline Times*, on Oct. 3, features the developments of the Duwamish River Valley and other Port of Seattle operations. Watch for the colorful issue in your Oct. 3rd paper.**

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Following is a brief sketch of the \$30 million project: first, the Duwamish River will be widened and straightened to handle seagoing cargo vessels from the present turning basin near the new Boeing development center approximately four miles up river to the Renton Junction.

The new ship channel will be 550 feet wide and 30 feet deep at low tide. Above the Renton Junction a shallower barge channel will be extended on up river to the vicinity of Orillia.

#### **Extensive Relocation**

The Port of Seattle will develop 1,950 acres of property along the waterway. Material dredged from the channel will be used to fill in the property. Railroad lines, highways, utilities will be relocated making a net of 1,230 acres available for critically needed industrial sites.

Total investment in the project by local, state and federal governments—over \$30,000,000. If the program moves ahead on schedule, the first industrial property will be available July, 1962.

#### **Key to Future**

Port of Seattle officials point out that this initial project is actually the key to opening up for development of the entire Green River Valley—22,000 acres between Renton Junction and Auburn.

What does this massive project mean in terms of the economic growth—or more simply, new jobs for the people of the area?

According to Port of Seattle President Savage, this comprehensive plan will provide sites for industries employing 12,000 people and with a payroll in excess of \$55,000,000 annually.

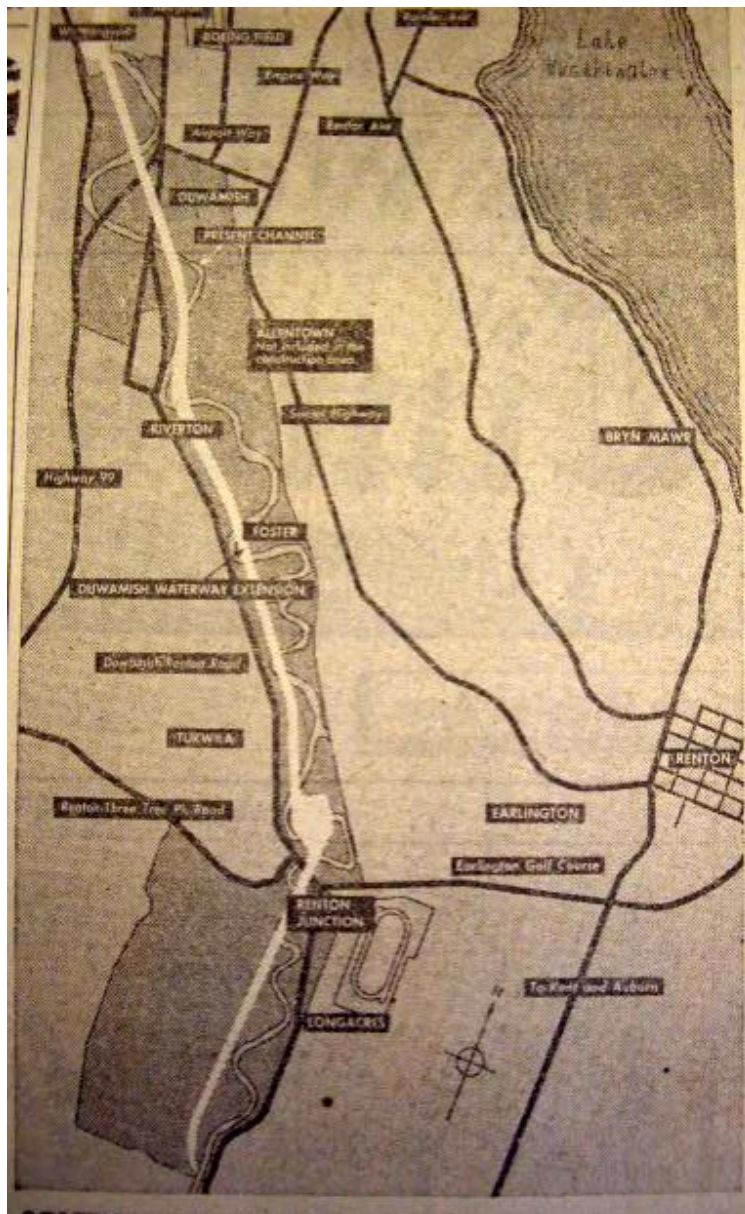
But getting down to an even more personal basis, Savage pointed out that this means more and better jobs for our own youngsters.

**“At the present time we are not even creating enough new industrial jobs in the Seattle area to take care of our present rate of growth,” he said.**

The Duwamish industrial project is only feasible because of another vital project, the Eagle Gorge flood control dam on the upper Green River. The dam is scheduled for completion in June of 1960, just 24 months before the first Duwamish industrial tracts will become available.

Port of Seattle officials stressed this week that the Duwamish development will follow the trend toward industrial parks.

Many of the industries will be located in low buildings. Landscaped settings will give the plants the appearance of a modern school. Noise and air pollution will be rigidly controlled. Sewage disposal plants will remove any danger of pollution to the Duwamish.



**Figure 1 (Map on Left, Included with above article)**  
**Original caption reads: SOUTH KING COUNTY CITIZENS will find this map of help in locating the boundaries of the \$30 million Duwamish Industrial District (shaded dark area) being developed by the Port of Seattle. The industrial park, when completed in 1962, will provide critically needed sites for industries employing a total of 12,000—new payrolls of \$55 million. Read about the Duwamish project in the October 3 issue of Gateway.**

<sup>1</sup>Note on "Figure 1": Labels read (top to bottom, left to right):

- "E. Marginal"
- "Rainier Ave."
- "W. Marginal"
- "BOEING FIELD"
- "Empire Way"
- "Airport Ave."
- "Renfor[d] Ave."
- "DUWAMISH"
- "PRESENT CHANNEL"
- "ALLENTOWN (Not included in the construction area)"
- "RIVERTON"
- "Sunset Highway"
- "BRYN MAWR"
- "Highway 99"
- "FOSTER"
- "DUWAMISH WATERWAY EXTENSION"
- "Duwamish Renton Road"
- "TUKWILA"
- "RENTON"
- "Renton-Three Tree Pt. Road"
- "EARLINGTON"
- "Earlington Golf Course"
- "RENTON JUNCTION"
- "To Kent and Auburn"
- "LONGACRES"

<sup>1</sup> Note added by researcher for clarity.

**“Gateway Features Duwamish,” *Highline Times (Burien, WA), Oct. 3, 1957.***

That crooked old river . . . the Duwamish . . . is featured in today’s issue of GATEWAY, popular magazine supplement of this newspaper.

You will learn how the proposed industrial development, dredging and straightening of the river to Renton Junction will bring a \$55,000,000 payroll to the south end in the near future and what effect it will have on every resident of South King County.

Look for your GATEWAY in today’s newspaper!



**Figure 2:** Cover for the Gateway section from the Oct. 3, 1957 insert that is primarily concerned with the plans for industrial development of the Duwamish. See “. . . About The Cover” note next.

**“... About The Cover,” Highline Times (Burien, WA), Oct. 3, 1957.**

Gay Craven, Evergreen High School sophomore, and E. H. Savage, president of the Port Commission, review plans of the Duwamish waterway development while in the background a ship steams up the present river. Not so many years from now these ocean-going vessels will be seen as far upriver as Renton Junction. The photo was taken from the dock of Kaiser Gypsum just North of the first 1st Avenue South bridge. The ship was loaded with raw gypsum and had just completed a trip from Mexico.

By the time Miss Craven, a Southern Heights resident, graduates from College new industries will be rising all along the NEW Duwamish.

**“... From The Editor’s Desk,” Highline Times (Burien, WA), Oct. 3, 1957.**

We take this opportunity to say hello to the folks in the Renton-Tukwilla area. Thanks to Carl Rochet, publisher of the Renton News Record, you are reading Gateway Magazine . . . a publication known to your neighbors in the Highline, Des Moines, White Center, Midway and Federal Way area.

For cities the size of Seattle and Renton it is criminal to continue to depend on one industry for their very livelihoods. But such is the case today. Luckily the situation is in the process of being rectified. The people of King County are responsible for hastening a better future when they OK’d a 2-mill tax at the last election. This tax enables the Port of Seattle to finally begin developing the Duwamish Waterway for industry.

Already the Port is at work (as you will learn in this issue) and a definite time table has been set. It is estimated that an additional payroll of \$55,000,000 will be injected into the economy of Seattle and particularly the Southend when the development is completed.

But why the Duwamish? Specifically because it is the last possible site available for industry in the Seattle area, and because it has all the requirements needed to encourage industry to come to the North-west.

How this will effect you and your youngsters, how it will effect the economy of the Southend and your neighborhood . . . all this and much more is explained in this issue.

We believe that you should be aware of every phase of this important development and so . . . turn the page and read about the new million dollar currents coming to the Duwamish. We can hardly wait for the flood!



**Bob Pickrell, “You And Your Children Will Benefit From The Million Dollar Ripples In The Duwamish Waterway,” *Highline Times* (Burien, WA), Oct. 3, 1957.**

A Balanced Economy for the Southend . . . a Secure Future for Our Youngsters . . . that’s what Industrial Expansion on the Duwamish will mean to your . . . and future generations.<sup>2</sup>

The Duwamish Industrial Development District—not since the Boeing Airplane Co. began expanded operations has a single undertaking meant so much to citizens of south King County.

Indeed, the very future of this area could well depend upon the projected industrial development along the Duwamish, for, by 1987, that development is expected to provide:

. . . Jobs in new industry for more than 12,000 people.

. . . An additional estimated annual payroll in excess of \$55,000,000.

. . . Stimulation of existing local businesses and the local economy to benefits totaling approximately \$100,000,000 per year.

. . . Some \$100,000,000 through private investments in industrial plants and related facilities.

. . . Annual tax revenues from new private industrial improvements of at least \$1,000,000.

Yes, industrial development of the Duwamish is important, even vital. It can assure jobs for our ever-increasing population—our own youngsters. It can assure expansion of local businesses by circulating increased payrolls in the community. It can provide this area’s economy with increased revenue from plant and other construction and from substantial tax return. It can assure a stepped up program of residential improvement, new communities, schools, churches, etc.

Charged with responsibility for the Duwamish Industrial Development District is the Port of Seattle, a public agency, and its three elected Commissioners. The job to be done is a big one. Briefly, here is what the Port of Seattle means by “development” of the Duwamish.

The river itself will be widened and its course straightened, to handle seagoing cargo vessels, from the present turning basin near the new Boeing Development Center approximately four miles up river to Renton Junction. From there, a more shallow barge channel will extend up the Duwamish to the [vicinity] of Orillia.

Using material dredged from the channel as fill, the Port of Seattle will then develop 1,950 acres of property along the waterway. Upon relocation of railroad, highways and utilities, a net 1,230 acres will become available to answer one of the Seattle area’s most critical needs—sites for new industry.

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<sup>2</sup> Pull-quote-style blurb included at the top of the page near the headline.

Looking further into the future, the Duwamish Industrial Development District holds the key to even more expansion. This initial program actually opens some 22,000 acres between Renton Junction and Auburn—the entire Green River Valley. Upon completion of the Eagle Gorge flood control dam, now under construction, inundation of much of that area will be stopped and land made available for development. Construction completion at Eagle Gorge is expected in June, 1960, more than two years before the first Duwamish industrial tracts are ready to use.

Following the presently planned schedule, the first new Duwamish industrial property will be available in July, 1962. Total expense of some \$30,000,000 is to be shared by local, state and federal governments.

For the moment, however, the Port of Seattle is not thinking in terms of 1962, but, rather, in terms of today and tomorrow. Before the physical development can commence as outlined, the property itself must be available to the Port. Purchase of that property is the project at hand and present land-owners will get first attention.

“Competent appraisers will be retained soon to inspect all private properties involved in the area and to place a fair valuation on each of them,” comments E. H. Savage, president of the Port Commission. “After we have received a report from the appraisers, we will enter into negotiations with present owners to purchase the properties according to the appraised values.”

The timetable calls for appraisers to be selected sometime in November, with first appraisals due early in 1958 on land and improvements to be acquired within the lower section of the project. First acquisition can be expected in February-March 1958.

Industrial expansion is perhaps the gravest civic problem confronting Seattle and all of King County. Quoting Seattle’s Mayor Gordon S. Clinton:

“Our economy is not well balanced. We are far too dependent on a single industry. We are not growing industrially.”

We need look no further than the great Boeing Airplane Co. to see what Mayor Clinton is talking about. Utilizing over half of King County’s employment, Boeing has contributed—directly and indirectly—three-fourths of the area’s industrial growth since 1940 and nine-tenths of it since 1950. The average growth since 1950 of industries other than aircraft has been less than one per cent.

Industrial diversification is almost non-existent.

Obviously, new industry must be certain that sites are available before it can entertain plans to move into any area. It is those sites which the Duwamish development will provide in King County and it is those sites which hold hope that our source of growth can be expanded from its present single base.

Port of Seattle officials say that plans for the Duwamish call for development of the Industrial Park type of project, featuring extensive landscaping, ample parking facilities and an easy method of traffic flow. Careful investigation and control will be exercised over air and water pollution, noise and other nuisance factors. Selection of industries will limit itself to those which

can function in an Industrial Park-like setting. Many of the industries will be located in low buildings, presenting a school structural appearance.

Tremendous impact of this development will be felt outside its boundaries as well as inside. Neighboring communities—White Center, Burien, Des Moines, Renton, Boulevard Park, Federal Way—will reap the benefits. The jobs which new industry will provide will bring many people with them—people who will need housing, grocery stores, clothing stores, schools, churches, entertainment and everything else required by all of us who live here now. South King County, growing with Boeing for the past many years, will continue its steady advancement.

Progress within the Duwamish Industrial Development District will be watched with interest. The Port of Seattle has advised weekly newspaper editors with reader interest in the project that their publications will be supplied with all information relating to their communities as soon as it is available.

Indeed, progress is being made already. The most recent step was a meeting between Port of Seattle officials and the Washington State Highway Commission to discuss the location and method of financing of a movable bridge over the new waterway on U. S. Highway 99. The next important step is the detailed process of property appraisal, scheduled to begin in November. (See page 6 for tentative timetable.)

Expanded industry is important to our area. An active and informed community leadership can be a strong force in aiding the Duwamish Industrial Development District program and helping with plans for the future.

Elsewhere in this issue of Gateway, you will find several stories and features about this huge project. Careful reading will reaffirm the statement that not since the Boeing Airplane Co. began its expanded operations has a single undertaking meant so much to every citizen of south King County.

### ***“Time Table to Progress,” Highline Times (Burien, WA), Oct. 3, 1957.***

June 20: Adoption of a Comprehensive Scheme by the Port of Seattle Commission to provide for the Duwamish Industrial Development District in accordance with master plans prepared by Tippetts-Abbett-McCarthy-Stratton, consulting engineers.

June 28: Public hearing by the U. S. Corps of Engineers to review previous reports on the Seattle Harbor “with a view to determining the advisability of modifying the existing project at this time, with particular reference to improving and extending the Duwamish Waterway.”

Sept. 25: Meeting between the Port of Seattle and the Washington State Highway Commission for the purposes of determining the location for a movable bridge on Highway No. 99 over the new waterway and to resolve the method of financing that bridge.

Oct. 7: Adoption by the Port of Seattle Commission of its final 1958 budget, which will include a two-mill levy on the taxable property of the port district. Based upon present estimates of

assessed valuation, this tax will produce \$1, 927,760.78 for the Duwamish Industrial Development District Fund.

Nov. 1957: Appraisers to be selected to place a value on land and improvements to be acquired for District purposes within the lower section of the project, generally down-river from Allentown.

Jan. 1958: Report of appraisers to the Port of Seattle.

Feb. 1958: Start of property acquisition. The Port of Seattle Commission is authorized to acquire property for industrial purpose in two ways: (1) purchase through negotiation or (2) purchase through condemnation. The Port emphasizes that condemnation will be used ONLY if purchase by negotiation is found impossible.

May 1958: Call for bids to construct U. S. Highway No. 99 movable bridge. This date is more tentative than others listed, as definite plans for this bridge and engineering designs of it must be completed before the call for bids is issued.

April 1960: Completion of U. S. Highway No. 99 movable bridge.

April 1960: Start of dredging work on the lower section of the development. The river will be widened and straightened to permit handling of seagoing cargo vessels from the present turning basin near the new Boeing Development Center approximately four miles up river to Renton Junction. Dredged materials will be used as fill to provide industrial property along the waterway.

June 1960: Completion of Eagle Gorge Dam by the U. S. Corps of Engineers. Eagle Gorge is being constructed as a flood control project for the entire Green River Valley, and its completion will open some 22,000 acres for possible development between Renton Junction and Auburn.

Jan. 1961: Call bids for service roads, railroads, and utilities contracts to serve the lower portion of the Duwamish Industrial Development District. The Port of Seattle plans for an Industrial Park type development featuring extensive landscaping, adequate parking facilities and an easy method of traffic flow.

July 1962: First land available for industrial use, approximately 200 acres by July, 1963.<sup>3</sup> Completion of this initial phase of development, the lower section of the project generally down-river from Allentown, will provide much needed sites for industrial expansion in King County.

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<sup>3</sup> Based on bullet point date, this is likely a typo, meant to read "[...] acres by July, 1962."



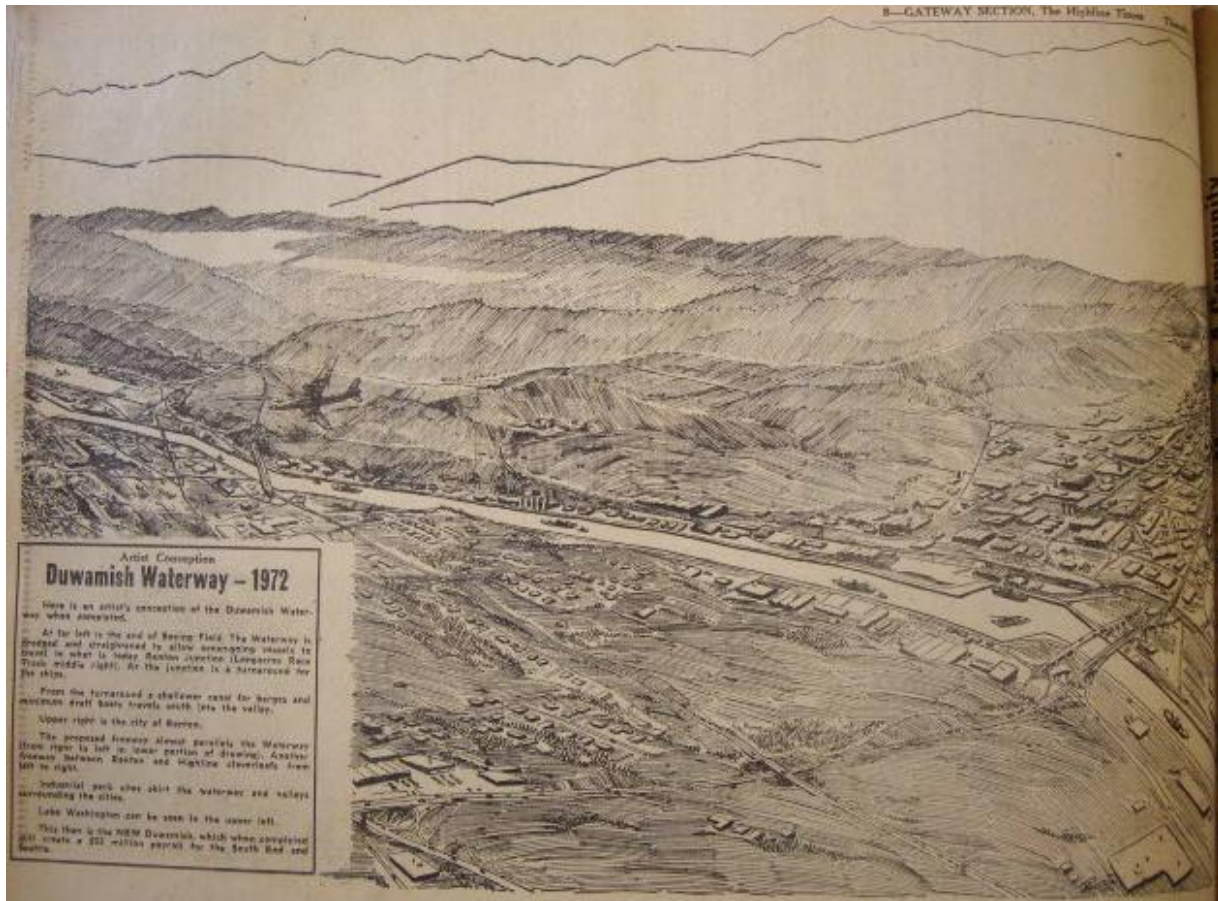


Figure 3: (Above) Artist conceptual sketch of completed Duwamish project.

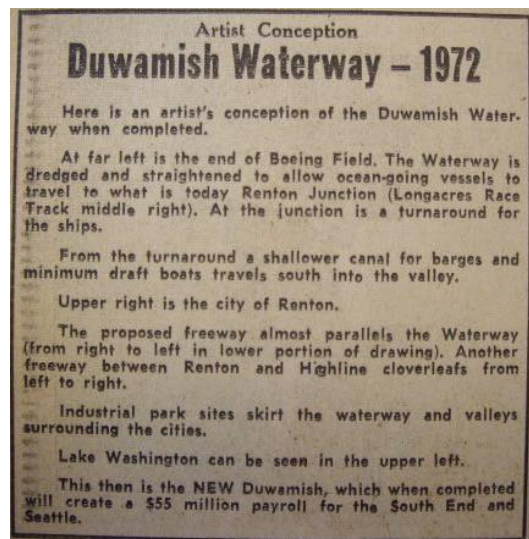
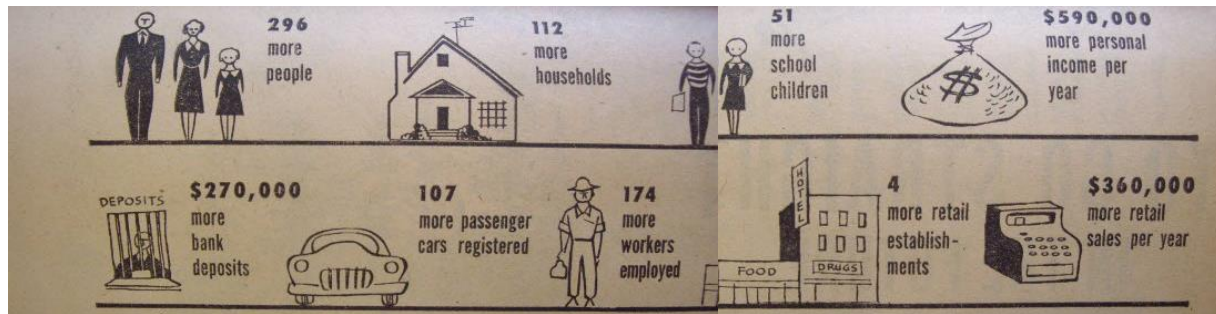


Figure 4: (Right) Blown up caption of sketch seen above.

**“What 100 New Factory Workers Mean To A Community,” *Highline Times* (Burien, WA), Oct. 3, 1957.**



**Figure 5:** (Above) Illustration mentioned in second paragraph below, originally appearing with this article.

National statistics tell us that for every industrial job another 1.6 jobs grow in trade, service, professional and other activities. We are told also that, altogether, seven people are dependent on each industrial job in a community.

The illustration appearing above this article portrays the average effect of 100 new industrial jobs in the economies of nine sample counties as studied by the U. S. Chamber of Commerce. The statistics presented are impressive.

In view of these facts, then, it becomes obvious that industry is basic to community growth. Although exact measurement is impossible of the effects upon a community of industrial payrolls, Emerson P. Schmidt, Director of the Economic Research Department of the U. S. Chamber of Commerce, has written as follows:

“When a new manufacturing plant goes up, there is a net addition to income flow in the local community. The new payroll dollars roll into the cash registers of the local merchants, into the coffers of the local banks, and the local economy experiences expansion. Furthermore, the economic expansion is reflected usually in general community growth with increases in population, school enrollment, and all the rest.”

In terms of the Duwamish Industrial Development District, what does all this mean? More important, what does it mean in terms of the growth to communities surrounding the development?

To begin with, projected 1970 figures show that 12,000 industrial jobs will be created in the District. Using the ratios stated, that means approximately 20,000 new jobs in trades, services and the professions and it means that some 85,000 people will depend on the new industry for their support.

It means, also, dramatic increases in population, employment, residences, school enrollment, retail sales, personal income, bank deposits, retail establishments. The list is almost endless.

Simply, it means community benefit.

But what of the need for such growth in our area? Is it important that we expand our industrial base? Seattle Mayor Gordon S. Clinton's Special Committee on Industrial Development, in its official report, declared:

"We are far too dependent on a single industry. . . . Boeing, we think, will remain the city's and the state's most important single industry, but we cannot depend upon it indefinitely as our greatest source of growth. . . . Seattle's recent rate of industrial growth (i. e., job opportunities), apart from Boeing, would fail to provide even for the future of our own children. . . . In other words, we are not keeping pace industrially with our natural increase in population."

Is it important that we expand our industrial base? The answer is an obvious and emphatic **"yes!"**

Our most urgent need industrially at the moment is a place to put industry that would like to establish operations in our area. That is what the Duwamish Industrial Development District will provide. The story of that development is detailed elsewhere in this issue of Gateway.

### **Irene McMahon, "The Duwamish: River With Crooked Past . . . To Go Straight In The Future," *Highline Times (Burien, WA)*, Oct. 3, 1957.**

108 years ago, John Holgate paddled down the Duwamish—since then the area's history involves Indian war, flooding, fire, dredging, filling and industry.<sup>4</sup>

During the compilation of this issue of Gateway, the editors had access to a small book entitled, "Duwamish Diary," written and published in 1949 by students of Cleveland high school. Since the history of the Duwamish River is of great interest at this time, Gateway presents, as a public service, the following excerpts from the diary:

"There was a time long, long ago when the Duwamish was but a tiny stream, trickling westward from the Cascades. It grew slowly at first, but eventually joined the Black, Green and White rivers. After long years, they separated and went different ways.

"As the river became a more important waterway it was given a name. Many legends have grown up over the name . . . and one of the most popular theories is that it was named after the wife of Chief Sealth, whose tribe was called Duwamish. Another version maintains that Duwamish is a colloquialism of an Indian word meaning many colored . . . still another is that Duwamish means River-Inside-The-Bay. One more story is that the word is an adaptation of the Indian word mish, which means river or river people. It is also said that the correct spelling is Dewampsh, and this statement is based on the theory that the river was named after a tribe of Indians by that name.

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<sup>4</sup> Another pull-quote-style thesis statement, included just below the title to communicate the main argument of the article.

“In any event, whatever the origin of the name, the river was to become a vital factor in the lives of the early settlers. They depended on it for their drinking water, for water to wash their clothes and water to keep their gardens green. Lumbering and farming were two principal industries of the river settlements and many a log and many a boatload of farm products have been carried down stream to Seattle.”

### **First Settlers**

John Holgate was the name of the first man to stake a claim on the shores of the Duwamish. He was only 19 when he first traveled up the river in a canoe paddled by two Indians. He staked out his donation claim on the prairie where Georgetown is now located, but did not file the location and so lost it to another early settler named Luther Collins. It was Collins who persuaded more of his friends to settle in the valley, among them Henry Van Asselt, Joseph Maple and Samuel Maple who chose claims in 1851.

### **Indian Wars**

During the Indian Wars of 1855, a blockhouse was built for the protection of settlers on land donated by Luther Collins.

“The object of this fort, sometimes referred to as Fort Duwamish, was to prevent the Indians from coming down the river in a large force. Several families lived in the blockhouse with the volunteers, and scouts constantly prospected the woods in all directions . . . but not much was accomplished in the way of discovering their movements.

“On the 25th of January, 1856, the volunteers were disbanded and returned home and on the following day the Indians attacked the settlement. (The first casualty in this attack was Milton Holgate, brother of John Holgate, then living on Beacon Hill.)

“The Battle of Seattle lasted a week before Chief Leschi was forced to retreat but as he went back upstream into the mountains the sky grew dark with smoke that consumed everything that represented the white man. . . . Never again did the waters of the Duwamish run red with the violent protest of the Indians as their pale-faced neighbors overran the land.”

### **Transportation**

“In the 1870’s there were a number of little steamships running on the waterway and the Duwamish was the connecting link between the White River and Puget Sound. It was a four-day trip from Seattle to the present-day location of the Briscoe school. However, in 1885 when the railroad neared completion, the death knell was sounded for these flat bottomed ships and by 1886 the steamers had practically stopped [running<sup>5</sup>] on the river.

“A good deal of experimenting was going on with transportation of various kinds about this time for it was one of the big problems of this growing section. Two stages a day with a four-horse team made the trip from Georgetown to Seattle. When the street cars were first used in 1882, they were open coaches which ran on trestles over the tide flats.”

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<sup>5</sup> Original print obscured. “running” may not have been the original word, but it is likely it was based upon remaining marks, indentation, and context.

Through the years industries, schools and churches grew up along the shores of the Duwamish and new roads and bridges enabled residents to travel back and forth with ease between Georgetown, South Seattle and South Park. While these improvements were taking place, it became apparent that the tendency of the Duwamish to flood and wander was slowing the progress of the Northwest for it was needed as an efficient waterway by which ocean-going liners might come into Seattle. The industries along the river could not expand unless there was an adequate industrial stream but the conversion did not come quickly.

### **The Straightening**

“. . . In 1890 the talk about straightening the Duwamish received some action and the State Legislature created a board to lay land off into blocks and lots in the entire valley for the State Land Commission to sell. This job was given to Martineas Strixrood.

“Strixrood designed a plan for widening and deepening which was almost identical with the plans used on European rivers. His idea was to make provision for recesses which would lessen congestion on the main waterway and in case of flood would provide additional places for extra water to run.

“In 1904 and 1908, Mr. R. H. Thomson, Seattle’s first engineer, went to Europe to observe methods used to straighten rivers and in 1909 the legislature gave its permission for the Duwamish Waterway Commission to begin plans for dredging.

“The plan was to shorten thirteen and a half miles to four and a half miles; fill in oxbows and surrounding tide flats and direct the waterflow into a channel so deep ocean liners could navigate it.

“Actual dredging began October 14, 1913, and from then on it was pushed rapidly. The commission made the excavation pay for itself through the sale of earth to be used for filling purposes . . . the original contract allowed for the excavation of 7,400,000 cubic yards of earth at five and four-tenths cents per cubic yard. The estimated cost of the waterway was \$1,400,000.

“The filling in of the land where the river had been and of the adjoining tide flats was of vital importance to Seattle’s development at this time for the city’s greatest industrial need was to have cheap industrial sites that had shipping facilities.

“In 1917, a petition for further improvement was approved but it had to be tested in court and the improvements were not put into operation until 1920 when the channel was deepened to thirty feet at mean low tide.”

### **Industrial Development**

“During the last 20 years the fill has seen remarkable changes. Many of Seattle’s most prosperous industries are built where the river used to flow. The Boeing Airport is located on the site of early meanderings and the Boeing manufacturing plant is built along new banks. Three drawbridges are on the main waterway and daily thousands of Seattle’s citizens cross the channel.



“With the coming of World War II, many changes took place in the districts along the banks and more people had employment there than any place in the state. People came from all over the country to work in the industrial plants on the river banks.

“Then, too, the South District has more than filled-in tide flats, it has easily accessible and natural transportation. Railways, highways, airways, waterways, all are located here and the farthest is but a few minutes’ time from any of the Duwamish industrial plants.

The Duwamish Diary concludes with a prophecy: “Man’s vision has been great in this area. It is said the waterway is to be continued the 30 miles to Tacoma . . . but whatever happens, a Greater Seattle will develop as the Duwamish develops.”

**Irene McMahon, “Light Industry—Some Are Here—Already!”, *Highline Times* (Burien, WA), Oct. 3, 1957.**

Container Corporation of America is typical of type of industry the Port is encouraging to settle on the hills of the Duwamish.<sup>6</sup>

An exciting example of the good things in store for the transformed Duwamish Valley is the modern industrial plant recently erected near Renton Junction by Container Corporation of America. Typical of the new industries expected to settle in the industrial development planned by the Port of Seattle, Container Corporation’s new building is a charming combination of color and design surrounding by evergreen plantings and velvet lawns.

Color and design have long formed the basis for the success of this company, and by the expert use of these tools, C.C.A. has become a leader in the manufacture of folding cardboard cartons. An extension of their ability in this field is this plant designed by C.C.A. to house the folding carton division. Architecturally styled so that it is harmoniously wedded to the slopes of the valley, the exterior of the building is composed of vast areas of glass and brilliantly tinted geometric squares. Blues, corals, greys and yellows entrance the eye as the building is viewed from smoothly surfaced drives and parking lots.

Color and design enliven the interior, too, from the cheerful charcoal, orange and blue arrangement of the waiting room to the airy open spaces of the office area. Here it becomes apparent that the company has gone to a great deal of trouble and expense to provide pleasant working conditions for their employees. Office workers, for instance, enjoy their own coffee and lunch room thoughtfully furnished with stove, tables and comfortable chairs.

On warmer days, an umbrella shaded patio provides an inviting spot for a truly relaxing lunch hour.

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<sup>6</sup> Another pull-quote-style thesis statement to the article, positioned just below the headline.

The factory workers have their own colorful lunch room and patio separated from the plant by sound-proof doors. There, in a tranquil setting, they can enjoy lunches prepared by automatic food vending machines which literally dispense everything from soup to nuts.

Fresh air conditioning, showers and lockers for all workers add up to an impressive total of employee benefits provided by CCA.

In the factory area, itself, everything possible has been done to make those hours on the job more enjoyable. The factory is spacious, clean and well lighted and the machinery is of the most up-to-date type. Although C.C.A. employs a crew of 150 at this plant, it's amazing to see the amount of work that's done by those modern machines.

After the artists complete their work in the design and ink laboratory, huge color presses flip big sheets of blank cardboard up, around, down and under until they flap out the end printed red and yellow for eight pounds of Darigold butter, or are covered with the bright little dots identifying the Scotkins package.

A drying period follows, then a gigantic cutting machine takes over and separates the cartons. When they are stripped of their waste material, the cartons are finished by a fantastic machine that folds and glues, readying them for products ranging in variety from frozen foods to cans of beer.

These machines are in operation from 16 to 24 hours a day, turning out cartons in quantities averaging up to 90,000 an hour.

Container Corporation even utilizes a mechanical janitor that slurps up all the waste cardboard into pipes, deposits it in a pit and bales it for reprocessing at paper mills.

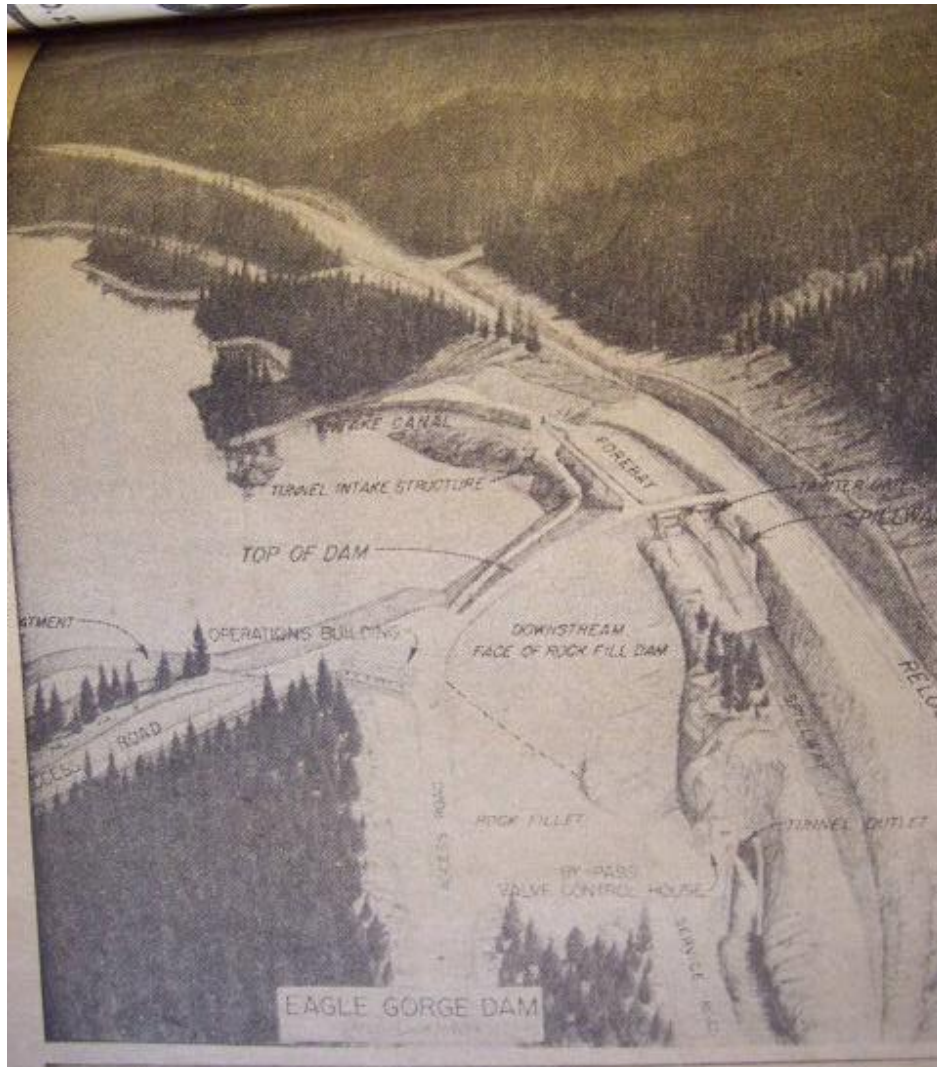
The Renton plant is one of 53 operated by Container Corporation of America in the United States, South America, Germany and India, and it supplies folding cardboard cartons for customers in Washington, Oregon, Idaho, Utah and Montana.

An organization of young, forward-looking people, C.C.A. prides itself on being the first company to realize the potential of the Duwamish Valley for manufacturing sites. Many months were spent searching for a suitable spot to build before choosing the location on South 143rd St.

After the folding division of the company outgrew its quarters on Marginal Way, the biggest problem was to find land with railroad facilities in the south end, where most CCA employees live. The company also needed plenty of room for future expansion.

Container Corporation decided that the peaceful acres of land near the Duwamish would be ideally suited for manufacturing, and the new plant was completed in May of this year. A railroad spur has been built into the plant, and now, with the factory running smoothly, C.C.A. is free to turn its attention to new fields of creativity in color . . . and design.

**“Stop The Flooding,” *Highline Times* (Burien, WA), Oct. 3, 1957.**



**Figure 6:** (Above) Eagle Gorge Dam conceptual sketch included with original article.

Eagle Gorge Dam Is Key to Industrial Expansion of the Duwamish and Valley Areas

Special From Corps of Engineers

Vitaly important to the successful completion of the Duwamish Development (described in this issue of Gateway) is the Eagle Gorge Dam, the flood control project under construction on the Green River by the U. S. Army Engineer District, Seattle. The Eagle Gorge Dam site is located southwest of Kanaskat on the upper Green River.



Primary purpose of the dam is prevention of flood damage which is inclined to occur in the winter months in the Green River Valley, south and southeast of Seattle. Under existing conditions and the present state of valley development, damages from a repetition of severe previous floods would be \$1,000,000 or more from a single flood. On a long-term, average basis, the benefits estimated from prevention of damage to existing crop land, improvements and facilities in the valley would amount to nearly \$666,000 annually.

Because of these same flood conditions in the Green River-Duwamish valley, industrial expansion has been confined to the south Seattle district bordering the improved portion of the Duwamish. Since the valley is the natural area for such expansion, the dam will offer significant benefits to the Duwamish development in the form of regulated flows and flood protection to the industrial area. It is estimated that these benefits to industry will total \$318,000 annually.

Additional benefits, not involved with flood control, also are expected from Eagle Gorge Dam. These benefits can result from the method of reservoir operation and involve increased water supplies for fisheries, irrigation and municipal uses.

Preliminary examination and surveys for this project started in 1936 and adoption of Eagle Gorge Dam as a federal project by Congress took place in May of 1950. Advance planning work was continued by the U. S. Army Engineer District, Seattle, until July of 1955 when congress and the president made available the initial federal construction appropriation of one million dollars for 1955. The state contribution of \$1,500,000 and King County's \$500,000 participation were presented to the federal government in August of 1955.

The construction of the dam was originally scheduled to start last spring with a completion date of June, 1960; just 24 months before the first Duwamish industrial tracts would become available.

Before the dam could be constructed, however, approximately 14 miles of railroad relocation had to be done and the work was started in January of 1956 and will be completed in the autumn of 1958. This work consists generally of cuts and fills and preparing the new road bed (in addition to constructing three bridges, one over Charley creek and two over Green river).

Start of construction of Eagle Gorge Dam is now being delayed because the Seattle District of Army Engineers has rejected all bids as being excessively high and rebidding is being held in abeyance until the district receives instructions from its Washington, D.C., headquarters regarding the amount of funds to be available as a result of Presidential budgetary limitations.

Although the dam's construction schedule is having to be revised, the project's completion, viewed in a very realistic light, will not hamper the Duwamish development being planned by Seattle and other local interests, according to Colonel R. J. B. Page, the Army's Seattle District Engineer.

***“Gateway—Answers Your Questions,” Highline Times (Burien, WA), Oct. 3, 1957.***



**Figure 7:** (Above) Graphics originally included with question and answer article, depicting a town hall.

**Q: How can I determine if my property is located within the Duwamish Industrial Development District?**

**A:** If your property lies within the following general boundaries, it is expected that it will be a part of the development. General boundaries of the construction district include all flat land in the valley between Renton Junction and the head of navigation near the new Boeing Developmental Center and between the main railroad serving Seattle and Highway 5M, with the exception of a large portion of Allentown which will be by-passed. Also within the District is the area south of Renton Junction to South 180th Street between the railroads serving Seattle and 57th Avenue South.

In the near future, the Port of Seattle will establish a field office in the area where detailed plans will be available to all interested persons.

**Q: How will I be paid for my property?**

**A:** Your property, along with others, will be appraised by competent appraisers. Following the appraisal, the Port of Seattle will enter into negotiation with you for purchase of your property at the value established by appraisal.

**Q: Must I accept the Port of Seattle's offer to purchase my property?**

**A:** No, not necessarily. The Port of Seattle Commission is authorized to acquire property for industrial purposes, either through purchase by negotiation or by condemnation. Condemnation will be used only in the event that the Port is unable to negotiate for the property involved. Under condemnation, the courts will determine the true value of the property in the prescribed legal manner.

For your information, acquisition of land by the Port of Seattle for purposes at Seattle-Tacoma International Airport involved only five condemnation proceedings out of more than 300 individual properties involved.

**Q: Will I be permitted to remain in my home after the purchase of my property is completed by the Port of Seattle?**

**A:** Properties being acquired by the Port are for the purpose of developing an industrial district and—out of necessity—large areas must be acquired well in advance of construction needs. However, no owner will be requested to vacate his property without proper notice after acquisition by the Port. In some instances it may be possible for an owner to remain on the premises on a predetermined month-to-month rental basis, if the particular piece of property is not needed immediately for construction purposes.

**Q: Is the Port of Seattle in a position to control the selection of industry for this program?**

**A:** Yes, a rigid control will be maintained from the standpoint of objectionable odors, air and water pollution, noise abatement, crowded industrial plants, etc. The present plan is to develop an Industrial Park with adequate parking facilities and an easy method of traffic flow. Particular attention will be paid to avoid any pollution of the waterway which might otherwise interfere with fishing or other recreational activities.

**Q: I am now a property owner in the district to be developed. I know already that my property will be acquired eventually. What should I do about it now?**

**A:** The Port of Seattle emphasizes that you should continue normal living. Proceed to plant and harvest your crops. In all probability, if you live up-river, it will be some time before your property will be acquired. Advance notice will be given to newspapers and other communications media by the Port of Seattle Commission so that everyone may be apprised of important news, insofar as is possible. The development of this area is an immense undertaking and will require considerable time. It is the policy of the Port of Seattle Commission to work as close as possible with its neighbors so that this project can be developed along orderly and constructive lines.

**“King County’s Trump Card: The Duwamish Industrial District is Attracting Industry,” *Highline Times* (Burien, WA), Oct. 3, 1957.**

Industry is on the move in America. And more and more firms are looking to the Northwest for new plant sites. Many want to serve our growing market . . . others want to take advantage of our abundant natural resources.

But too often the one missing element has been NO SUITABLE INDUSTRIAL SITES! Needed payrolls are lost each year to other Pacific Coast cities.

Community leaders agree, developing industrial sites is our area’s greatest single need in attracting new industry. The Port of Seattle’s Duwamish Industrial District is the community’s answer. It will provide industry with:

- 1 Large tracts** so essential for today’s spread out manufacturing plants. Tract sizes will be tailored to the needs of each industry.
- 2 Utilities** completely installed . . . gas, water, electricity available at each site.
- 3 Transportation by land, sea, air.** Transcontinental railroads will serve the District. Ocean-going vessels can move up the new channel to the present Renton Junction with barge traffic above this.
- 4 A planned development** with highest standards of zoning and landscaping to provide attractive surroundings.

Other important area-wide factors will help us attract new industry:

- 5 Living conditions.** The Northwest offers the finest living conditions in the nation—boating, skiing, fishing, camping. Here is the most wholesome family living in America. This is an important factor in attracting new industry.
- 6 A growing market.** Already there are about 5 million people in the Pacific Northwest states. Our population has increased by more than half in the last 15 years and will continue to increase

at about this rate. As we grow it becomes more advantageous for industries to develop manufacturing plants to serve the area. Growth itself is a basis for further growth.

**7 Utilities.** Electric power is low in cost and our utilities are pledged to meet all needs for future industrial growth. Water is cheap, abundant and of excellent quality. In many parts of the nation water is becoming a critical problem for many industries. We now have natural gas available and new oil refineries served by Canadian pipelines are being built in the Puget Sound Region.

**8 Water transportation.** Adequate port facilities give us the opportunity for world trade; proximity to Alaska and the Orient via the great circle route place us in a favorable competitive position to serve these areas.

**9 Mature labor-management relations.** A high degree of unionization and low work stoppages argue that Seattle has moved beyond the stage of industrial unrest which besets many other communities.

**10 Tax structure.** Although certain specific taxes are discouraging to industry, the general tax structure of the state—with no corporate income tax, limited property tax, and major dependence on a sales tax—is generally favorable to industrial growth. The total tax burden is about average in relation to income.

**11 Potential human resources.** The labor pool attracted here by Boeing is itself a potential attraction for other industries. The institutions of higher learning are potentially an attraction as a source of trained technical personnel.

(Note: Points 8 thru 11 are quoted direct from the official report of Mayor Clinton's Special Committee on Industrial Development, February, 1957).

#### **Sites the Key**

However important these factors are, major industry will not—cannot—come to our area in substantial number until adequate sites are available.

The Duwamish Industrial District is indeed King County's "trump card" for industrial growth, assuring job opportunities here at home for our children.

**Carl Rochet, "They're Planting A New Crop," *Highline Times (Burien, WA)*, Oct. 3, 1957.**

Oldtimer Fred Nelsen has seen them all—from hop fields to a race track. The next plants will be the industrial type.

From hops fields to industrial plants; from an ocean-like expanse of flood water to fertile rolling fields; from a few isolated farm houses to Longacres race track and landscaped country homes—these are the changes seen by Fred Nelsen, oldest resident of the area, which will be so vitally affected by the huge Duwamish industrial development, planned by the Port of Seattle.

Sixty years ago, Nelsen, a young man of almost 20, came from Karbeck, Denmark, to the Pacific Northwest and found employment on the land where he now lives. The farm was owned then by Ringstorf, a Seattle shoe dealer, and he was glad to hire the hard-working young Danish emigrant at \$15 a month and board. Later he was raised to \$25 and by 1900 he had purchased the farm. In 1902 Nelsen built a barn and went into the dairy business.

The big white house which has been a landmark for more than 50 years in that part of the Duwamish valley, was built soon after. Here the Nelsens lived and raised six daughters and one son. They still own 35 acres and still live in the same house, tall and dignified with age, and surrounded by a beautifully-kept yard and many flower beds.

"A wonderful thing for our end of King county," commented Nelsen, as he looked at the sketch, showing the boundaries of the \$30 million Duwamish Industrial District. "In the time I've lived here, there have been a lot of changes and now there'll be more. The valley should take a jump right ahead."

He pointed out the double horse shoe bend made by the Duwamish river, practically in his yard, and said that for years the residents had been trying to have this taken out.

The highest flood in the area which Nelsen could remember occurred about 1911-12, he said. The entire valley looked like an endless ocean. There were two inches of water on the living room floor and the Nelsen family kept a rowboat tied to the front porch so they would be able to reach the old county road where the water was level with the road bed. Cut stove wood floated around the house. When the family needed wood, they opened a window and picked the wood from the water.

Now with the new Eagle Gorge dam planned for completion in June, 1960, Nelsen feels the day of floods is definitely past. The 22,000 acres between Renton Junction and Auburn can be opened for development with no worry that an unexpected flood will wipe out homes and investments.

In early days Renton Junction was seven miles from Renton by road, according to Nelsen. The residents went two miles to Orillia, then up Springbrook Road to Talbot Hill and down the old Benson road to Renton. The only quick way was to walk two miles down the railroad track or, of course, to paddle a canoe down the old Black river.

The Black river, which flowed out of Lake Washington about where the present Renton High School now stands, came behind Earlington golf course and emptied into the Duwamish about half a mile from the Nelsen home. The stream usually was not large enough for anything except a canoe. Many early travelers mention using the Black as a means of travel between the lake and Puget Sound.

Last year enjoyed his third trip back to Denmark and though his birthdays now number 86, he promises himself to go again. With his seven children, 13 grandchildren and three great-grandchildren, most of whom live in the valley, the Nelsen family will be represented for a long time to come.

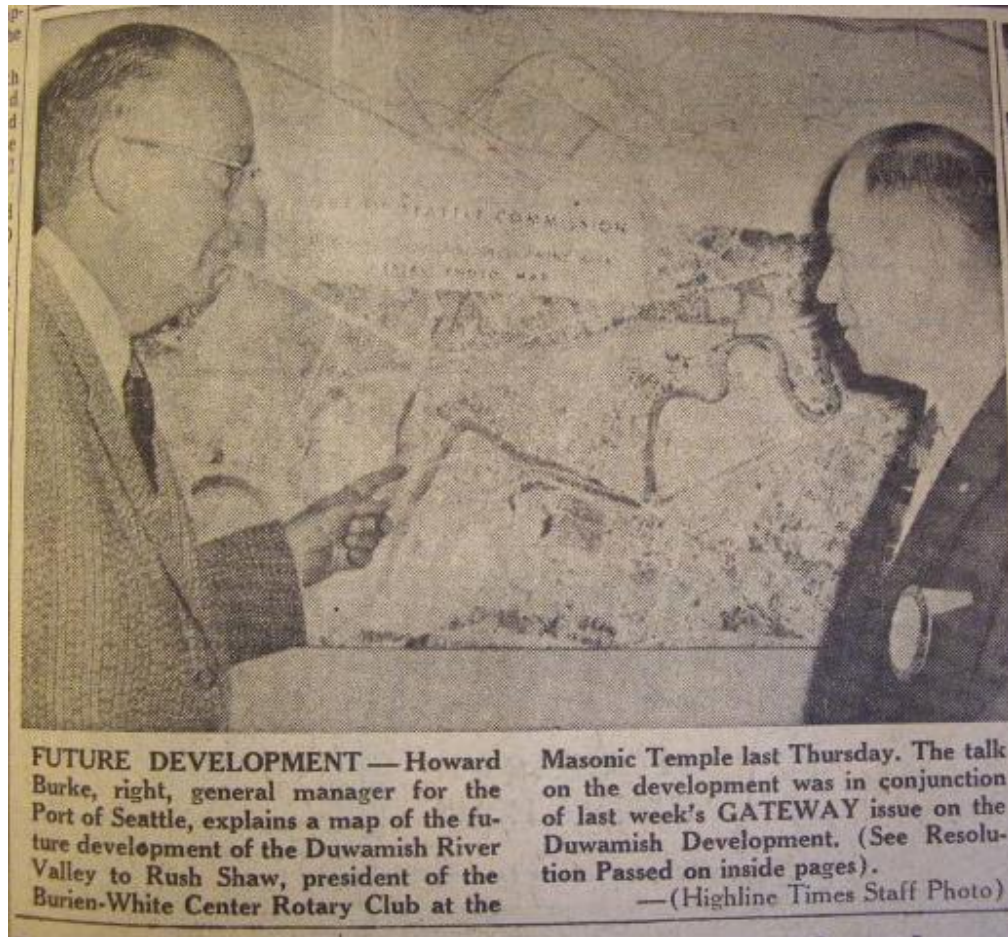


Figure 8: (Above) Photo published in Oct. 10, 1957 edition of *The Highline Times*.



## Andover and the Duwamish Project

The Duwamish Plan was approved in the summer of 1967, but at roughly the same time, the largest portion of land—present-day South Center—was annexed by the city of Tukwila as part of what was known as the “Andover Tract.” The land parcel got this name due to the Andover Company that had purchased the land and intended to turn most of it into industrial land. It was in November of 1957 that this information all came out, and the Andover controversy was born.

In the midst of the information that came out in October-November of '57, it was discovered that the Southcenter Corporation, formed by the owners of Northgate and others, had their eyes on three different sites for their south-end mall. Eventually, it was revealed that they had purchased part of the contested Andover land from the Andover Company. Tukwila citizens, the Tukwila City Council, the Port of Seattle, and the Army Engineers all met together in the following weeks to come to an agreement, but could not do so on their own. The resulting court case made its way to the State Court.

*Hogue v. Port of Seattle* decided the fate of the Andover tract, Southcenter, and the Duwamish. The court ruled against the Port of Seattle, deciding largely on the legality of the land purchases made by the Port for the purposes of its project. The court ruling stated that due to its intention of purchasing the land to make improvements to it and then sell it again, the Port of Seattle could not act in this way. In order to purchase land from private citizens and companies, the Port of Seattle and other governing bodies could only do so in order to create publicly accessible infrastructure. Since the land was intended to go to the use of private businesses, this made the purchase of the land along the Duwamish—and the seizure of the Andover tract—contradictory to the Washington State Constitution, and therefore was ruled illegal. While the details of the court case and its final decision are not disclosed within the pages of the *Highline Times*—or anywhere in the Highline Historical Society’s archives—the case’s legal documentation and detailed final decision can be accessed through the Justia law site, listed at the end of this document.



**“Town Of Tukwila Involved In Proposed Duwamish Growth,” *Highline Times* (Burien, WA), Nov. 28, 1957.**

**TUKWILA** — The City of Tukwila became a large factor in the proposed Andover Park industrial development along the Duwamish River Tuesday.

About 50 persons, most of them owners of property in the proposed Duwamish development district, attended a meeting of the Port of Seattle Commission. Problems connected with the development program were aired.

Andover, Inc., represented by White & Bollard, real estate firm, announced recently it planned to develop the Andover Park area, which is in the Duwamish development program of the Port of Seattle.

Speaking for the Tukwila Planning Commission, John B. Strander, chairman, said that much of the Andover property became annexed to the City [o]f Tukwila.

The portion annexed is bounded by the Green River on the east, So. 180th St. on the south, approximately 53rd Ave. So. on the west and Renton-Three Tree Point Road on the north.

Seattle Port Officials said that the annexation of the property removes the area from the jurisdiction of the King County Planning Commission. The territory falls under the Tukwila Planning Commission.

The question of why Andover, Inc., acquired property in July after the Port of Seattle had set the limits of its proposed industrial development at a public hearing June 20 was asked by Port Commissioner M. J. Weber.

Harold Iverson, sales manager for White & Bollard, said the real estate firm did not know that the port action had been taken.

Iverson said that estimates that Andover Park would be a \$100,000,000 project “are the estimates based on the total development at its completion.”

Several owners of property objected to Port plans to purchase or condemn land in the Duwamish-Green River area, contending that the owners of the property should be the ones who benefited from the increased value which it will have when the area is developed.

Commissioner C. H. Carlander commented that only a governmental body could handle the \$35,000,000 costs needed to straighten the river, purchase property and develop the area.

The commission approved the appointment of appraisers to set a value on other property being acquired by the Port for a clear zone north of Seattle-Tacoma International Airport.

George Treadwell, Port engineer, said the boundaries for the extension have been set but would not be made public until approved by the Civil Aeronautics Administration.

**“Burien Being Considered As Location For Huge Southgate Shopping Center<sup>7</sup>: Northgate-Type Mart Has 3 Possible Sites,” *Highline Times* (Burien, WA), Dec. 12, 1957.**

Burien and two other sites are being considered for a Southgate Shopping Center, a South End Mart similar to the Northgate shopping center.

A corporation, Southcenter Corp., was formed by Rex Allison, chairman of the board of the Bon Marche and a vice president of Allied Stores; James Douglas, president of the Northgate Co., and Wells McCurdy, Douglas’ assistant.

Plans for the center were not definite, but the officials indicated plans would be made in the “immediate future.”

Unofficial sources said that the sites being considered included Burien, the Andover Industrial Park, just west of Renton in the Duwamish-Tukwila area, and another site between Renton and Kent.

The sites are being considered through the White and Bollard Real Estate Company.

Officials said that no decision would be made for two or three weeks.

McCurdy said that the center would resemble Northgate, and all three members of the corporation were instrumental in the construction of Northgate.

Allison said that the firm hopes to begin with at least 100 acres, but that sites as small as 60 acres were being considered.

If the center were located in the Andover Park, it would be a huge step toward the development of the Duwamish Waterway extension project.

Late last month, Andover Corp. announced plans for a \$100,000,000 Industrial Park.

Officials said that more concrete plans would be made public in a couple of weeks.

**“Public Meeting On Industry At Tukwila: Commission Has Plans For Quick Development,” *Highline Times* (Burien, WA), Dec. 12, 1957.**

John B. Strander, chairman, has called a special meeting of the Tukwila Planning Commission at the Tukwila Town Hall, Thursday night at 8 p. m.

The meeting is open to the public.

The purpose of the meeting will be to discuss the new comprehensive town planning which has just been completed by the John Graham company, one of the leading engineering firms in the country.

**“Of particular interest,” Strander told this paper, “Will be the new concept for immediate development of the Duwamish area for new industry.”**

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<sup>7</sup> First portion of headline published in large print across the top of the front page of this edition of *The Highline Times*.

The commission will reveal a new approach in g[r]eeting<sup>8</sup> new industry in the area immediately.

The City of Tukwila now has about four miles of valley land within its city limits.

Thursday night's meeting is the first hearing on the new plan.

The proposal will be heard by the public, then considered by the town council for adoption at a later date.

Strander urged a huge turnout of local residents as well as residents of Tukwila.

### **“Port Needs Andover Property To Develop Duwamish Valley—According to Engineer,” *Highline Times* (Burien, WA), Dec. 12, 1957.**

The 550 acres recently acquired by Andover, Inc., is necessary to make the industrial-development project of the Duwamish River Valley “economically feasible” according to George T. Treadwell, chief engineer for the Port of Sattl.<sup>9</sup>

Treadwell and several other officials connected with the planning of the gigantic expansion program, spoke to a group of south end newspapermen at an afternoon luncheon last Friday, at the Seattle-Tacoma airport.

Andover officials announced over a week ago, that that they had acquired 550 acres in the proposed industrial area and that they might expand it to about 800 acres.<sup>10</sup>

If they did, it would only leave 500 acres,<sup>11</sup> Treadwell said.

Treadwell said that on the basis of the Port of Seattle Commission's decision to go ahead with the Duwamish development, it would be necessary for the Port to acquire the property by purchase or by condemnation.

Commissioners C. H. Carlander and M. J. Weber spoke in favor of such activity.

Howard M. Burke, general manager of the Port, said another complication that had set in in the planning of the development was the recent annexation of the Andover property by the town of Tukwila.

The Port's authority to go ahead with the Duwamish development has also been challenged in court.

Officials said the project would cost an estimated nine million dollars, and indicated that there was no assurance of Federal aid.

But the Port also said that they were anxious to “get the show on the road”, and that funds from the general funds budget would be used to get things started.

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<sup>8</sup> Misspelled “geeting” in original source, could either be “greeting” or “getting.”

<sup>9</sup> Typo: “Seattle”.

<sup>10</sup> Typo: “800 acres”.

<sup>11</sup> Typo: “500 acres”.

**“Port Asks For Acquisition Of 800 Acres,” *Highline Times* (Burien, WA), Dec. 12, 1957.**

The Port of Seattle Commission, at their regular meeting Tuesday morning, passed a resolution calling for the acquisition, either by purchase or condemnation, of approximately 800 acres of land south of Renton Junction, located in the Duwamish Industrial District.

Commission members E. H. Savage, M. J. Weber and Clarence H. Carlander authorized the Port counsel to proceed with plans “called for in the original comprehensive scheme” to acquire the land, including the area recently purchased by Andover, Inc.

In addition, the Commission resolution authorized Port General Manager H. M. Burke to select a qualified appraiser to begin work in the area. The appraiser will have full authority to conduct negotiations for acquisition of the land for the Port.

**“Rival Plans for South End Area Heighten Controversy,” *Seattle Times* (Seattle, WA), Dec. 12, 1957.**



**Figure 9: (Above) Printed as part of original article, ran with the following caption:**

**“SOUTHCENTER:** Allied Stores Corp. yesterday made public this sketch of plans for Southcenter, a \$20,000,000 South End shopping center development along the lines of the highly successful Northgate. Southcenter, Inc., an Allied Stores subsidiary, has acquired 150 acres at the junction of 57th Avenue South and Renton-Three Tree Point Road for the development. It will adjoin a traffic interchange planned for the Tacoma-Seattle-Everett Freeway.”

A head-on collision between rival development plans of the Port of Seattle and private business groups apparently will be sparked by the Allied Stores' announcement of its plans for a South End shopping center.

The 160 acres acquired by Southcenter Corp., a subsidiary of Allied, is part of a 550-acre tract acquired by Andover, Inc.

Port commissioners only Tuesday authorized the acquisition of the Andover property "by purchase or condemnation" as part of the port's plan for a 1,300-acre industrial-site development.

This development is estimated to cost \$35,000,000, including the dredging and straightening of the Duwamish River to a turning basin near Renton Junction.

The Port contends the 800 acres south and west of Renton Junction will be needed to help bear the cost of the channel work and other improvements.

The comprehensive plan, calling for the upgrading of the areas involved as "marginal land," was adopted officially after a hearing last June.

The Andover tract, of which the Southcenter area will be part, is in the 800-acre area southwest of Renton Junction.

Rex Allison, vice president of Allied Stores, said in announcing the purchase of the Southcenter site from Andover that all parties interested in the shopping center were "well aware that the area is within the Port of Seattle Industrial Development District."

"This proposed shopping center has no relation to the development of the industrial district," Allison continued. "The law only gives the Port the power to condemn marginal land for industrial development.

"We are sure the Port Commission will agree that this shopping-center site, on which it is proposed to spend \$20,000,000, is not marginal land."

Andover, Inc., apparently will take a similar position as to the 390 acres remaining in that company's name after transferring the 160 acres to Southcenter.

Robert G. Keever, treasurer of White & Bollard, the Seattle realty firm which represented both Andover and Allied in the land acquisition, said representatives of the Port had offered "nothing definite" in the conferences between the rival groups in recent days.

The recent annexation by Tukwila of much of the Andover-Southcenter acreage is another complication in what promises to become an involved legal dispute.

By zoning its newly annexed area as "industrial," Tukwila could raise another question of whether the land is "marginal."

The Port's right to proceed with the industrial-site development already is challenged in a lawsuit pending in Superior Court. The Port won the first round when the court refused to enjoin a 2-mill levy on all King County property.

This tax, to be levied for the first time next year, is expected to provide \$12,000,000 over a six-year period toward meeting the cost of the Port's proposed development.

**“Tukwila Town Council Approves New Comprehensive Zoning Plan,” *Highline Times* (Burien, WA), Dec. 19, 1957.**

TUKWILA—The Town Council of Tukwila approved a comprehensive zoning plan and gave first reading to a zoning ordinance recommended by the Tukwila Planning Commission Monday night.

The ordinance will have its final reading next Monday night and will go into effect if approved then.

**No opposition to the program was expressed last night, although several persons asked questions about certain details.**

The zoning program covers virtually all of the 1,300 acres in the Port of Seattle’s proposed Duwamish development district. By recommending the program, the Tukwila Planning Commission hoped to forestall the development of industries which would be detrimental to the rest of the town.

The comprehensive plan also provides for the 160-acre, \$20,000,000 shopping center which Allied Stores plans to build at 57th Avenue South and the Renton-Three Tree Point Road.

While the comprehensive scheme provides for an industrial park along the Green River and an area for light industries along the Duwamish River below Renton Junction, where the stream changes its name, heavy industries would be prohibited.

For that reason the Seattle Area Industrial Council asked the Tukwila Town Council and Planning Commission to defer action on the zoning plan until conferences could be held between Tukwila and Industrial Council representatives.

No opposition to the plan was announced, however, at either the Planning Commission meeting at which the plan was approved last week or at the Town Council meeting.

**“Duwamish Rivals Appear Headed For Court Battle,” *Highline Times* (Burien, WA), Dec. 26, 1957.**

After a three-hour meeting last Thursday, sponsors of rival plans for development of the Duwamish River Valley failed to reach an agreement.

**The Port of Seattle and Private developers’ programs conflict and appear to be headed for the courts for settlement.**

The Seattle Area Industrial Council chairman Phil A. Strack called the special meeting Thursday.

The Port of Seattle presented its plan for a comprehensive industrial district involving almost 1,300 acres.

Rival plans were discussed by spokesmen for Allied Stores which plans to build a \$20,000,000, 100-acre shopping center; Andover, Inc., which holds about 400 acres for an industrial park development, and the town of Tukwila, which is rezoning those areas to conform with Allied Stores and Andover plans.

Strack said nothing resulted from the meeting and that the parties will meet again in the near future.

**“Editorial . . . What Do We Want: Steady Jobs Or Shopping Center . . .,” *Highline Times* (Burien, WA), Dec. 26, 1957.**

(Ed. Note: The following editorial appeared in the White Center News, December 20, 1957. We agree with these words).

**A week ago, plans were announced for construction of a \$20 million shopping center which would lie south of Tukwila, west of Renton and east of both the Seattle-Tacoma highway and proposed freeway.**

That a giant “Southcenter” would be spotted soon for our fast-growing area was no big news here.

The real shocker was selection of the Southcenter site: smack-dab in the heart of the proposed Duwamish Industrial Development District for heavy industry.

Residents who give papers even the lightest reading may recall that the Duwamish Industrial Development District was formed when concerned city-county civic and business leaders realized that Greater Seattle would be in one heck of a fix if Boeing ever decided to rev up its jets and fly away. Or even cut back another 5,000 employees.

Dependence of a major part of Seattle’s economy (and that means us, too) on Boeing gave rise to formulation of Mayor Gordon Clinton’s “mayor’s advisory council” which in turn, urgently recommended that immediate steps be taken to prepare the Duwamish area for future, and badly-needed, private industry. We’ll get back to the mayor later.

Tapped as the only public body able to do this job of preparation was the Port of Seattle.

Accordingly—and quickly—the last legislature gave the green light on a 20mill levy for the next six years to raise some \$35 million for industrial improvements: i.e. straightening and deepening to 30 feet of the Duwamish River; a turning basin at Renton Junction for ocean-going vessels, and of course, acquisition of approximately 1,350 acres of “agricultural” or “marginal” property for which \$10 million has been allocated.

Around \$100,000 was paid to consulting engineers to draw up a master plan of the area this spring. Finally, the stage was set. Purchase of the Duwamish property was ready to get under way with completion of the development calendared in five years if all went well.

Then suddenly “things” began to happen. First was a suit filed by a Kent farmer to test constitutionality of the 2-mill levy and request a restraining order against the Port forbidding it to proceed<sup>12</sup> with property purchase. The request was denied but the constitutionality of the levy has yet to come before a judge.

Second was the surprise acquisition of 550 acres south of Tukwila in the D.I.D. by unknown owners identified only as “Andover, Inc.” which blared forth plans for a \$100 million industrial park.

Seattle Industrial council voiced futile protests over the purchase on grounds that the Andover acreage was needed as a temporary but necessary dump area for fill dirt from Duwamish dredging.

And while the Port was stewing on what to do, Andover, also unnoticed, annexed to the village of Tukwila.

Sensing something in the wind, the Port announced it planned to purchase the Andover tract anyway, either through condemnation or negotiation. But it was too late.

The axe was already falling on the Industrial Development District with Andover’s “coup de grace”: sale (or was it “sale”) of 160—not to industry as promised—but to a chain of Eastern-interest department stores and present owner of Bon Marche and Northgate: Allied Stores.

Architectural sketches by John Graham of the gigante<sup>13</sup> shopping center dominated pages of the downtown papers.

Slight notice was given to the fact that Graham was also architect of tiny Tukwila’s “comprehensive plan” (including proposed rezoning from agricultural to light-industrial and commercial for Andover). The “plan” (was it truly Tukwila’s?) was passed on first reading by the town’s planning commission, despite attempts made by industrial enthusiasts to delay such action.

Why? Rezoning of the Andover tract meant simply a likely rise in the assessed value of the property.

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<sup>12</sup> Typo, “proceed”.

<sup>13</sup> Typo, “gigantic”.



Now appearing as if it could be going down for the last time, the Port insists that unless Andover and Allied sell for a “reasonable price,” hopes for the South End’s industrial future—and steady employment—will go down with the Port.

We’re personally inclined to think that the Port—and our future—is going to come out on the short end of the stick. The Port certainly isn’t hopeful.

And if so, who’s to blame?

Lack of information and editorial support for industrial development of late has been noticeably lacking in the downtown dailies—explainable, we suppose, by the fact that Allied Stores is an advertising account to be pampered—not pestered.

That the Times’ and P-I’s future bread-and-butter can only be assured by a stable economy from steady employment born out of added industry seems to concern them not.

But the most flagrant piece of back-turning and buck-passing has come from the office of Mayor Clinton himself; you remember him, the fellow who received all the credit for starting the industrial-development ball rolling in the first place with his far-seeing Mayor’s Advisory Council.

Ever since the Andover transaction and the Allied Stores deal, it has not behooved the good mayor to back up his advisory council, much less the Port, with on teensy word. Why, why, why, when his city’s economic future depends on this development?

Is it possible that certain interests are going to try and squeeze every penny they can out of the Port by upgrading, via rezoning, the Duwamish property. Those pennies, remember, are coming out of our pockets.

On the other hand, if the Port decides to drop the whole thing rather than play the “game,” it means \$100,000 of our money, yours and mine, has gone for naught.

Any way you look at it, a bunch of people, intentionally or not, are selling the Duwamish right down its own river.

### **“Tukwila Planning Commission Makes Statements On Its Stand,” *Highline Times* (Burien, WA), Jan. 9, 1958.**

In order to better inform the citizens of Western Washington the Tukwila Planning Commission today issued the following statement:

Tukwila has, during the past few months, become the center of a great deal of interest. Some of this interest, unfortunately, has arisen through erroneous rumors and misunderstanding. The people of Tukwila have always been happy when a neighbor community takes a step forward, and we know in our hearts that they likewise wish us well. We have always in the past, and we do once again today, extend our open hand in friendship. We feel that anything which helps any single community in turn helps all communities.

Now about our comprehensive plan. The State Legislature as far back as 1935 noted the extreme value of comprehensive planning for towns and cities. Their action in passing what is called "Chapter 44" of that session gave municipalities such as Renton, Kent, Seattle, and even Tukwila the right and duty to create a master physical plan to implement orderly and healthful growth. Some time ago the Tukwila Town Council engaged the internationally-known firm of John Graham & Co. to prepare such a comprehensive plan for our town.

That plan has now been completed, and it, along with a proper zoning ordinance, has been adopted by the Town Council. Our industrial zones allow for the building of industrial installation such as the Boeing Development Center, the Container Corporation, and many, many other kinds of large factories. Numerous other Washington towns and cities have done exactly the same thing—without arousing any feelings from near and distant communities.

The Port of Seattle has a plan for their proposed development of a Duwamish waterway to extend as far south as 180th Street So. A portion of the Tukwila comprehensive plan overlaps into areas which may be developed by the Port. It has always been the desire of Tukwila to cooperate fully with all interested agencies, including not only the Port of Seattle but the U. S. Army Engineers and any other branches of government as well. Tukwila has done nothing to stop or hinder in any way the Port of Seattle's powers of condemnation. We know that we are in perfect harmony with the Port because of a statement made last Nov. 11th by Port Commissioner E. H. Savage to the effect that he thinks the proposed private industrial development is "a good thing."

The Tukwila plan does not show the new channel because the U. S. Army Engineers have not yet determined whether the project is worthwhile, and so we have been forced to provide an alternate solution.

The important thing to remember in comparing any plans is that implements such as highways, bridges, waterways, and zoning recommendations are all means to an end and must not be considered goals in themselves. It has sometimes been erroneously stated that the straightening of the Duwamish River is the goal of the Port of Seattle. This is an example of faulty logic. The true goal of any plan should be to improve the standard of living and the happiness of the American people. Any public servant who does not base his actions on this premise is defaulting his duty.

A physical plan, such as Tukwila's and the Port's, can only raise the standard of living of our citizens through allowing for the creation of wealth. Wealth in this instance means payrolls plus gross products and services. We in Tukwila are convinced that our plan will allow for the creation of just as much wealth per acre as does the Port of Seattle's plan. No one has been able to show us impartial figures which will deny this premise.

Assuming then that the two plans are equal in their final benefit to the American people, how, then, is Tukwila's plan better? We believe it better for the following reasons:

1—Tukwila’s plan is presently complete, while the Port of Seattle’s plan is still just a “proposed” plan.

2—Tukwila’s plan will allow the orderly industrial development of the area without the construction of a wa[t]erway at an expense to the taxpayers of King County of many millions of dollars.

3—Tukwila’s plan keeps all of the land on the tax rolls. This makes for a great potential annual tax revenue to the state, county, municipal and school taxing districts, which would otherwise be lost.

4—Tukwila’s plan is more complete in that it covers the residential sections of the town as well as the other areas. The Port of Seattle’s plan was no[t] accep[t]able [t]o the citizens of Tukwila because it entirely ignored our residential district.

5—Tukwila’s plan guarantees the preservation of the countless beautiful homes of the Highline, McMicken, Lakeridge, and Tukwila areas through intelligent and sound zoning. Our industrial zoning makes it mandatory that only “good neighbor” industries locate within this congested area. We plan to keep out any factories which would foul the air or the water or create intolerable noise conditions.

6—Tukwila’s plan allows the present owners of industrial property to negotiate directly with [t]he developers. There is no threat of condemnation. Those people who have lived here and fought the river and cleared the land will have a fair chance to derive whatever profit is rightfully theirs.

**“South End Industrialization Depends On The Future Of The Duwamish River,”**  
*Highline Times (Burien, WA), Mar. 6, 1958.*

Gateway Crystal Ball Foresees Legal Obstacles Slowing Current Port Timetables.

—Special To Gateway—

In a special press release to Gateway Magazine, Port of Seattle officials announced this week that progress on the Duwamish Industrial Development has been slowed to a standstill by several legal roadblocks.

The biggest problem facing the Port Commission at the moment is a court case concerning the validity of the two-mill tax which would raise the money to pay for the project. Attorneys state it might take from three to six months for the courts to decide whether the law under which the port is operating is constitutional. Until this taxpayers’ suit is settled, the commission does not want to spend any funds on the development.

Then there's the new zoning laws against heavy industry enacted by Tukwila, as well as the additional problem of the large block of property held by Andover, Inc. Andover has indicated a willingness to sell to the Port, at cost, all of their holdings in the Duwamish area. As for Tukwila, the commission has tried to meet with the city fathers in an attempt to reconcile their differences but nothing concrete has been achieved as yet.

Before the physical development can commence, the tax returns and the property itself must be available to the Port, and assuming that the courts approve the industrial development law, it might follow that special legislation would have to be passed by the state before the Port of Seattle could continue with the Duwamish project, and such legislation would take even more time.

Naturally, the commission realizes that the acquisition of land and the digging of a new river channel will discommode a lot of people just as a lot of people are inconvenienced by the construction of a freeway.

That the majority of King County will benefit from the Duwamish Industrial Expansion was described at great length in the October, 1957 issue of this magazine. At that time the Port of Seattle predicted the very future of the South End could well depend upon the project, for by [1970]<sup>14</sup> the development was expected to provide jobs in new industry for more than 12,000 people, an additional estimated annual payroll in excess of \$55,000,000, stimulation of existing local business and the local economy to benefits totaling approximately \$100,000,000 per year, some \$100,000,000 through private investments in industrial plants and related facilities and annual tax revenues from new private industrial improvements of at least \$1,000,000.

Plans announced in October included the widening and straightening of the Duwamish to handle seagoing cargo vessels, from the present turning basin near the new Boeing Development Center approximately four miles upriver to Renton Junction. From there, a more shallow barge channel will extend up the Duwamish to the vicinity of Orillia.

Using material dredged from the channel as fill, the Port of Seattle will then develop 1,950 acres of property along the waterway. Upon relocation of the railroad, highways and utilities, a net 1,230 acres will become available to answer one of the Seattle area's most critical needs—sites for new industry.

Tremendous impact of this development will be felt outside its boundaries as well as inside. Neighboring communities—White Center, Burien, Des Moines, Boulevard Park, Federal Way—will reap the benefits. The jobs which new industry will provide will bring many people with them—people who will need housing, grocery stores, clothing stores, schools, churches, entertainment and everything else required by all of us who live here now. South King County, growing with Boeing for the past many years, will continue its steady advancement.

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<sup>14</sup> Typo printed in paper as "1870," intended to read "1970."

In addition to being thrown off schedule by the court battle and Tukwila zoning, the Port is also hampered by the knowledge that the Eagle Gorge Dam is not progressing as quickly as had been expected. Vitrally important to Duwamish industrial sites because of its needed flood control, the dam now has a scheduled completion date of 1961, but it is possible that the development will receive some protection from the dam in the winter of 1960.

The Corps of Engineers have slated bid openings for January of next year, with actual work on the dam starting a year from now. Work is continuing on the railroad, power and telephone line relocations and the Northern Pacific Railway should be on their new line by July.

But the Port of Seattle is not concentrating on July, or even on 1961, right now. Before property acquisition or dredging can begin, before the South End can reap the benefits of that additional annual payroll in excess of \$55,000,000, before industrial diversification<sup>15</sup> in King County is fact instead of fancy, the Port must clear away the obstacles being thrown in its path.

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<sup>15</sup> Typo, originally printed "diversificatio".

## **Building Southcenter and Its Neighboring Infrastructure**

All news about the Southcenter Mall went away for a good many years until shortly before ground was broken—timed to line up with the completion of the freeway interchange at 405 and the I-5. In the two years before opening, Tukwila had to handle the flooding of the Duwamish, drainage issues in the general vicinity of the mall, and controversy between the Port and Tukwila attempted to rear its head again when the Port decided to do an “exploratory survey” to see what it would take to deepen and straighten the Duwamish—even without purchasing the land for their previous Duwamish Plan. Tukwila was cooperative in the group participating with the exploratory survey until the council caught wind that the Port of Seattle was involved. Unsettled that they had not been informed of the Port’s involvement, Tukwila decided they would not cooperate with the Port’s plan within the City limits of Tukwila, thus stopping yet another possible plan to change the Duwamish from the south end of Boeing Fields inland.

**“Tukwila Names Kelly To Planning Group,” *Highline Times* (Burien, WA), Jan. 25, 1962.**

Bob Kelly, owner of Bob Kelly TV Sales & Service at 15843 Pacific Highway South, has been elected chairman of the Tukwila Planning Commission. Jim North, head coach at Mt. Si High School, Snoqualamie, is vice chairman; and Helen Nelsen, vice president of the Renton branch of the Peoples National Bank, is secretary.

Tukwila, with its many present and planned developments, presents a full schedule at each of the Commission meetings. Kelly has served as Planning Commission [s]ecretary<sup>16</sup> for many years.

**“Burien Chamber To Hear Shopping Center Architect,” *Highline Times* (Burien, WA), Dec. 2, 1964.**

A representative from the John Graham Co., leading shopping center designers, will speak to the Burien Chamber of Commerce at its monthly general membership meeting on December 8.

The current shopping center trend, with emphasis on developments in the south King County area will be the topic of discussion.

The meeting will begin at noon in the Burien Smorgasbord, located at S. 157th between 1<sup>st</sup> Ave. S. and Ambaum Blvd., across from the Burien Branch of National Bank of Commerce.

The public is invited to attend.

**“Tukwila Annexation Meeting Feb. 16,” *Highline Times* (Burien, WA), Feb. 10, 1965.**

The Tukwila Chamber of Commerce will hold a public information meeting at noon, February 16, in the Chuckwagon (S. 140th and Pacific Highway S.) regarding the proposed annexation of McMicken, Riverton and Duwamish areas to the city of Tukwila.

Areas from the Seattle City Limits (bounded on the west by S. 24th Ave.) to S. 190th are being considered for annexation. The meeting is to discuss the matter and get a feeling from both businesses and residents in the area.

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<sup>16</sup> Typo, originally printed “ecretary”.



**“Tukwila Council Hears Plea For Help In Local Flood Damage,” *Highline Times* (Burien, WA), Mar. 17, 1965.**

All members of the Tukwila City Council were present for the March 15 meeting which convened at 8 o'clock Monday evening in the City Hall. Council members were joined by a small number of citizens who were appealing for help with their individual problems.

An appeal came from Mrs. Ann Mohr who asked for help in restoring and protection of the river bank on her property which was considerably damaged by the February floods.

She was joined in this request by G. L. Cooper, whose property also had felt the impact of the flood waters and yielded, in his opinion, a considerable portion of land. Mrs. Mohr and Cooper explained that since the river course had been changed to accommodate road-building projects in the area flood damage had been more extensive than it would have been otherwise and therefore they feel that they should be entitled to help from some source in restoring and riprapping<sup>17</sup> the banks in a way that would insure as much as possible the prevention of further bank cutting by future floods.

Mayor John B. Strander and members of the Council in their discussion of the matter agreed that flood damage to the property of lowland residents in the area had been catastrophic in their sight, but explained that the City of Tukwila was “helpless” to offer any real assistance. He explained that other citizens from Auburn, through the Kent area and on up to Tukwila, also had suffered the same type of loss to their property, and that their only hope would be in appealing to the county, state or federal government for assistance. Cooper asked that the Council join them in making appeals to the other offices for help and he was assured that if it was possible for the Tukwila councilmen to give such assistance they would do so.

Other business taken up at the Council meeting also showed signs of the city's growing pains. Among these items were the appeals of several other citizens for help with their immediate problems. These included:

A request from Howard Hawley for rezoning of the west half of block 13 of the Hillman City Garden Tract on which he would like to build multiple dwellings. Another citizen, Mrs. Glyden, protested the rezoning of this property. In the discussion that followed Councilman Stan Minkler pointed out that the Planning Commission had studied this area and did not believe that it was feasible to rezone it at the present time. Councilman Arland Radford then spoke and stated that the Planning Commission had in the recent weeks walked over the area of 58th and 59th Avenues in the neighborhood of 144th and had come to the conclusion that possible multiple dwellings might be acceptable on the east side of 59th Pl. but that the crest of the hill formed a natural line for an end of R4 zoning, with only single-family residences allowable on top of the hill. Councilman Baker protested this decision and asked for additional study stating that he felt

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<sup>17</sup> Meaning unknown, possible word, possible typo for “repairing” though, repairing is synonymous with restoring.

that apartment complexes were a part of the change of the way in life on being born and that rezoning of this area would be an asset to the community in the long run. Additional discussion brought the decision that Mrs. Lillian Balk, city clerk, in the name of the Council was to send a letter to the Planning Commission requesting a restudy of the problem and issuing of the formal reply to the Council.

Other citizenry made complaints concerning the junky appearance of property at the southwest corner of 58th Pl. S. and 142nd, and also on S. 180th. They were assured that action was being taken to rectify these situations.

Mayor Strander asked the Council to move that the City Attorney be instructed to formally reject the claims of Mr. and Mrs. David Charlson against the City of Tukwila. The motion was carried by the Council.

Councilman Richard Bowen asked that the Council approve contacting the Washington Survey Bureau and asking for a re-evaluation of the area with regards to improvements made to facilitate fire fighting in the area. This request was granted.

David B. Dehl asked that paving of the LID 5 area be delayed until the ground had time to warm up, explaining that cold rocks in the soil would cause the asphalt-type paving to harden so swiftly that penetration of the soil would not be deep enough to make such paving stable and long lasting.

Considerable time was spent in the discussion of the Tukwila Downs drainage problems and a request from Harstad and Associates representative, David Diehl, that a clear understanding be had concerning their representation of both the City of Tukwila and the private developers of Tukwila Downs. It was evident that the Council did not feel that it was advisable to do any extensive improvement drainage in this area at the present time.

Estimated cost, Mayor Strander said, for adequate drainage including a pumping station and a 30-inch line along the railroad to the river would be about \$140,000. Limitation of the assessed valuation of this property at present is \$55,000. Property owners in the area who have been contacted were not in favor of such improvements at present.

Frank Zepp, General Superintendent of the city, brought to the attention of the Council the plight of a small group of citizens who because of the cutting of 53rd by the Freeway, would now have a 600-foot length of street which the state did not propose to pave. Zepp suggested that the Council make plans to pave this length of 51st<sup>18</sup> Ave. in order to cut down on graveling maintenance problems cause by this situation. It was suggested that Zepp meet with the Street Commission at 6 p.m. Wednesday to make plans for contacting of property owners in the area and resolving this situation.

An exposed sewer line on 144th St. was discussed and problems connected with this matter were considered. Lack of an easement on 59th would prevent moving the sewer line over

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<sup>18</sup> Possible typo or reference to new name of road, 53rd Ave.?

to this natural underground location and amount of soil needed to fill area where sewer is now exposed caused Councilmen to have doubts as to the feasibility of this possibility. No definite action was taken regarding this problem.

A Financial Statement presented by the City Treasurer, Mrs. May Thompson, was approved and all bills presented were approved to be paid by the treasurer. Minutes of the previous meeting were read by Mrs. Lillian Balk, City Clerk, and were approved by the Council.

**Mabel Johnson, “Assessed Valuation \$3,000,000: 1908 Tukwila Mayor Predicts Great Growth—Prophecy Coming True,” *Highline Times* (Burien, WA), Apr. 14, 1965.**

Tukwila now has an assessed valuation of \$3,671,065 according to figures released this week by the City Clerk, Lillian Balk, who had just received them from A. J. Steen, King County Assessor. These figures are indicative of the little city’s growth and fulfillment of a prophecy made nearly 60 years ago, in 1908 when the assessed valuation was \$168,565.

“Much property will be transferred within our borders and in the vicinity industrial activity will be apparent in all directions. We must be ready to grasp whatever opportunities are presented for the assisting of our people.” This could have been a statement by today’s Mayor Strander, but the truth is that it was made by Mayor Joel Shoemaker at the city’s first council meeting in 1908.

Musing over the growth of the city, Mrs. Balk, Mrs. May Thompson, city treasurer, and one of their assistants, Mrs. Don Leahy, a parttime<sup>19</sup> employee, reviewed briefly some of the outstanding events of the city and the way the “wheels of time grind small” in that although the first mayor foresaw a progressive future for his city, it wasn’t until recently that changes have been equal to his prophecy.

It remains for the people of this era to grasp at the opportunities and make the most of them. In the time between the city has seen some times, several in fact, when certain citizens have been discouraged to the place where they have attempted to disincorporate. However there was always a majority large enough who had faith and prevented the tenacious little town from disintegrating.

Both Mrs. Thompson and Mrs. Balk are comparative newcomers to Tukwila. Mrs. Thompson moved there in 1947 with her husband, Roy. He passed away of a heart attack on March 21, 1960.

After he died she went back to school for a short time, but neighbors and friends began urging her to accept an appointment to fill the vacancy in the City Treasurer’s office. This she did. This was 1962.

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<sup>19</sup> Part-time

In<sup>20</sup> March of 1964 she was reelected to the same position. She said, "Little did I know when we moved here that within a few years I would not only be solely responsible for my family's finances but would also be keeping the books for the entire city of Tukwila." She has two daughters, LeAnn, age nine; and Royla, 15.

Mrs. Thompson accepted this position in 1962 when Mrs. Lois Newton retired after 24 years of service to the community. She served not only as treasurer but also as city clerk. Mayor J. P. Walkup had installed her in 1938. This was also the year that the school board offered the city the Tukwila school building as a Town Hall. One hundred dollars changed hands for the building. (With the closing of the old school; children from this area were taken by bus to other schools in the district until the new elementary building was built on S. 149th and 59th S. and pupils once again began attending a Tukwila elementary school in the fall of 1964.

This new building has 12 classrooms, kindergarten through elementary grades. It also has a room devoted to helping handicapped children from the entire South Central District. Eleven pupils are enrolled in this class.)

**An assessed valuation for the City of Tukwila grew from \$160,707 in 1938 to \$2,646,202 in 1962 when Mrs. Newton turned the books over to Mrs. Thompson. The prophecy was coming to pass.**

Opportunity was knocking. The seams of the city were bursting with Freeway crews tearing at her soil and annexation pushing the outlines of her figure first in one direction and then the other. By the time the city celebrated its 50th anniversary in 1958, five new areas had been added to Tukwila.

In 1961 Mayor Charles Baker appointed Mrs. Balk to the role of City Clerk, relieving Mrs. Newton of part of her load. Mrs. Balk came to Tukwila when she and her husband Henry purchased a home just west of the City Hall. Balk is an employee of the Kent Engineering Firm in Kent. They have three sons, Loren, 17; Michael, 15; and Kevin, 10; and a daughter Cathi, seven. Lillian Balk read Tukwila's weekly, *The Hazelnut* (now discontinued), and noticed an advertisement for a City Clerk, she applied and was appointed.

Mrs. Leahy was the "old-timer" in the group discussing Tukwila's progress. Not in the sense of age was she the "oldtimer" but in the sense of residency. She attended school in the building now the City Hall. She had moved to the area in 1929 with her parents and was pre-school age at the time. It was she, who helped compile a resume of the minutes from 1908 to 1958, of the City Council from which the Mayor's prophecy was taken. This was compiled for the Golden Anniversary of the city.

"Time, what will it bring Tukwila? Within a few years it will be the crossroads of Western Washington," Mrs. Leahy mused, and she thought back to the days when the streets were little more than cowpaths.

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<sup>20</sup> Originally printed as typographical error without indent for this paragraph

“Now State Freeway Engineers promise that the two interstate freeways, east-west Number 405 and the north-south No. 5 will intersect within our boundaries and will be completed by 1972.

According to these Engineers this is the only incorporated city west of the Cascades where two major freeways will intersect.

**Mabel Johnson, “Tukwila Council Hears Port Of Seattle Plans For Widening Duwamish—Land ‘Grab’ Discussed,” *Highline Times* (Burien, WA), Apr. 21, 1965.**

Just what are the plans of the Port of Seattle in regard to development of the Duwamish Green River flood and navigation project?

This question was uppermost in the minds of the Tukwila City Council at their April 19 meeting as they entered into a lengthy discussion of the matter with their guests from the Port Commission and the Army Engineers Corps.

The recently-announced \$50,000 study of the Duwamish by the Port of Seattle aroused the suspicions of the Tukwila Councilmen and had brought a public statement from Mayor Strander that the City of Tukwila’s past experience with the Port of Seattle in the 1950’s with regard to an attempted “grab” for industrial lands was not wanted again.

Fred B. Crawford, Richard D. Mohn and A. Toshioka representing the Port Commission and W. Edens of the U.S. Army Engineers were present at the Tukwila meeting attempting to end the suspicions of the Tukwila Council.

**Crawford reassured Mayor Strander and the Councilmen that the motives for the proposed \$50,000 study were simply to determine the feasibility of development of the Duwamish into a navigable canal so that it would be useable for barges to carry products of any industries located adjacent to the river to the Seattle ports.**

Crawford continued to urge trust in their plans and said that their study did not include any idea of development of industrial sites by the Port of Seattle but only a determination of the feasibility of making the Duwamish navigable and if there would be a market for such a canal if developed, and what industries might use it.

Tukwila’s representatives were told that they had a major misunderstanding of motives of the Port Commissioners who are concerned that such a study be made immediately before a pumping station is built on the Duwamish for flood control because when such a pumping system is built it will cost an estimated \$3,300,000. If at a later date it should be determined that the Duwamish must be made navigable, this expenditure would simply be “water down the river” as the system of flood control would automatically then be changed to a gravity flow system.

**The gravity flow system which is proposed would cost an additional \$1,500,000 and would require a local sponsor to pick up the tab for this amount. This the Port feels justifies their study of the gravity flow system vs. the pumping station plans.**

Crawford mentioned pleasure craft as well as barges as users of the proposed canal.

He suggested that if the river were navigable additional industries might choose sites in the area and this would bring increased payrolls to the Duwamish Valley. At one time, he commented, Senator Magnuson suggested that the Green River also be dredged on to Tacoma making the entire length of the Valley a potential industrial development.

**A large map showing the mechanics of the proposed dredging of the Duwamish was shown to the Council.**

It was pointed out that for the pumping station flood control system the river would be widened to 100 feet in order to make possible the handling of 17,000 cubic feet of water per second which is expected when the present drainage plan for the valley is completed. For navigation purposes the Duwamish would be widened to 150 feet and the proposed depth would be a -15 foot level instead of a -8 foot depth.

When Crawford indicated that if the more expensive gravity-flow system were built the Port of Seattle might be willing to become the local sponsor. Councilman Minkler asked if they would then be the agent for obtaining a site for the so-called "Spoil" from the dredging operation and if such a site might be within the Tukwila city limits.

Crawford admitted that such might be the case but not necessarily. He also went on to say that they might not be the local sponsor. Tukwila, itself, could be the sponsor or any other private capital could be used to underwrite the project.

Minkler again questioned what would be done with the Spoil and if it possibly might be used to fill the curves of the abandoned riverbed when it would be straightened. Crawford said that possibly at least part of the Spoil might be used in this way.

Again Crawford said that at the present time the Port's only interest is in determining the feasibility of making the Duwamish navigable.

Why the Port of Seattle and the Army Engineers had not taken the Tukwila Council into their confidence two weeks ago was again questioned.

**Then Crawford was asked how soon they anticipated a navigation canal would be constructed if their study proved the plan feasible. He said that once the plan was proposed it would come up before Congress for approval and it was possible that it might become a reality within a three to four-year period.**

Bridge modification was discussed and the Port representative asked Edens of the Army Engineers to corroborate his statement that the two new Freeway bridges over the Duwamish will be high enough to accommodate water traffic but that the steel bridge over Highway 99 would have to be lifted.

Minkler asked what would prevent the Port of Seattle from condemning lands adjacent to the proposed Canal and selling them. Crawford said that while the Port might have the right of Eminent Domain in developing terminal property it would not have the right to use this means for obtaining land for industrial development.

Moorage was also discussed and an additional 500-foot area on the banks of the river now came up for consideration.

Finally the tax millage allotted to the Port of Seattle from State funds was brought up and Crawford explained that two mills goes to capital improvements, one and 6/8 to general obligation bonds, and the final two mills granted for a six-year period were to go for industrial development.

At present the Port is using these funds for purchase of industrial sites between Boeing installations, along the Duwamish, and the Sound. As these sites are sold, money returns to the Port's revolving fund and is again used for purchase of additional sites.

As Crawford sat down, Richard D. Mohn, Executive Assistant at the Port, asked for the floor and sought again to reassure the Tukwila Council that the only reason they had not been informed about plans for the navigation study was that the Port Commissioners were undecided as to whether or not they should underwrite the study.

Mayor Strander asked for any new business and was told by Councilman Radford that the State Highway Department had asked that the City of Tukwila join the Puget Sound Planning Council in a study of area road and transportation plans. This brought on questions on the widening of Interurban Avenue, and a comment was made that Kent Engineers feel that West Valley Highway will be widened from Meeker Street north to Boeing.

Taxicabs in Tukwila again came up for discussion but it was decided that a further study be made to determine what type of ordinance controlling operation of such conveyances should be adopted. It was decided to use Kent and Renton ordinances for patterns.

Questions were also raised concerning the sale of used cars within the City limits of Tukwila. Mayor Strander urged that dealers be allowed only within legal zoned areas.

The May 3 meeting will be an open hearing for interested parties with regard to the Dorothy Boode property which the Tukwila Planning Committee recommended be rezoned from R1 to R4. The Boodes agreed to deed property adjacent to the streets to the City if the property were rezoned.



**“Mayor Objects To Port Interference In Tukwila,” *Highline Times* (Burien, WA), Apr. 21, 1965.**

The recent announcement that the Port of Seattle was about to become involved in the proposed straightening of the Duwamish River within the City of Tukwila has come as a complete surprise to the officials of Tukwila, according to John B. Strander, mayor.

“We have been meeting with the King County Engineers for some time in arriving at a determination as to what Tukwila’s part should be in the overall proposed plan to solve local ponding and surface drainage problems throughout the Green-Duwamish River valley,” said Strander.

“Our decision to advance in unison with the other sponsors was based on a strong feeling of responsibility towards our neighbor cities of Renton, Kent and Auburn as well as help for our own citizens. Water flow in the river, not flooding of land, is Tukwila’s main problem.

“When the present drainage plan is finally implemented throughout the valley the Duwamish River at Tukwila will be required to handle 17,000 cubic feet per second in a channel only large enough for 12,000 cubic feet per second. Obviously something must be done. We felt that Tukwila may have been left to drown unless we joined in and helped see to it that the entire job was done simultaneously. At no time were we informed that the Port of Seattle would be a major contributor to the project,” he stated.

“The City of Tukwila has had experience with the Port of Seattle in the past, and wants no more of it.

“At one time the Port was going to grab all the industrial land in Tukwila, take it off the tax rolls, ‘improve’ it at the taxpayers’ expense, and then get new people to build industries upon it. One of the prime examples of ‘useless land’ described by the Port only a few years ago as a reason for their proposed projects has since been developed by private industry into the magnificent Andover Industrial Park. Industries such as General Electric, Abbott Laboratories, Minnesota Mining, Parke Davis and others have now been located here without the spending of a dime of the taxpayers’ money. In fact they are all paying substantial taxes. Andover was the very first planned industrial park to win a citation from the Seattle<sup>21</sup> Area Industrial Council.

“The citizens of Tukwila elect officials to operate their city and I as Mayor cannot understand why the Port of Seattle officials did not contact us when this matter first came to their attention,” said the mayor. “Based upon previous experience I will not have the Port of Seattle operating or planning within the City of Tukwila.”

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<sup>21</sup> Originally printed as a typo, “Seatlte.”

**Mabel Johnson, "Tukwila To Get Huge Budget Boost Via Increased Tax Revenue," *Highline Times* (Burien, WA), Sept. 22, 1965.**

Tukwila City Fathers rejoiced at the announcement Monday evening by Mayor John Strander that he had received official word from King County Assessor A. J. Steen that Tukwila's assessed valuation for this year exceeds \$5,733,000, or an increase of 48 per cent over the city valuation for the past year.

Mayor Strander said that with the \$85,999 plus which is Tukwila's 15 mill share of the 40 mills assessed on property in the city, the budget for the coming year will include increases of \$5,000 for street repair materials; \$10,000 additional for new water mains in the city; and increases in street lighting, repair of public buildings, additions in the street, fire and police departments. Previous to receiving word of the exceptional jump in city income from taxes, budget plans had been very conservative. Word from the County assessor called for complete revision of the budget which will be presented to the Council for approval at the October 4 meeting.

Strander, a native of Tukwila, who has been Mayor since April of 1962, is especially happy to see his hometown finally come into money enough to make substantial improvements in many varied areas of service to the community. The past year has been a discouraging one financially since the Freeway took out a number of homes in the area and cut down the taxable property.

**The sudden increase in valuation is not due to an increase in tax rates but rather can be credited to the industrial lands now being developed in the flatlands to the south and east of the old city of Tukwila.**

Councilman Ives asked that a vote of thanks be given to Supt. Zepp for the nice job the street department has done on 59th Avenue improvements in the past month.

Ives also brought an article in the "Park and Recreation Views" magazine regarding the dangers of sleeping bags cleaned in perchloroethylene in a coin-operated unit. This article which quoted the Massachusetts Department of Public Health publication stated that a 16-year-old Minnesota boy died after sleeping in a bag cleaned in this solvent and warned that all bags should be well aired after cleaning and again before being put into use if they have been cleaned in this manner. It further stated that chemical burns can be caused by home-applied water-proofing compounds.

Mrs. Amy Mohr appeared before the Council to discuss the vacation of Lots 3-10 of Riverside Park and Pamela Drive which runs through this area.

Reason for this request was the severe damage done to lots one, two, three and four by the 1965 floods in the Duwamish River, which washed out approximately three-quarters of these lots. By vacating the road and throwing the entire plat back into one piece of property Mrs. Mohr hopes to make it salable. Vacation of the property was advertised by notices posted in the area

and in public places in the city. Attorney Wesley Hedge[s]<sup>22</sup> advised the Council to repost the notices since the first ones did not include the information that the road would also be vacated. The Council agreed to postpone action on the property until the notices have been posted for 20 days.

Councilman Andersen moved that the City Council adopt the work done on contracts on Sewer L.I.D. 5. Councilman Ives seconded the motion. Discussion revealed that any liens again[st?]<sup>23</sup> the contractors would now necessarily be filed within the next 30 days.

City Attorney Hedges introduced Ordinance 437 which would change the probationary period of prospective police department employees within the city from three months to a six-month period. After the third reading the City Council passed the ordinance unanimously.

Mayor Strander announced that a meeting of officials of the Quad-City (Kent, Auburn, Renton and Tukwila) Valley Planning Commission will be held at the Tukwila City Hall on Thursday, September 23, at 8 p.m.

### **“Frederick & Nelson At South Center? Announcement Due,” *Highline Times* (Burien, WA), Apr. 20, 1966.**

News that Frederick & Nelson will be joining the Bon Marche at South Center Shopping Center (Tukwila) is expected to be announced this Friday which has been set for noon at the Renton Inn.

Rumors regarding Frederick’s and South Center have been common for nearly three years and more recently the possibility of a second department store at South Center [has?]<sup>24</sup> been given further credence. Only a week ago Richard Eichler, leasing manager for South Center told the Burien Chamber of Commerce that there was a “good possibility” of a second department store being included in the 1,000,000-sq. ft. shopping complex.

South Center M.E. Boys, who called Friday’s press conference, termed it as one which will contain “an announcement of major importance.”

It is anticipated that the second department store at South Center will contain 164,000 sq. ft. The Bon Marche will have 254,000 sq. ft.

If the announcement bears out the strong rumor, this would make South Center not only one of the largest shopping centers in the nation (larger than Lloyd Center), but also one of the

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<sup>22</sup> Originally printed “Hedge,” typo is likely based on comparison to the later use of “Hedges” in reference to the Attorney.

<sup>23</sup> Possible typo, within context, the word “against” works better, however, originally printed “again”.

<sup>24</sup> Binding process of this volume of *Highline Times* papers has obscured part of this column. The last two letters of the word are legible; the rest is hidden by the binding process. “Has” represents an educated guess of the original content of the article.

most unique in that two major competitors of this caliber (Allied Stores and Marshall Field) have joined forces in the same shopping center.

Construction on the center begins this summer with completion anticipated for early in 1968.

### **“Homeowners, Light Industry Representatives Oppose ‘Heavy Industry’ Zoning In Tukwila,” *Highline Times* (Burien, WA), Apr. 20, 1966.**

[A]<sup>25</sup> dozen Tukwila citizens opposed the initial “heavy industry” installation in their part of the valley at the Monday night City Council meeting and found themselves aligned with representatives of the multi-million dollar industries and planned shopping center in Tukwila.

All concerned have been alerted by news of a building permit issued to Rainier Asphalt Company for an asphalt batching plant at 185th and [unknown street name]<sup>26</sup>th S. on the flats.

Mayor John B. Strander noted “something must be up” with the many new faces in the audience and a filled room. He asked for comments and homeowners expressed concern that an asphalt plant next to homes and farms would be not only an “eye-sore” but might create unhealthy air conditions. Citizens also questioned the use of the roads by heavy trucks hauling material to and from the site.

The land was approved, 125 acres in the south end of Tukwila, for M-2 zoning (heavy industry) in 1959 by the City Council. And the proposed “batch plant” had met all air pollution control requirements according to Arthur Dammzoeller, director of air pollution control for the King County Health Department.

In a previous consultation with Rainier Asphalt officials, a control program for this particular plant had been set up, he said.

The Tukwila installation would<sup>27</sup> operate with special equipment to meet Seattle-King County Air Pollution Board regulation code, controlling smoke, dust and the tons<sup>28</sup> of material going through [a certain]<sup>29</sup> process per day.

Councilman Bob Anderson explained, on a “pass around the valley” to view other Rainier Asphalt plants, he had seen one site next to the Renton City Hall, and pointed out the installation couldn’t be too objectionable located in such a prominent place.

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<sup>25</sup> Word completely obscured by binding process. “A” is a rough estimate of the original published content.

<sup>26</sup> Street number completely obscured by binding process. Based on a brief Google maps search, the only location in the Tukwila flats where 185th S. intersects with another street (in 2018), the road could be 80th Ave. S. However, even this is a guess based on current road map data.

<sup>27</sup> Word could also be “could,” however, “would” fits the context better here. Word is once more obscured by the binding.

<sup>28</sup> Could also be “cons.” Again, word is obscured by the binding.

<sup>29</sup> Words obscured again here. Upon inspection, this is how the words for this line appear to read, even with this context.

He said the plant does not “manufacture” asphalt. Owner of the M-2 site, M. A. Segale, pointed out later that, instead, aggregates, already manufactured would be blended at the plant.

Proponents of the plant also said that the “smoke” from the plant’s stack would actually be steam, in that liquid propane would be used for energy in the plant.

A citizen raised the question of possible odor. Dammzoeller said because of the fuel used there would be no odor.

He showed citizens a pamphlet with illustrations of what the plant would look like. The main tower would be 60 feet (about four stories high). The building site is five acres.

### **Industrialists Comment**

The visitors in the audience could keep still no longer. Land owner Harold Iverson pointed out that Allied Stores with their planned shopping center and the expanding Andover Industrial Park—together representing a \$100 million investment—would be opposed to 125 acres of M-2 land being used for heavy industry. They would look on the development as a detriment to their investments.

One of the developers of the valley land, Iverson said in 1959, before Tukwila grew so rapidly and Boeing moved into the area, the rezoning of M-2 for the land was good. He, however, will ask the Council at the next meeting to raise the zoning on the M-2 property he owns to M-1 (light industry like that in Andover).

Wells McCurdy, owner of Andover property, was also looking to the future in his comments.

(At this point, Tukwila’s recently-installed ceiling fan, switched on, began to clear the smoke-filled room.)

McCurdy said the Council should definitely consider rezoning the area to M-1. He said he was a member of the Council at the time of the change to M-2. He said, though, that growth in Tukwila since had left no room for a heavy-industrial zoning with the “slaughter houses” M-2 provides for. He suggested the Council look at the long-range ramifications and consider another rezoning.

On the specific question of the asphalt plant, he suggested the Council take “initiative” in changing the zoning. The plant could be on “special permission” status on the land until such time as the plant was not needed.

Other interested parties pointed out that single dwelling zones next to heavy industry was not good planning.

The Associated Grocers’ representative said his firm was opposed to heavy industry in the area also. The 400,000 square-foot warehouse—a district outlet—is planned for the grocers’ 70-acre tract north of 180th.

“The Council will seek advice first from Tukwila’s consulting attorney before any decisions are made on the matter,” Mayor Strander concluded.

### Resignation Submitted

Councilman C. T. Baker, serving on the Council since the last election, announced by letter to the Mayor that as of the April 18 meeting he would resign his post due to a “projected move outside the corporate limits and other imminent business obligations.”

### Other Business

A petition of intent for the sewer improvement on the west side of Interurban Ave. was passed by the Council. Also, LID No. 11, improvement project on Strander Blvd., running from 57th to Christenson Rd. was approved. Bids will be advertised for a new Tukwila police car, with the old automobile being used as a trade-in.

**“Figures Reveal Construction Work on Local Freeways Averages 1 in 3 Days; How Much does Weather Hinder Progress?” *Highline Times* (Burien, WA), Apr. 27, 1966.**



**Figure 10:** (Above) Included as part of article, original caption reads: "TUKWILA INTERCHANGE-- One of the largest such interchanges in the state, this is the long-awaited interchange near Tukwila. It is hoped it will be finished this year, but already is [behind] its estimated date of completion."

The frustrations of crowded highway travel in King County coupled with the long-awaited completion of freeways recently have brought comments and questions from two law makers.

Speaking before the Federal Way Lion's Club last week, Senator, Warren Magnuson, in answer to a question pertaining to delayed [completion]<sup>30</sup> of freeways, said he was "mystified". The Senator told the group he did not know why "it takes so long to build roads. I drive down a highway," he said, "and never see anyone working. Maybe they take every other day off."

**Commenting on the Senator's remarks, Frank Warnke, 30th District Representative, said, instead of not working every other day, his figures show non-work days approximate two out of every three on highway construction projects.**

The Legislator's figures are born out by Paul J. McKay, State Highway District Engineer, by information furnished this newspaper.

McKay, cited seven Seattle-Tacoma freeway projects in 1964, saying they averaged 87 "workable" days out of 255 working days that year, and indicated that work was shut down approximately two-thirds of the year because of inclement weather.

**The weather factor and its effect on the working-versus non-working days on highway projects, appears to be the crux of the entire problem and has been the subject<sup>31</sup> of investigation by Representative Warnke.**

Using a period of March 1 through October 31, Warnke maintains that out of a 245 working day period there were 93 days of precipitation, (US Weather Bureau Records), 162 days with no precipitation and 72 days during which construction crews worked on the Valley Freeway. Thus, Warnke maintains that there were 90 days when rain did not fall and yet highway crews were not working.

The Legislator further maintains that Highway Department figures show a period of March 1, 1963 through September 20th 1965 (a total of 674 days) there were 456 days of no precipitation, yet only 222 days were worked on the Valley Freeway leaving a balance of 218 days when there was no rain . . . and no work. Warnke asks, what happened to the days of no precipitation when no work was done on our highways?

When questioned by this newspaper regarding lack of highway construction on some projects during non-rainy days, Engineer McKay pointed out that there were a number of factors to consider.

One of the main ones, he said, pertain to soil conditions. "The day may be a sunny one," he said, "but crews cannot work because the soil needs [aeration]<sup>32</sup> for proper compaction and if the weather is not right for this process, crews have to shut down."

The "non-work" days he said are determined by the State Highway Department Project Engineer.

District Two State Highway Engineer, E.I. Roberts, referring to the non-work day determinations, said that contract periods are based on engineering calculations of how many

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<sup>30</sup> Typo, originally printed "completion".

<sup>31</sup> Typo, originally printed "subject".

<sup>32</sup> Typo, originally printed "aeriation".



working days normally are available. Such factors as rain, nature of the job, strikes, and unforeseen delays (slides) all bear on the determination.

As an example he said that on the Seattle Freeway project, there is an estimated 100 work days a year for grading, out of 280 working days—all depending on material, moisture content of soil and the time it takes to dry out following rainy periods.

Thus, with weather as the major factor, there are resulting variables which apparently govern work delays in highway construction.

The question might arise as to whether these factors justify entirely such a wide margin as 87 working days in 1964 out of 255 on seven projects on Interstate Highway 5.

These projects all involve grading work during 1964.

The workable says range from 62 on a section of road from Post Road to Juniper Drive, to 115 days from the junction of SSH 5-A to S. 184th, both projects under different contractors.

Thus, another question might arise as to whether the nature of these projects, soil conditions etc. [warrant]<sup>33</sup> such a wide range in workable days when all involve grading.

Weather-wise, this is a rainy region. However, it may come as a surprise that our inclement weather can shut down highway construction for two thirds of a year.

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<sup>33</sup> Typo, originally printed "warrent".

**“They Cut The Ribbon And Then . . . ,” *Highline Times* (Burien, WA), Feb. 1, 1967.<sup>34</sup>**



**Figure 12: (Above, Right) & Figure 11: (Above, Left) published with the following caption: “BEFORE AND AFTER—** This photo (left) was taken only minutes before Gov. Dan Evans cut a ribbon which officially opened the last major link of the north-south Western Washington freeway (Interstate Highway 5) Tuesday morning. The 17-mile link which ran from immediately south of downtown Seattle to Midway has been a long-awaited piece of the regional freeway system and residents can be assured they never again will see this particular stretch of the Seattle-Tacoma freeway as it appeared early Tuesday. The right hand photo from now on represents the conditions on Interstate 5. A full four-lane freeway link now exists between Portland and Seattle.”

**“For Southcenter: Tukwila Issues Bon Marche \$4 Million Building Permit,” *Highline Times* (Burien, WA), Feb. 8, 1967.**

Tukwila City Council meeting agenda Monday night continued to reflect the city’s building boom with January building permits totaling \$4,133,812, or more than the total valuation represented for all of 1965, according to Mayor John Strander.

Frank Zepp, city engineer reported that most of the January figure represented the Bon Marche building permit. The department store, under construction, will be part of the largest regional shopping center in the world, according to South Center backers.

<sup>34</sup> Header for two published photographs. No article attached.

Zepp said yet to come is a Frederick and Nelson, J.C. Penny, Nordstrom-Bests, and smaller store chains, many to be housed under a giant mall shell. The center is scheduled to open in 1968, and will be located at the intersection of the freeways.

Also the Council took the Planning Commission's recommendation to approve construction by the Ferguson Company of a small industrial facility in Andover Park, which will house two well known electronic firms, to be announced in the near future.

The new structure, still to be approved by appropriate city officials to check standards with the Industrial Park's code, will front Baker Ave., behind the Kirsch Drapery Hardware building, now being completed.

Still further building business included consideration of business licenses—Miles Sand and Gravel was granted a two year license. They will construct a temporary batch plant on South Center land, which will furnish cement for mall construction.

Another new business, Pormentier Yacht Company was denied a license to fix fibre building in the city, at least until board, creating a more efficient system to alert the volum-building in the city, at least until council members are provided with more details on the operation. The owners had leased a site that did not meet city code standards.

**Joe Langer was elected Chief of the Tukwila Fire Department recently. Mayor Strander thanked the entire volunteer unit of 23 men for their service and expressed special appreciation for the work of Skip Traynor who has served as head of the department for the last two years.**

Fire calls now come through the Police Department switch board, creating a more efficient system to alert the volun-[teers.]<sup>35</sup>

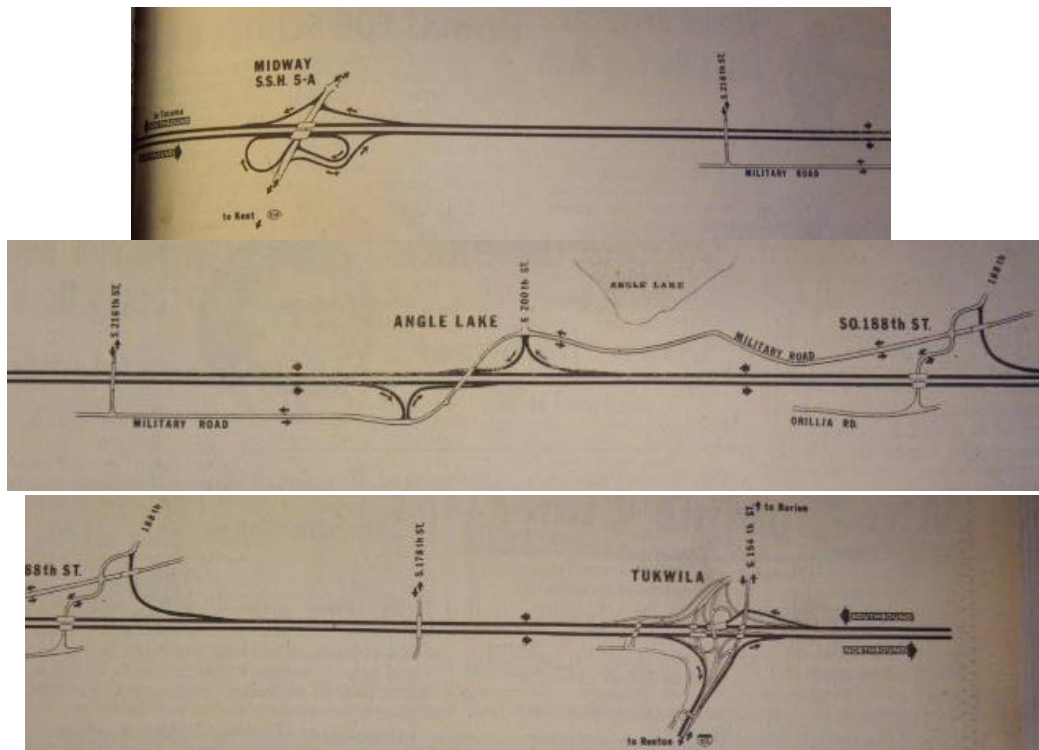
Approval of Ordinance No. 470 by the Council brought the city's first cabaret laws into effect. The law is a slightly modified version of the code now in use by Renton, and requires an annual \$300 fee for live entertainment in restaurants and taverns.

Tukwila citizens are asked to purchase licenses for their dogs. Renewal tags are available at the first of the month, but only 16 have been secured to date. Contact the City Clerk in this matter.

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<sup>35</sup> Misprint, line ends with "volun-" and continues to next paragraph. "Volunteers" represents a best estimate for the conclusion to the sentence. "Volunteer department" may also represent an accurate conclusion.

**“One Miss Is Ok— —Two Misses And It’s Portland,” *Highline Times* (Burien, WA), Feb. 8, 1967.**



**Figure 13:** (Above) Published as one piece, the three photos above were printed along the top of the front page of this edition of the *Highline Times* with the caption as follows: **“OFF RAMP, OFF RAMP, WHOSE GOT THE OFF RAMP?”**—Last week Highline motorists went through the inevitable confusion while trying to figure out how to get off and onto the new freeway. The official State Highway illustration shows the Seattle-Tacoma Freeway from Midway to Tukwila and its off and on ramps. The Tukwila interchange is not yet in service, however in about four weeks, drivers will be able to use that part which serves Burien-bound cars from the north and all southbound traffic, seeking to enter the freeway at Tukwila. Also a temporary ramp will be built sometime this spring so Seattle-bound traffic can get on the freeway at S. 188th, presently southbound cars can leave the freeway at this point. It also was pointed out that Burien-bound traffic can get off the freeway at the Boeing Access Road, then leave this road where it crosses U.S. 99. Travel on U.S. 99 now is much easier and it can be used as a support highway to the freeway system until the Tukwila interchange goes into full service later this year. In addition, the Highway Dept. is drawing up plans to build a complete interchange at S. 188th. This also will take some months before it opens.”

**“Major Sewer, Water Problems Loom Before Tukwila Council,” *Highline Times* (Burien, WA), Feb. 22, 1967.**

[As fast as]<sup>36</sup> the Tukwila Council [?cal] improvement projects [...?gh] the final assessment [...?] at the Monday night [meeting] new major water and [sewer problems] loomed before [city]

<sup>36</sup> Due to the binding process used to keep the volumes together, much of the first column was obscured. The words within the square brackets for the first three paragraphs of this article represent the best approximations for the missing words. These guesses are made based upon context, missing phrases, and partial words showing outside the bound area.

directors in the form of [a survey] report by consulting [engineers] Hill and Ingman. [“More proposals] were directed [for further] study.”

[?-en Hill] said the problems [should] be faced soon are [connected] mainly with the [industrial]-commercial areas in [southern] section of Tukwila. [In the zone], he pointed out 27,000 [? of] 20 or 24 inch sewer line [would be] needed to connect [?-ce for] 605 acres of southern [Tukwila] to Metro’s main line [in hopes]<sup>37</sup> the lagoon is phased out [by Metro].

**[Hill] estimated the cost of [the project] at \$87,000 or \$144 [per square] foot of land involved. [Another] sewer problem, he [anticipates is] the temporary pump [located] on Strander Blvd., [?] is now run by Metro and will eventually have to hook up with the permanent Metro system. The facility is not now on the correct level to be connected with the Metro line, and should be rebuilt on a permanent basis. Estimated project cost: \$100,000 at seven-tenth of a cent per square foot with 315 acres affected.**

In mentioning the cost on an assessment district level, Hill said, regarding the latter project, that he wasn’t sure [whose]<sup>38</sup> problem the pump station was, [Metro’s]<sup>39</sup> or the city’s.

In this regard Councilman Dwight Gardner asked later that the Council through immediate correspondence with Senator Martin Durkan support current bills before the legislature, one to provide matching federal funds up to 50 percent to sewage agencies and another to call for a \$25 million, state-wide, bond issue for sewer construction. The Council approved.

The next two problems raised by engineer hill concerned water problems for the south section of the City. He pointed out that 300 feet of 12-inch line will need to be installed for hook-up with the 60-inch main from Seattle. The connection will benefit 784 acres to the south, and Hill estimated the cost at \$11,400 or \$14.60 an acre. Another problem he brought attention to was need for change over from 8-inch to 12-inch pipe along South Center Parkway. This would be a \$10,400 project and affect 691 acres, at \$15 an acre.

Hill said all the improvements were necessary to accommodate the growth in the area, and should probably be accomplished through assessment districts.

Councilman Stan Minkler said the water problems seemed to be the most pressing. The Council called for the land developers—mainly consisting of Sammamish Commercial Co., Inc., M. A. Segale Inc., and South Center—to meet with the engineers soon to decide on how to finance the improvements.

**Financing for two other suggested improvements—a street and drain system—ran into opposition from both land developers and Councilmen. The street LID, anain<sup>40</sup> in the southern portion of the city, would provide for four lanes on S. 180. But since most traffic on the latter**

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<sup>37</sup> Very rough estimation for these missing words. Context is such that this or a similar phrase type is the only thing that makes sense.

<sup>38</sup> Typo, originally printed, “who’s”.

<sup>39</sup> Typo, originally printed, “Metros”.

<sup>40</sup> Typo, originally-intended word unknown.

**is generated outside of Tukwila, in the County, the question of who should be responsible for the improvement was raised.**

The placement of financial responsibility was again brought up on the matter of a comprehensive plan for drainage for the Andover Park area. While the inhabitants of Tukwila will eventually suffer if the surface water problem isn't solved, the problem does not arise within the city, but rather from the natural drainage pattern being destroyed by urban growth on the hills above.

Engineer Ken Fujiki proposed a plan for the north canyon that had been worked out in accordance with the flood control district; the south canyon will be taken care of by the State. Two lines were not deemed necessary in the original storm drain plan, but a cost estimate at the onset from the State Highway Department to put a single line under S. 180th was not acceptable to land owners involved.

Since 90 percent of the problem is created in the County, city planners will seek another method than a local assessment district.

### **Public Hearings**

No objections were raised on assessment schedules for two improvement districts, which have already been accomplished, at public hearings Monday evening. Assessment ordinances for LID No. 12 (sewer installation on the west side of Interurban Ave. S. completed last month) and LID No. 11 (improvement of Strander Blvd. from South Center Parkway to Christianson Road) will go before the Council at the next meeting, March 6.

**A 50-year franchise with Puget Power, which will allow for future underground utilities if practicable, was approved by the Council and will be decided on finally at the next meeting. The ordinance will go to Puget Power officials for approval also.**

Councilman A. G. Radford was officially excused from his council duties until he recovers from a recent illness.

All councilmen agreed on a statement of policy regarding the initiation of local improvement districts. They prefer that of the two methods available the (1) petition-by the people, be used where ever possible, and (2) resolution-by the council be used in such cases where, for instance, health standards are at stake and have been called out by health officials.

The Council also unanimously agreed to ask for a 30 day extension on the review period time, allotted by the Highway Planning Commission to cover the voluminous valley transportation study that has just come out.

Tukwila had entered into agreement with Renton, Kent, Auburn, the County and State of Washington last year to produce a long-range study on Green River Valley Transportation, and would now like time to study it.

**“Many Tukwila Road Improvements Included in Final Valley Plan,” *Highline Times* (Burien, WA), Jul. 19, 1967.**

The final draft of the Green River Valley Traffic Study will incorporate many road improvements for the city of Tukwila.

Valley cities and Tukwila, helping to finance the study, had submitted comments on the first draft of the transportation plan early in the summer. Mayor John Strander read the reply from Consulting Engineers Vogt, Ivers, Stevens, Thompson and Associates before a filled Council room Monday night.

The Highway Department went along with most of the changes proposed by Tukwila planners.

R. L. Carroll, Assistant District Engineer, whose office has worked with the consulting engineers, said the final form of the transportation study will be presented to the Highway Commission within 60 days, and from there will go as a recommendation to the Legislature.

**Carroll said that probably not all road improvements would be carried out, because of financing or opposition, but that the study will serve as a good guide line for a comprehensive traffic plan for the Green River Valley cities.**

Two recommendations from Tukwila that met opposition on this first round were (1) a continuous left turn lane along the West Valley Highway and (2) five-laning S. 180th St.

The engineer firm replied, “The West Valley Highway is a high volume major arterial and as such, will require, as a minimum, a raised median and left turn channelization at all major and secondary arterial crossings. A continuous left turn lane is, in our opinion, inherently hazardous, and the allowance for such should be carefully considered in lieu of a raised median with selective channelization. . . . “Typical sections used in this report for estimating and capacity analysis are based on a through travel lane concept with adequate right-of-way provided for left turn slots where required.”

**Tukwila planners had recommended that S. 180th St. be made into a five lane road, with a continuous left turn lane, from Southcenter Parkway east across the Green River to the West Valley Highway. Reply: “It is recommended in the report that S. 180th be a four lane major arterial as far east as the Valley Freeway. The comments relative to left turn lanes in answer No. 1 (West Valley Highway) would also apply here.**

“Based on Mayor Strander’s previous comments, we are moving the S. 180th St. staging into the 1966 to 1970 time period. We do not concur that Petrovitsky Road should be a four lane



facility from the Valley Freeway to Benson Road, as the proposed Petrovitsky Freeway, when constructed, would reduce the 1990 Average Daily Traffic on this section to approximately 3,000 vehicles per day.”

Other Tukwila roads affected by the study: (3) “We agree that Southcenter Parkway should have four lanes plus left turn slots where development warrants to S. 180th St. Our information indicated that the four-laning was presently under contract, so no improvements are shown in this report. It is our recommendation that Frazer Road south of S. 180th St., remain two lanes, since the estimated 1990 Daily Traffic is approximately 2,000 vehicles per day.”

**(4) Based on our 1975 and 1990 traffic assignments (3,000 and 6,000 ADT respectively), we do not believe a four lane section of S. 178th St. West of Southcenter Parkway is warranted. Because of the relatively light traffic up the hill, we had only considered relatively minor improvements to this facility. However, considering the magnitude of the development in the Southcenter area, the possibility exists that substantial improvement will be economically feasible. Therefore, we are recommending the following:**

Starting at the Tukwila city limits on the west carry a three lane section (includes climbing lane) on a seven percent grade down to a point some 700 feet east of Southcenter Parkway to intersect with ramps to and from Southcenter Parkway; then carry a four lane section on to the east to a point just west of the Green River bend in existing S. 180th St. to meet the existing grade and recommended section for S. 180th St. A 550 foot long structure will be required in overpassing existing Southcenter Parkway and will be approximately 110 feet above Southcenter Parkway. The total cost for this improvement is approximately \$1,950,000.

The City had recommended that 58th Ave. S., from Interurban Ave. S., south to 147th St., east to 59th Ave. S., and southeast to the present alignment of 62<sup>nd</sup> Ave. S., plus 144th St., from west city limits to 58th Ave. S., be raised to arterial status. Reply: (5) & (6) Within the arterial concept of the Green River Valley Transportation Plan, the route of 58th Avenue South from Interurban Ave. S. to S. 144th St., and along S. 144th east to Des Moines Way has secondary arterial status. An extension to the south of 58th Ave. S. would be considered as a lower type of arterial, i.e., community arterial or neighborhood collector, and consequently would not become a part of this plan.

#### **Drainage Plan**

**In other business at the Monday night meeting, the Comprehensive Drainage Plan for parts of the valley in Tukwila was again postponed. This time for, what Associated Grocers representatives estimate, a two to four-month period, in order to set up financing for the drainage system.**

The original plan was presented to the Council by Councilman Dwight Gardner in April. It has been postponed at almost every meeting since then by the developers in the area.

To facilitate building permits for Southcenter, a portion of the plan was passed by the Council earlier.

The Council Monday agreed to Robert Bar's (Associated Grocers) plan for further study for all interested parties to resolve their differences, providing it doesn't jeopardize the city's position with county, state and federal agencies involved.

### **Election**

Four of the Council members will be up for election in the fall. Monday they drew numbers for their position on the ballot: 1, Eugene W. Ives; 2, Arland G. Radford; 3, Stanley Minkler, and Helen Nelson is automatically number 4 on the ballot in her appointed position to the Council.

### **Celebration**

Mayor Strander announced July 29 as Tukwila Day and invited, especially, all new residents in the city to attend the festivities. A River Race has been set for 1 p.m., starting at the foot of 58th Ave. S., a picnic at Tukwila Park, starting at 6 p.m. and followed by a dance, with live music provided.

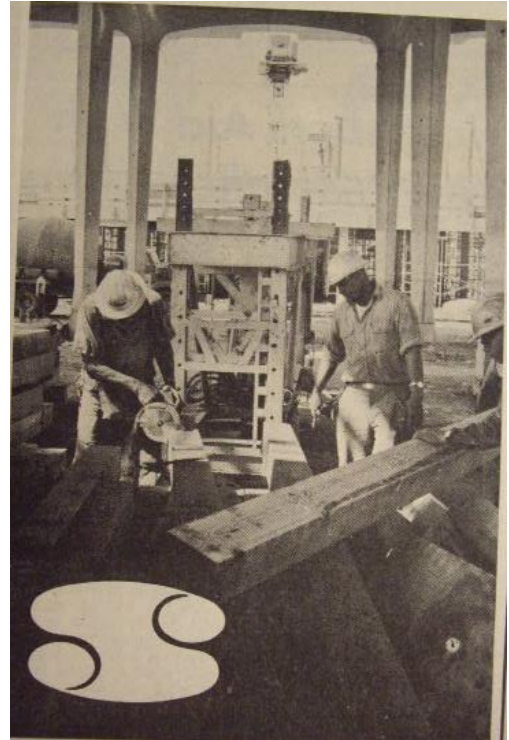
### **Southcenter**

**Marvin Boys, of Allied Stores, gave a status report on the giant shopping center now under construction in Tukwila. The opening date of the complex of over 100 stores will be one year from now. Boys said about 90 tenants will open their doors the last week in July of '68 or the first week in August. Many buildings are above ground now and asphalt will be put down soon, he concluded.**

**“What’s Happening Over The Hill? —Giant Southcenter Is Emerging,” *Highline Times* (Burien, WA), Jul. 26, 1967.**



**Figure 14: (Above, Left), Originally printed with the following caption: “BIG BON—**The Bon Marche at Southcenter, above, will be located in the heart of the covered mall, and will be one of the largest of the 120 stores at the shopping complex at Tukwila. The south entrance to the four-story department store will be through the Southcenter Plaza, right, the design of which is now plainly visible on a walk through the site. Graceful columns support a “windowed” roof, characteristic of the Tacoma Mall also.



**Figure 15: (Above, Right), Originally printed as one of the images captioned by “BIG BON” caption, included with Figure 14.**

With warm breezes accommodating, the largest shopping complex in the Northwest is well on its way to becoming a reality by July, 1968. Construction contractors, with 400 men a day on the job site in Tukwila, are working toward a March, 1968, deadline. This is to allow enough time for millions of dollars worth in inventory and fixtures to be moved into the Bon Marche, Frederick and Nelson, Nordstrom-Best, J. C. Penney Company and 110 smaller stores in order to meet a July, or early-August opening of Southcenter.

#### **Unique Location**

The complex is located at the intersection of north-south Interstate Freeway No. 5 and east-west Interstate No. 405 Freeway in the Green River Valley next to Andover Industrial Park.

Southcenter has been talked about for 10 years. It will join Allied Store’s other regional centers—Northgate and Tacoma Mall.

### Shopping City

**Statistics on this \$40 million shopping complex are naturally impressive, but perhaps most impact for the local shopper comes from the combination of the Seattle and nation-wide popular stores “nextdoor” to Highline.**

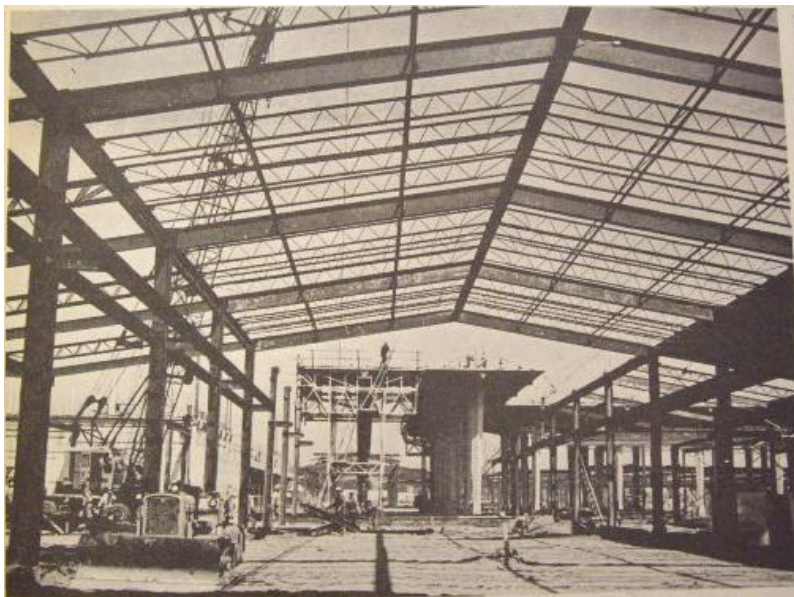
Vice president of Southcenter Shopping Center Corporation, Marvin Boys, reported that leasing of the 110 tenant stores is now complete. The smaller stores and the “big ones” will all be located under one roof, with parking surrounding the 1,400,000 square foot mall. That’s a lot of shopping.

The enclosed mall, a quarter mile at the longest point, will be airconditioned during summer and heated in the winter months.

Boys says the ultimate development of Southcenter will see 9,000 parking slots and additions to the large department stores. Frederick and Nelson will open next year with 170,000 square feet of shopping space; Penney’s with 270,000 square feet; Nordstrom-Best, 77,000 square feet, and the Bon Marche, 264,000 square feet.

Southcenter also will house service, entertainment and recreational facilities. A 1,200 square feet theatre will be constructed in the northwest corner of the 88 acre site. Both the Bon Marche and Penney’s will build their own auto accessories centers across the parking lot from the respective stores. A 200-unit motel is included on the site, and Seattle First National Bank will build a large branch there.

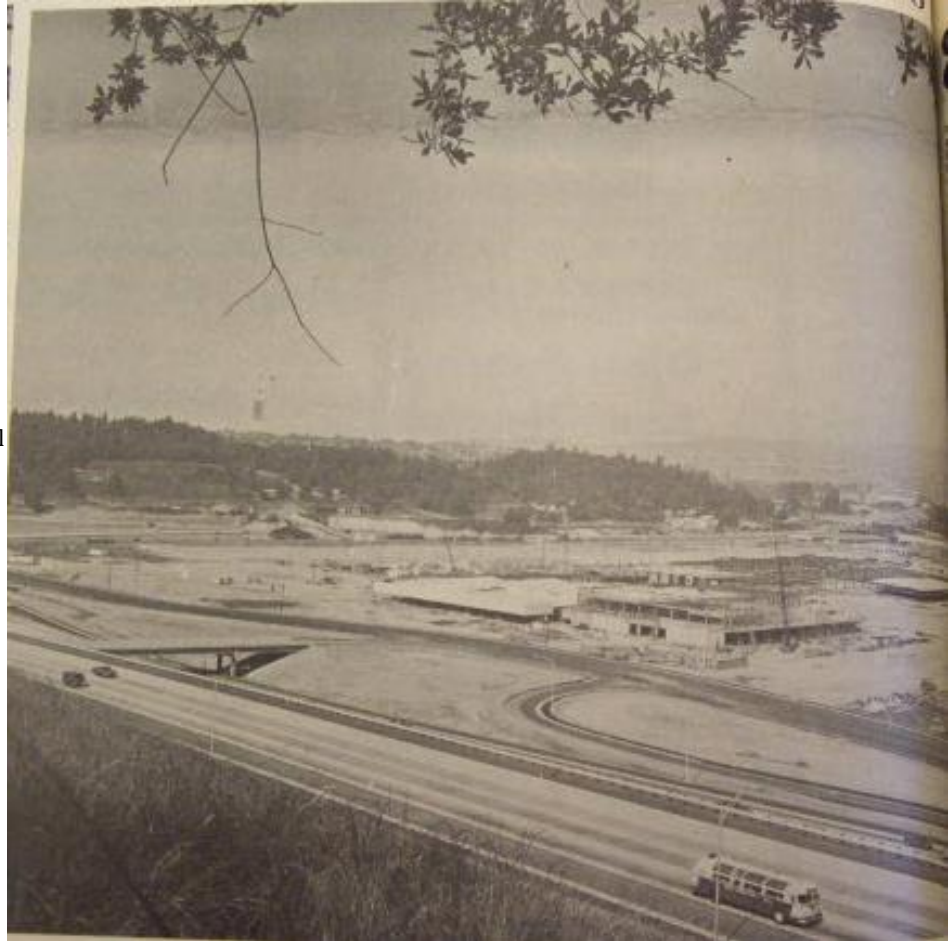
When modern Southcenter opens it will employ between 2,500 and 3,000. Management will be named in the near future. In the meantime, over the hill, the giant complex continues to grow.



**Figure 16: (Left) Included with above article in a one-page spread of Southcenter construction photos, caption reads: “DOWN THE MALL— Looking east, this quarter-mile stretch of the Southcenter Mall will end at the new \$5,500,000 J. C. Penney’s store. Center, workmen continue work on the mall’s mail plaza, which forms the south entrance to the \$40 million shopping center.”**



**Figure 19: (Right) Caption reads: "LOOKING NORTHEAST—**At Tukwila, the largest regional shopping center in the Northwest is under construction, to be open next summer. Skeleton steel beams outline the mall's covered walkway, at construction stage last week. In the foreground of the complex, the second story of the new Frederick and Nelson department store is visible. Adjacent to Frederick's on the north side, a portion of the mall is covered; at right angle to the east the length of the mall measures a quarter of a mile ending at the J. C. Penney Company on the southeast corner of Southcenter Mall. The center is surrounded by Interstate No. 5, foreground, Interstate No. 405 (Renton-Burien Freeway), in front of Tukwila hill (left and center). Buildings east of the construction site compose Andover Industrial Park, with Renton in the background, right."



**Figure 18: (Left) Caption reads: "MALL TAKES SHAPE—**A welder, one of 400 workmen on the Southcenter job daily, tackles beams that form the mall, a quarter of a mile at its longest point, with 120 stores facing the covered walkway."



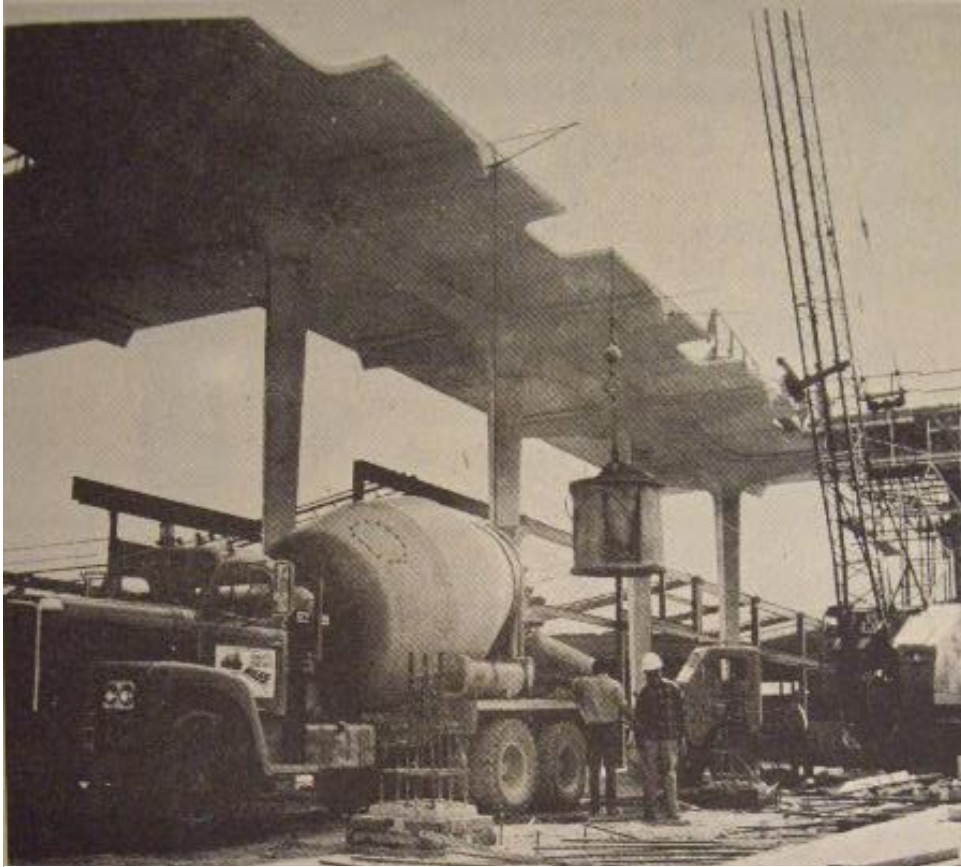
**Figure 17: (Above) Caption reads: "FULL-UP—**Dick Eichler, right, leasing manager of the Southcenter project points out the Bon Marche in an aerial drawing of the regional shopping center to open next year. Marvin Boys, left, is vice president of the Southcenter Corporation, developers and operators of the huge regional center."



**Figure 21: (Above) Caption reads: “COMING SOON—Southcenter construction is heralded by this sign which faces Interstate No. 5 Freeway. It lists many of the 120 stores that will be under one roof at Southcenter, one of the largest shopping complexes in the nation. John Graham and Company is architect for the center.”**



**Figure 20: (Left) Caption reads: “FREDERICK AND NELSON—A 170,000 square-foot Frederick and Nelson store, background, will be among the larger tenants at Southcenter. The store is situated on the southwest corner of the center site, and will be accessible to shoppers across the main plaza, as shown, or under the giant covered walkway which connects to Frederick’s north entrance, right.”**



**Figure 22: (Above) Caption reads: “CONCRETE WORK—**One of the thousands of construction jobs going on at Southcenter, with the four major stores now underway, is pouring the hundreds of cubic feet of concrete, here for the tall columns and windowed roof which make up the main plaza. Three fountains and landscaping will be incorporated into the walkways and various shoppers’ resting points in the giant shopping center.”



## The Grand Opening

In the months leading up to the opening of Southcenter Mall, ads were run for Bon Marche in the local papers, pictures from construction were shown, and Miss Tukwila was advertised with the winner promised a place in the Grand Opening Ceremonies for Southcenter Mall. There were even a couple of local businesses that put out ads that welcomed Southcenter to the area. The Mall—advertised as a Shopping Center City—opened on the 31<sup>st</sup> of July in 1968. Gayle Kirchmann participated in the ceremonies as Miss Tukwila 1968. The second week in August, a 24-page Back-to-School ad pamphlet was inserted into the *Highline Times* paper, advertising door-busters, promoting Bon Marche and other stores, and included articles detailing the prevailing fall fashions for the 1968 season. When it opened, Southcenter was advertised as the largest covered Mall Shopping Center in the world. The mall was designed by John Graham & Company, the same architect who designed Northgate and the Space Needle.



**“Burien C. of C. Re-Establishes Queen Pageant, Hears Discussion On Southcenter,” *Highline Times* (Burien, WA), Jan. 10, 1968.**

The board of directors of the Burien Chamber of Commerce, this week, voted to re-establish the Miss Burien Queen Pageant.

Following a report and recommendation Tuesday morning by chamber vice president Roger Rusch, the group authorized the chamber to prepare for an official Miss Washington community pageant. Tentatively the pageant is set for Sunday, July 7 in order to tie in with a wide variety of special activities which are planned for the week of July 4.

The pageant was dropped by the Chamber last fall, but Rusch reported that most of the difficulties which had encouraged dropping the event have been resolved.

The present Miss Burien, Maruta Matiss, will represent Burien in next summer’s Miss Washington Pageant in Vancouver, Wash. Her participation in the pageant has been assured, despite the earlier cancellation of the 1968 Burien pageant.

At the same meeting, Chamber members listened to a discussion of plans for the opening of Southcenter. Jim Johnson, advertising manager of Southcenter talked to the Burien group about the scope of the new shopping center. He told the Chamber that the merchant group, which will be made up of all of Southcenter’s 115 stores, will contribute to an annual advertising budget of about \$150,000, then pointed out that this money would be used for institutional advertising or the purchase of circulars with the individual<sup>41</sup> stores then using such advertising as the vehicle for their own particular promoting.

Southcenter consists of 1,400,000 sq. ft. of floorspace and is rated as the world’s largest shopping center—all under one roof. It is due to open July 31.

**“Miss Tukwila Applications Now Available,” *Highline Times* (Burien, WA), May 8, 1968.**

The 1968 Miss Tukwila pageant got underway this week as applications were made available to local girls. Applications may be obtained at the Tukwila City Hall or at the Foster High School office.

Applicants must live within Tukwila city limits and be 16 years of age on or before July 15. Deadline for entry is June 1.

A queen and two princesses will be selected to represent Tukwila at the annual Tukwila Days Celebration, Aug. 2 and 3.

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<sup>41</sup> Typo, originally printed “individual”.

She will also participate in the grand opening of the Southcenter Shopping Center scheduled for July 31. The Coronation and Reception will be held on July 28 with Mayor Stan Minkler officiating.



Figure 23: (Above) Published in the July 10, 1958 edition of the *Highline Times*, the above is a full-page ad for Bon Marche. The ad includes an application to open up a Bon Marche charge account and credit card.

**“Eight Girls to Compete For Miss Tukwila,” *Highline Times* (Burien, WA), Jul. 17, 1968.**

Miss Tukwila will be selected from the eight girls entered in the competition. The coronation and reception will be July 27 at 8 p.m. in the Tukwila Elementary<sup>42</sup> School, 5939 S. 149th.

Mrs. Mary Ann Humphries applications chairman has received applications from Laura Davis, Cathy Donner, Gayle Kirchman, Cathy Burton, Shalee Hawley, Linda Virgillo[,] Barbara Rowland and Mary Bergstrom.

The new Miss Tukwila and two princesses have been invited to participate in the grand opening of Southcenter July 31.

They will also take part in the 60th annual Tukwila Days celebration Aug. 2 and 3, which will include a teen-dance, parade, beard contest and river race plus other activities in the planning.

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<sup>42</sup> Typo, originally printed “Eelementary”.

**THE BON MARCHE**

**A NEW WORLD OF SHOPPING OPENS FOR YOU JULY 31 AT THE BON MARCHE SOUTHCENTER**

Imagine a world to hold your dreams in, a world that holds the promise of all that is new and exciting in fashion for living. Make this world a delightful part of your life, with its rich variety, colorfulness, boldness, classic, personal appearance, before and then. Take advantage of our many services, from *Beifol* Shoes and Gift Registry to *Prescriptions Pharmacy*. Take advantage also of the credit plans we have arranged for your convenience. All this is yours, plus exciting shopping at *New* *Custom* prices. Join us July 31, when the doors of *The Bon Marche Southcenter* open to bring you and your family the things you seek for your way of life.

A Bon Marche Credit Card is your personal identifying instrument at all Bon Marche stores. It can be used for the privilege of receiving credits for charge purchases only and is subject to the usual rules of operation. It is not to be used with a regular account, or to buy your payment plan. It is not to be used with a Bon Marche account. This card is a credit plan for charge purchases. If you do not have a Bon Marche charge account, you should contact the application and card office.

**YOUR BON MARCHE SOUTHCENTER CHARGE ACCOUNT APPLICATION**  
You need not have a charge account at any other Bon Marche store

PLEASE PRINT (LAST, M., M.A., L., OR W.C.)  Mrs.  Miss  Mr.  Ms.  Other

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_  
State \_\_\_\_\_  
Zip \_\_\_\_\_

Signature (Full name) \_\_\_\_\_  
Please indicate what type of account you wish to open:  Regular  Special  Payment Plan

If you already have a Bon Marche charge account, please indicate the account number: \_\_\_\_\_

**BON MARCHE SOUTHCENTER**

Figure 24: (Above) Published in the July 24, 1968 edition of the *Highline Times*, this is a second ad for Bon Marche and charge account application.

**“Southcenter the World’s Largest Enclosed Mall Shopping City Opens,”**  
*Highline Times (Burien, WA), Jul. 31, 1968.*



**Figure 25:** (Above) Included with this article, the above image shows the artist's rendering of South Center as designed by John Graham and Co.

Today marks the grand opening of Southcenter, the ultimate in shopping facilities, and quite possibly the world's largest enclosed mall shopping city. The impact on the area, locally and down town as well, will likely be greater than any other single enterprise to date.

The 112 acre site will house 116 stores and employ 3600 permanent employees. Seven thousand two hundred parking spaces are provided surrounding the center.

For the ease and comfort of the shopper, 320 tons of refrigeration, enough to air-condition 90 average size homes, has been installed. Total electrical power to operate the complex will require 21 million watts, enough to supply 1500 homes or 125 square city blocks.

**Southcenter has four major department stores; The Bon Marche, Frederick and Nelson, Penneys and Nordstrom-Best. About a third of the remaining 112 stores are national chains, a third regional and a third are locally owned and operated. Totally the stores represent approximately 1,400,000 square feet of sales area.**



The interior mall walkways in Southcenter will feature large tropical planters and fountains which will be surrounded by benches for use as rest areas by shoppers. Skylights and indirect fluorescent lighting will keep the enclosed center's light level uniform regardless of the weather outside.

Included on the periphery of the site will be a Cinerama Theatre and a 200 unit luxury motel, both to be completed in 1969, Seattle First National Bank, Union 76 Service Station and Penney's Auto Center.

Grand opening ceremonies will begin at 11 a.m. at the main south entrance. Guest of honor and keynote speaker will be Daniel Evans, governor. Also among the honor guests will be Stanley Minkler, mayor of Tukwila and Gayle Kirchmann, Miss Tukwila.

***“Gayle Kirchmann Chosen to Reign Over Tukwila Days Celebration,” Highline Times (Burien, WA), Jul. 31, 1968.***



**Figure 26: (Left) Originally captioned:  
“Laura Davis[:] Princess”**



**Figure 27: (Right) Originally captioned:  
“Linda Virgillo[:] Princess”**



Figure 28: (Left) Originally Captioned: "Gayle Kirchmann[:] Queen"

A smiling blue eyed blond, Gayle Diane Kirchmann has been chosen as Miss Tukwila to reign over the 1968 Tukwila Days Celebration Aug. 2 and 3. Gayle, daughter of Mr. and Mrs. Marvin K. Kirchmann, 14240-58th Ave. S. attends Foster High School.

She is a member of Girls Club Cabinet, a cheerleader, participates in senior band and is Junior Community Club President.

Gayle, a resident of Tukwila, has been active in school, church and community activities and says she will enjoy being a representative of her city.

Selected as princesses to assist Gayle are Linda Virgillo, a senior at Tyee High School. She is the daughter of Mrs. Floyd Mabrey, Tukwila and Art Virgillo, Renton. Laura Davis, daughter of Mr. and Mrs. Warren B. Davis, 5906 S. 144th is a 1968 graduate of Foster High School.

The annual Tukwila Days to be staged Aug. 2 and 3 will include a community picnic, parade, beard contest and a river race.

Activities will begin Aug. 2 with a teen dance from 9 to 12 p.m. at Tukwila Community Club, admission is free with music provided by "Wits End."

On Aug. 3 a Kiddies Parade will begin at 10 a.m. on the Tukwila School grounds and proceed north on 59<sup>th</sup> Ave. S. around City Hall to 144th and west on 144th to 58th S. then south

on 58th to 147th where it will continue east to Tukwila City Hall. For parade information call Karlyn Elfstrom CH 3-6728.

Starting at 12:30 p.m. the River Race will proceed from the Riverside Inn to Foster Bridge. The race is sponsored by the Tukwila Lions Club.

Following the River Race a picnic with games and fun for all ages will be held in Tukwila Park.

The day will be completed with an adult dance from 9:30 p.m. to 1:30 a.m. at Tukwila Park tennis courts, to the music of the Butler Band.

**GOV-MART BAZA'R WELCOMES SOUTH CENTER!**

It's always nice to have a new neighbor... especially when one's so "purty"! Dozens of fine stores, carrying almost everything.

Next time you come to South Center, drop in at Gov-Mart Baza'r... That's about the only thing South Center doesn't have. You'll save money on food, health and beauty aids... in fact, just about everything.

Here are a few typical savings you'll make by doing all your shopping at Gov-Mart Baza'r... The One and Only Store With All the Low Prices Everyday!

**PROCTOR SILEX CITATION BLENDER (ES)**  
 \$9.97

**SPECIAL PURCHASE!**  
 "HOPE" by J. P. STEVENS—FIRST QUALITY LUXURY PERCALE SHEETS  
 FLAT OR FITTED SHEET TWIN SIZE . . . . \$1.87  
 FLAT OR FITTED SHEET DOUBLE SIZE . . . \$2.67  
 FLAT OR FITTED SHEET QUEEN . . \$3.57  
 FLAT OR FITTED SHEET KING . . . \$4.77  
 LUXURY PERCALE PILLOW CASES  
 King Size 12" x 18" 2 for \$1.47

**COLGATE TOOTH PASTE**  
 Family Size Tube  
 Comparable Value 9¢  
 27¢

**PENN 285 M SALMON REEL**  
 \$5.67

**DISCOUNT FOODS**  
 U & I SUGAR  
 10-Lb. Bag 86¢  
 POTATOES  
 10-Lb. Bag 36¢

**RENTON BURIED BAZA'R SEATTLE TACOMA**

Figure 29: (Above) Published to coincide with the Grand Opening of Southcenter, this ad for Gov-Mart Baza'r welcomes the new shopping center to the neighborhood. The ad was printed in the July 31, 1968 edition of the Highline Times.



**CITIZENS  
Federal Savings  
at  
SOUTHCENTER  
has a Gift for You!**

*You're invited . . . to inspect our new Southcenter office. Every person opening a savings account of \$200 or more, on or before August 9, 1968, may take their pick of any one of these gifts while they last.*

Select yours today. Savings will earn from August first.

*Free color TV . . . be sure to leave your name for a chance to win the RCA color TV set. Drawing for the winner will be on August 28 at 2 p.m. You need not be present to win.*

**TOTE-BAG UMBRELLA**  
Colorful, sturdy, snap-top bag and umbrella combination. A perfect shopping companion wherever you go!

**5-PIECE KNIFE SET**  
Five-piece hollow ground knife set consisting of paring knife, utility knife, French chef knife, meat slicer and hand slicer. Includes handy storage tray.

**CASSEROLE DISH AND HANDLE**  
Ceramic casserole dish with heavy duty cover and detachable handle for easy transportation.

**FREE RCA COLOR TV**  
*Deposit coupon below at our Southcenter office.*

**CITIZENS FEDERAL SAVINGS AND LOAN ASSOCIATION**

**5**  
Savings accounts compound monthly. Withdrawal flexibility.

**INSURED**  
UP TO \$100,000  
FEDERAL DEPOSIT INSURANCE CORPORATION

**CITIZENS FEDERAL SAVINGS**  
Southcenter Shopping Mall, CH 6-7100

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
City: \_\_\_\_\_ State: \_\_\_\_\_  
Phone: \_\_\_\_\_

\*Security and claims for balances start today at Citizens Federal Savings!

Figure 30: (Above) The Citizens Federal Savings and Loan Association advertises a drawing for prizes based out of their new Southcenter location in an ad dated July 31, 1968.

BEAUTY & SATISFACTION CH 4-5568

**CONGRATULATIONS TO OUR NEIGHBORS  
THE SOUTH CENTER SHOPPING CENTER**  
— WE INVITE YOU TO DROP OUT AND VISIT OUR NEW CONDOMINIUM  
ANOTHER CONTRIBUTION AND VITAL ADDITION TO OUR GROWING NORTHWEST

**Our Townhouses are  
so POPULAR . . .  
We're almost sold out!**

**BETTER SEE THEM TODAY!  
DELUXE 2 or 3 BEDROOM PLANS**

**OPEN Noon 'til Dark!**

**PINEBROOK TERRACE**  
The Newly Completed 44 Unit  
Townhouse Condominium

**Budget Priced: \$16,250 to \$22,250**  
Only 10% Down!

**HERB HARGOCK**

**TR 6-3374 MacPHERSON'S, Inc. CH 3-1000**  
Exclusive Agent

Including: Heated Pool \* Sauna Baths \* Clubhouse  
DRIVE OUT, Freeway or Highway 99 to East Gas Main Exit, Turn  
West 1/2 Mile on East Gas Main Road and follow  
signs.

Figure 31: (Above) Printed in the August 7, 1968 paper, the ad for the Townhouse neighborhood of Pinebrook Terrace congratulates Southcenter on its opening.

### **Southcenter's First Back-To-School Ad Magazine**

The following photos are of pages within the first Back-to-School newspaper ad for Southcenter Mall, as printed through the *Highline Times*. The massive newspaper section contains articles, ads, and period graphics. The Southcenter Back-To-School ad section published with the August 14, 1968 edition of the *Highline Times* newspaper. Its contents include fashion articles, an original mall-store map, photos from the grand opening, and period advertising. Pages are in order from 1 to 24.







Opulent Art

Uniform Hours, People Spell Success

Businesses that operate on uniform hours are more successful than those that do not, according to a study by the University of California at Berkeley. The study found that businesses that operate on uniform hours are more successful than those that do not, according to a study by the University of California at Berkeley. The study found that businesses that operate on uniform hours are more successful than those that do not, according to a study by the University of California at Berkeley.

New Bus Service For Southcenter Customers

A new bus service is being provided for Southcenter customers. The service is designed to provide a convenient and efficient means of transportation for customers who are unable to drive themselves to the shopping center.

Color Your Car Seasy, Fashionable

Color your car seasy and fashionable. The new color treatments available at the Southcenter Shopping Center will give your car a fresh, new look that is both stylish and practical.

New Post Office To Open in 1967

A new post office is planned for the Southcenter Shopping Center. The new building will provide a more spacious and efficient facility for the community.

Back-to-School Time Sparks Memories

Back-to-school time sparks memories of childhood. As children return to school, many parents and grandparents find themselves reminiscing about their own school days.

Thom McAn Two-Timers shoes for Schoolltime and Playtime (for anytime)



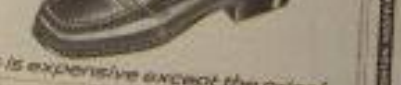
Men's wingtip and brogue shoes \$89-99



Men's black oxford \$69-79



Men's black oxford \$69-79



Everything about these shoes is expensive except the price! THOM McAN. 1000 SOUTHCENTER SHOPPING CENTER

**ARNE'S Appliances** SOUTHCENTER CENTER SHOPPING CENTER

**4 DAY SALE ENDS SAT. 6 P.M.**

NO MONEY DOWN UP TO 36 MONTHS TO PAY

GENUINE G.E. **CONSOLE STEREO**

- CLEAR CASE
- NO TUNES
- STEREO WALKER CONTROL
- 6 TONE RANGE SPEAKERS
- BUILT STEEL BODY
- DYNAMIC SOUNDING SYSTEM
- 4 SPEED AUTO TUNING

**\$198.88**

NO MONEY DOWN UP TO 36 MO. TO PAY

NO MONEY DOWN - NO PAYMENTS TILL OCT.

CHECK THIS LIST OF GENUINE G.E. APPLIANCES FOR FANTASTIC SAVINGS

**SALE ENDS SAT.**

✓ Portable T.V. . . . . \$78	✓ Freezer . . . . .
✓ Stereo . . . . . \$68	✓ Elec. Dryer . . . . .
✓ Color T.V. . . . . \$178	✓ Refrigerator . . . . .
✓ Dishwasher . . . . . \$95	✓ Elec. Range . . . . .

**AMERICA'S No. 1 WASHER**  
EVEN COSTS LESS THAN MOST "MAIL ORDER" AND "OFF BRAND"

GENUINE G.E. **AUTOMATIC MINI BASKET WASHER**

**Two-Speed Filter-Flo Washer**

**\$188.88**

- 12 Wash Cycles
- 2 Wash Spindles
- 1 Wash Tray
- 1 Wash Basket
- 1 Wash Lid
- 1 Wash Drain
- 1 Wash Filter
- 1 Wash Hose
- 1 Wash Plug
- 1 Wash Key
- 1 Wash Knob
- 1 Wash Dial
- 1 Wash Panel
- 1 Wash Case
- 1 Wash Cover
- 1 Wash Cap
- 1 Wash Lid
- 1 Wash Top
- 1 Wash Bottom
- 1 Wash Back
- 1 Wash Front
- 1 Wash Side
- 1 Wash End
- 1 Wash Head
- 1 Wash Tail
- 1 Wash Neck
- 1 Wash Waist
- 1 Wash Leg
- 1 Wash Foot
- 1 Wash Ankle
- 1 Wash Toe
- 1 Wash Heel
- 1 Wash Arch
- 1 Wash Ball
- 1 Wash Claw
- 1 Wash Paw
- 1 Wash Hoof
- 1 Wash Horn
- 1 Wash Tusk
- 1 Wash Tine
- 1 Wash Spike
- 1 Wash Nail
- 1 Wash Claw
- 1 Wash Paw
- 1 Wash Hoof
- 1 Wash Horn
- 1 Wash Tusk
- 1 Wash Tine
- 1 Wash Spike
- 1 Wash Nail



**Apparel Shows Touch of Fall**

**Real Red Stands Up**

**What Are You And I Likely To Wear?**

**Accessories Can Start With Belts**

**THE BON MARCHE SOUTHCENTER**

play the hide and sleek fashion game

**Le Cuir Sauvage**

Le Cuir Sauvage is a collection of women's and men's apparel. Each item is made of 100% leather. The collection includes jackets, blouses, skirts, pants, and shoes. The collection is available in sizes 2 to 12. The collection is available in colors black, brown, and tan. The collection is available in sizes 2 to 12. The collection is available in colors black, brown, and tan.

**NOW! SCHOOL DAYS AT SOUTHCENTER**

**School Days Start at Southcenter**  
 Climate-Controlled Shopping

SHOPPING HOURS 10:00 a.m. - 9:30 p.m., Monday thru Friday / 10:00 a.m. - 6:00 p.m., Saturday  
 7,200 free parking spaces / 110 stores / 4 major department stores / at junction of Interstate 5 and I-10

Details Spark Juniors' New Coats, Suits  
 Jewelry Gets Rave Notices for Fall  
 Healthy Hair Care

Heat Getting To You?  
 Try Air-Conditioned Walks

**THE BON MARCHE**  
 SOUTHCENTER

this is the way we go to school

head of the class coordinates

It's time to get dressed for school. These lovely costumes, suits, or dresses...  
 A blue dress in gold, navy, or brown...  
 Equipped with a bubble skirt to give you...  
 white, or pink, \$3.99 and other colors...  
 in navy, white or gold...  
 A gray wool suit, \$19.99, with...  
 skirt or dress, \$12.99...  
 available now in garden of...  
 \$9.99. A wool jumper dress, \$12.99...  
 and a flared tulle skirt...  
 white or navy, \$12.99...  
 110 Southcenter Mall, Suite 100, Southcenter, WA 98048



**Boys Can Sniff Fashion Trend**

**Fashion Savvy**  
**Are Male Accents**

**Lively Colors**  
**In Shirt News**

**Look**  
**Men**

**It's the Socking**  
**of It, Men**

**THE BON MARCHE**  
SOUTHCENTER

speed up to  
fashion-minded  
campus casuals

to gear that's designed for back-to-school action. If you're a commuter, you'll dig the 2-piece set in green checks from \$1.10 plus \$1.00 for belt. Or try the 2-piece set with a touch of white, in Capri with full length and cuffs. All in colors of blue, green, grey, white and black. \$1.00-\$1.50. The Pacific Sport jacket is perfect for those chilly fall nights. In navy, \$1.50 plus \$1.00 for belt. In white, \$1.75. We also have cotton t-shirts and polo shirts with short sleeves to top off your winter wardrobe. \$1.50-\$2.00.



AT SOUTHCENTER  
**Penney's**  
ALWAYS FIRST QUALITY

"SHOP 10 A.M. 'TIL 9:30 P.M. MONDAY THRU FRIDAY!"  
... SATURDAY 10 A.M. 'TIL 6 P.M.

# BACK-TO-SCHOOL

### THE PENNEY'S STORY

*Lay-away works this-away*

By MURKIN TO MURKIN

"I heard the new clothing store at Penney's... I went and saw it. That's what I need. I need a couple of more, and I want high quality...  
"I took out a card from Penney's...  
"That lady put a lay-away plan on my dress and Penney's will bring it out when I want it...  
"I'll be back when I have the money...  
"I'll be back when I have the money..."

### Back-to-School Coats for Girls!

There's a new group of coats just for big and little girls... After the 4:30 p.m. sale, just pretend to get away on the town's budget, but beautifully made in fine fabrics, ready to wear and quality threads and buttons! You'll love them!



**A** Double-breasted coat to see you thru to the end of the school year. It's made of heavy, warm, woolen fabric with a fur collar and matching cuffs. Matching buttons. \$14  
Suggested retail \$18.00 \$14

**B** Not just any coat - it's a double-breasted woolen fabric, lined with warm, woolen fabric. Matching buttons. \$18  
Suggested retail \$22.00 \$18

**C** Fully girls coat of 100% rayon. Double-breasted with warm lining. Big collar. Matching buttons. \$17  
Suggested retail \$20.00 \$17

**D** Double-breasted, button-up coat. Fully lined with warm, woolen fabric. Matching buttons. \$15  
Suggested retail \$18.00 \$15



Fashion's newest catch... the Acrylic knit fisherman shirts for Girls!

Size 8 to 12 **\$6**

Made to match! Fashion lights!



Girls' colorful quilt reversible print jackets

Size 8 to 12 **\$8** Size 7 to 10 **\$10**

Now little girls will be up to get the coolest & warmest! Plus they'll love wearing them to school in the afternoon. The best of both! The quilted jacket is made of 4-4 flannel fabric of polyester. Girls will love them to school and out. Size 7-10 jackets. Perfect for school and play. Available in blue, green or brown print. Color shown, model blue print.



... TODAY! ... AT PENNEY'S IN SOUTHCENTER ... "SHOP TONIGHT 'TIL 9:30 P.M.!"

SHOP 10 A.M. 'TIL 9:30 P.M. MONDAY THRU FRIDAY!  
... SATURDAY 10 A.M. 'TIL 6 P.M.

**DAY-AWAY EVENT!**

**AT SOUTHCENTER Penneys**  
ALWAYS FIRST QUALITY

**boys' jackets are terrific for Back-to-School!**

Choose from:  
• REFLECTOR STRIPES  
• REVERSIBLE QUILTS  
• SNAP FRONTS  
• PILE TRIM GORDUROYS  
... AND MANY MORE!

**11.98**

**10.98**

**16.98**

**8.98**

**14.98**

**Operation School's under way**

**Hey gang: C'mon down to Penneys ...it's painless!**

**Back-to-School short sleeve turtlenecks!**

**2.49**      **3.98**      **2.49**

... TODAY! ... AT PENNEY'S IN SOUTHCENTER ... "SHOP TONIGHT 'TIL 9:30 P.M.!"





# School Days Start at Southcenter

Climate-Controlled Shopping

SHOPPING HOURS 10:00 a.m. - 9:30 p.m., Monday thru Friday / 10:00 a.m. - 6:00 p.m., Saturday  
7,200 free parking spaces / 110 stores / 4 major department stores / at junction of Interstate 5

## Feminine Styles Have Men's Wear Influence

The look of men's wear is being influenced by the styles of women's wear. This is particularly true in the area of separates, where men are adopting the same styles as women. The influence is seen in the use of bold colors, patterns, and textures. Men's shirts and jackets are now featuring designs that were once reserved for women's blouses and jackets. This trend is also reflected in the choice of fabrics, with men's wear incorporating materials like silk and satin that were traditionally associated with women's fashion. The overall effect is a more relaxed and fashion-forward approach to men's clothing.



Separates Add Up To Fashion

The new separates add up to a new fashion statement for the young lady. The separates are designed to be worn together or apart, offering versatility and style. They are made from high-quality materials and feature contemporary designs that are both functional and fashionable.

## New Jewelry Reflects Mod

Contemporary jewelry is reflecting the mod style of the young lady. The jewelry is characterized by bold, geometric shapes and a mix of materials, including metals, stones, and plastics. The designs are often inspired by the minimalist and abstract art movements of the 1960s. This new style of jewelry is a reflection of the young lady's desire for self-expression and individuality. It is a departure from the traditional and ornate jewelry of previous eras, embracing a more modern and edgy aesthetic.

## Bulky, Virile Look Shows Ski Influence

The bulky, virile look is a result of the ski influence on fashion. This style is characterized by oversized, heavy-duty clothing that is both functional and fashionable. It includes items like heavy sweaters, parkas, and wide-brimmed hats. The ski influence has brought a sense of ruggedness and practicality to mainstream fashion, appealing to a wide range of consumers who appreciate a more outdoorsy and adventurous look.

## Men's Hair Now Makes Fashion News

Men's hair is now a major fashion trend. The styles are diverse, ranging from short, textured cuts to longer, more dramatic styles. The influence of pop culture and the desire for self-expression are driving these trends. Men are taking more interest in their hair care and styling, and there is a growing market for men's hair products. This shift in focus highlights the importance of grooming and personal style for men in the modern fashion landscape.

## Sleepwear Feminine; Loungewear Daring

Sleepwear is becoming more feminine, while loungewear is becoming more daring. Sleepwear designs now feature delicate fabrics, lace, and soft colors, reflecting a more elegant and comfortable approach to nightwear. Loungewear, on the other hand, is embracing bold patterns, bright colors, and unconventional silhouettes. This trend is driven by the desire for comfort and self-expression in casual wear, as well as the influence of pop culture and fashion shows.

**Simply Elegant!**  
Our New All Wool CHALLIS IMPORTS \$299  
100% DACRON STRIPES \$299  
T & B Co.  
1000 SOUTHCENTER

**UNIFORMS**  
**LAB COATS**  
**SMOCKS 'n SKIRTS**

**Back-to-School Value UNIFORMS**

Hammar's UNIFORMS  
High Fashion Professional  
1000 SOUTHCENTER  
Phone CH 6-4411

**PUBLIC NOTICE**

**Dr. S.C. WILLIAMS**  
Optometrist  
CH 6-5430  
880 Southcenter Shopping Center

Have Your Children's Eyes Examined... A must for Proper School Work and Attitudes

**EYE PROTECTION**  
Safety Shatterproof Glasses  
With Modern Flexible Nylon Frames

Good Vision... Means a Good Student

**QUICK REPAIRS**

**NOW -- SHOP ALL FIVE AMERICA'S LEADING CHEESE STORES**

**Hickory Farms OF OHIO**

**CHEDDAR CHEESE** Sharp-Tangy Reg. 1.49 **1.19 lb.**

**BANANA CHIPS** 1" Tangy Treat! 2 boxes \$1 REG. 99c

**STICK CANDY** 5 Packs \$1 (24 sticks per pack) REG. 3 PACKS \$1

**FREE BIX OF CRACKERS WITH PURCHASE OF CHEESE BALL**

**THESE SPECIALS THIS WEEK AT ALL FIVE STORES**

**Hickory Farms OF OHIO**

**Just 8 minutes south of Seattle city center at Tukwila**

**Schuck's Goes Southcenter!**  
*Schuck's* *Schuck's*

You Save In All Directions. Prices Good At All Stores.

**Get Your Groovy Flowers at SCHUCK'S!**  
 They're Great For Everything  
 From Notebooks to Cars

**88¢** Reg. 1.19

**AMOTHER SCHUCK'S SPECIAL:**  
**GENERATORS**

4 Volt: **12<sup>95</sup>** 12 Volt: **14<sup>95</sup>**  
 Each Each

**Trailer Mirrors** **3<sup>99</sup>** Reg. 4.95

**SPECTRUM Spray Paint** **67¢** Reg. 79¢

**Locking Gas Caps** **1<sup>88</sup>** Reg. 2.29

**Signal Flasher** **1<sup>29</sup>** Reg. 1.49

**CHECK THESE END-OF-SUMMER SPECIALS:  
 SCHUCK'S SLASHES PRICES ON CAR WAXES!**

**Zip Wax** **59¢** Reg. 79¢  
 Wash & Wax Your Car In The Same Time!

Get 1<sup>st</sup> Car Wash FREE With Purchase of High Gloss Turtle Wax. **99¢** Reg. 1.29

**One-Step Cleaner Wax** **1<sup>89</sup>** Reg. 2.29

Take Your Pick: **Super Hard Shell Turtle Wax** **99¢** Reg. 1.29  
 Paste or Liquid Only

**Simoniz Master Wax** **1<sup>55</sup>** Reg. 1<sup>99</sup>

**SCHUCK'S AUTO SUPPLY**

**CHANDLER'S**  
 The Value Community Store

**SOUTHCENTER NOW OPEN SUNDAYS**





# School Days Start at Southcenter

## Climate-Controlled Shopping

SHOPPING HOURS 10:00 a.m. - 9:30 p.m., Monday thru Friday / 10:00 a.m. - 6:00 p.m., Saturday  
7,200 free parking spaces / 110 stores / 4 major department stores / at junction of Interstate 5

### Small Look Is Big in Fall Handbags

A small, compact handbag is the latest fashion trend. The new handbags are small, compact, and practical. They are perfect for the busy woman who needs a handbag that can hold everything she needs for the day. The new handbags are made of high-quality materials and are available in a variety of colors and styles. They are perfect for the woman who wants a handbag that is both functional and fashionable.



### Suits Show Sense of Fit With Flair

The new suits are a perfect example of the "small look is big" trend. They are well-tailored and feature a variety of styles, from classic to modern. The suits are made of high-quality fabrics and are available in a variety of colors and patterns. They are perfect for the woman who wants a suit that is both professional and fashionable.

### 'A Little Off The Top'

The new blouses are a perfect example of the "small look is big" trend. They are well-tailored and feature a variety of styles, from classic to modern. The blouses are made of high-quality fabrics and are available in a variety of colors and patterns. They are perfect for the woman who wants a blouse that is both professional and fashionable.

### Antiquing Notable In Watches

The new watches are a perfect example of the "small look is big" trend. They are well-tailored and feature a variety of styles, from classic to modern. The watches are made of high-quality materials and are available in a variety of colors and patterns. They are perfect for the woman who wants a watch that is both professional and fashionable.

**CITIZENS Federal Savings at SOUTHCENTER has a Gift for You!**

FREE RCA COLOR TV

**SEIKO**

For School Time And All Time Accuracy

Presenting SEIKO

**BEN BRIDGE JEWELERS**

Watch Specialists

Ben Bridge, President  
Robert Ross, Vice President

**BEN BRIDGE**

For School Time And All Time Accuracy

SEIKO

For School Time And All Time Accuracy

CHARGE IT!

**Lerner Shops**

SOUTHCENTER SHOPPING CITY  
Junction of Interstate Route 5 & State Highway 101

**FASHION SPECIAL**

FOR FALL FOR SCHOOL

ready wardrobe

dress beautiful price \$10.00

mix & match separate \$4.79

grip school dress \$3.99

**CHARGE IT!**

### Just 8 minutes south of Seattle city center at Tukwila

#### Are Fashion Good Care

...the most important thing you can do for your clothes is to take good care of them. This means washing them properly, ironing them correctly, and storing them in a cool, dry place. Following these simple steps will help your clothes last longer and look better.

#### How to Choose Grooming Aids

...when choosing grooming aids, it's important to consider your hair type and the look you want to achieve. For straight hair, a light cream might be best. For wavy hair, a mousse or gel could work better. Always use a small amount and apply it evenly to your hair.

#### Diversity, Slim Look In Men's Fashions

...men's fashion is becoming more diverse and tailored. Slim-fit suits and shirts are popular, offering a more modern look. Designers are also incorporating different fabrics and patterns to create unique styles. This diversity allows men to express their individuality through their clothing.

#### Gold, Silver in Jewelry Is Decreased

...the price of gold and silver jewelry has decreased significantly. This is due to a combination of factors, including a drop in the price of raw materials and increased competition from other jewelry brands. Consumers are taking advantage of these lower prices to purchase high-quality pieces.

#### American Men Buy Any Size Confidently

...American men of all sizes are now buying clothing with confidence. Retailers are offering a wider range of sizes, from extra-small to extra-large, and ensuring that the quality and style are consistent across all sizes. This inclusivity is a positive step towards better representation in the fashion industry.

#### Waller's

...Waller's is a leading retailer of men's clothing, offering a wide selection of styles and sizes. Their commitment to quality and customer service has earned them a reputation as a go-to destination for men's fashion.

#### WEISFIELD'S PRESENTS... A SPECIAL BACK-TO-SCHOOL SALE

**51.49**  
Compare at 59.99  
**The Royal Eldorado**  
Deluxe model with keyboard manager, Big Walker color keyboard, sturdy carrying case. Charge 1%.

**9.99**  
Compare at 14.99  
**Philco Clock Radio**  
Wake to music! Fully featured AM radio for long life. Clock radio, battery, Wides cabinet.

the place to shop for the ultimate in back-to-school shoe fashions...

### STANLEY'S

SHOES FOR MEN  
911 SOUTHCENTER MALL

#### Lilli Ann

...Lilli Ann is a fashion brand known for its elegant and sophisticated designs. The woman in the illustration is wearing a classic winter outfit, featuring a long fur-trimmed coat and a matching hat, exuding a sense of timeless style.

Over 20 Light Colored  
**FANCIES FASHION LONG COATS**  
Values to Over \$50 **\$20**  
These are Fashion's Best To Be Covered by Once an Great Savings!

### Walker's

...Walker's is a well-known retailer of men's shoes, offering a variety of styles and sizes. Their focus on quality and durability has made them a trusted name in the footwear industry.

#### THE BEAUTIFUL NEW WIG FALL

...The Beautiful New Wig Fall is a collection of high-quality wigs designed for the autumn season. These wigs offer a wide range of styles and colors, allowing women to easily change their look for the season.





### Adult Styling Adds Flair to Young Shoes

## Cram-Course for College



**GURU-VY-IST**

**Dateline: Campus, U.S.A.**

...the trend for the more rugged gear is broken down in several brackets. The most basic are all the items for active students that fit in neatly in the sporty-but-stylish category. ...

...the most basic are all the items for active students that fit in neatly in the sporty-but-stylish category. ...



**An Oak for Oakes**

...the trend for the more rugged gear is broken down in several brackets. The most basic are all the items for active students that fit in neatly in the sporty-but-stylish category. ...

### Color Sparks Wardrobes For Men

...the trend for the more rugged gear is broken down in several brackets. The most basic are all the items for active students that fit in neatly in the sporty-but-stylish category. ...

### Alpine Hut

CH 6-7350

WHAT ARE YOU GOING TO BUY AT OUR School To School SALE?



... (unreadable)	75 percent
... (unreadable)	100.00
... (unreadable)	12.00
... (unreadable)	67.50
... (unreadable)	32.00
... (unreadable)	8.88
... (unreadable)	18.88
... (unreadable)	18.88

Alpine Hut logo and NSF logo.

## SPECIAL VALUE!

# \$16<sup>80</sup>



...the trend for the more rugged gear is broken down in several brackets. The most basic are all the items for active students that fit in neatly in the sporty-but-stylish category. ...

**FLORSHEIM SHOE SHOP**  
 #14 Southcenter Shopping Center  
 CH 7-4888

### OAKES

take your joyce



**OAKES LEATHER AND WOLF HIDE FASHION CLOTHING**

...the trend for the more rugged gear is broken down in several brackets. The most basic are all the items for active students that fit in neatly in the sporty-but-stylish category. ...

**OAKES**

210 SOUTHCENTER SHOPPING CENTER CH 6-4888



**Shape, Fit, Feeling  
Go New for Juniors**

**NORDSTROM BIE'S**  
SOUTHCENTER IS NOW OPEN

**Sportswear Geared For Active Life**

**Lingerie Can Be Sweet Or Sizzling**

**'Handle With Care' Gloves Enter in Style**

**Leather Big Fall News**

**Now! School Days at Southcenter**

The advertisement features a woman in profile, looking towards the right. She is wearing a dark, possibly black, top and light-colored, possibly white or light grey, leggings. Her legs are crossed at the ankles. She is wearing several pairs of white leather shoes with buckles and studs. The background is a light, textured surface. The text is arranged around the image, including headlines, sub-headlines, and a large banner at the bottom.





# Southcenter's Opening Was Just A Beginning



**WOMEN OF THE YEAR** - Mrs. Robert Smith, left, and Mrs. James Smith, right, were named the 1954 Women of the Year by the Southcenter Shopping Club. Mrs. Smith is the wife of the club's president, Mr. Robert Smith.



**SHOPPING CENTER** - Shoppers from the city and suburbs of the metropolitan area pass the first of the new center, the Southcenter Shopping Club, on the corner of Interstate 5 and 10th Avenue.



**A FINE OFFICIAL** - Mrs. Robert Smith, president of the Southcenter Shopping Club, is shown in her official capacity. She is the wife of the club's president, Mr. Robert Smith.



**THE NEW** - Mrs. Robert Smith, left, and Mrs. James Smith, right, were named the 1954 Women of the Year by the Southcenter Shopping Club.



**PROBABLY** - Mrs. Robert Smith, left, and Mrs. James Smith, right, are shown with their daughter, Mrs. John Smith, at the Southcenter Shopping Club. Mrs. Smith is the wife of the club's president, Mr. Robert Smith.



**THE NEW** - Mrs. Robert Smith, left, and Mrs. James Smith, right, are shown with their daughter, Mrs. John Smith, at the Southcenter Shopping Club.



**THE NEW** - Mrs. Robert Smith, left, and Mrs. James Smith, right, are shown with their daughter, Mrs. John Smith, at the Southcenter Shopping Club.



**THE NEW** - Mrs. Robert Smith, left, and Mrs. James Smith, right, are shown with their daughter, Mrs. John Smith, at the Southcenter Shopping Club.



**THE NEW** - Mrs. Robert Smith, left, and Mrs. James Smith, right, are shown with their daughter, Mrs. John Smith, at the Southcenter Shopping Club.



## School Days Start at Southcenter

SHOPPING HOURS 10:00 a.m. - 9:30 p.m., Monday thru Friday / 10:00 a.m. - 6:00 p.m., Saturday

7,200 free parking spaces / 110 stores / 4 major department stores / at junction of Interstate 5 and 10th Avenue





# PAY 'n SAVE SOUTHCENTER GRAND OPENING

Be Sure To Register For . . . FREE GIFTS

**SPECIAL BACK TO SCHOOL SAVINGS!**

<p><b>PANTY SEAMLESS NOSE NYLONS</b></p> <p>Reg. 1.75 <b>99¢</b>    Reg. 4.96 <b>4/96¢</b></p>	<p><b>LIVEWIRE STENO NOTEBOOK</b></p> <p>Reg. 5.95 <b>2/29¢</b></p>	<p><b>ELMER'S GLUE-ALL</b></p> <p>Reg. 1.19 <b>49¢</b></p>	<p><b>500 COUNT FILLER PAPER</b></p> <p>Reg. 1.39 <b>69¢</b></p>	<p><b>CANVAS or VINYL BINDERS</b></p> <p>Reg. 99¢ <b>69¢</b></p>	<p><b>ENVELOPES</b></p> <p>Reg. 49¢ <b>2/49¢</b></p>		
<p><b>CLAIROL KINDNESS INSTANT HAIRSETTER</b></p> <p>Reg. 14.65 <b>12.99</b></p>	<p><b>CAMPUS QUEEN Cosmetic Lamp &amp; Mirror</b></p> <p>Reg. 14.99 <b>7.99</b></p>	<p><b>SUNSET PENCILS</b></p> <p>Reg. 39¢ <b>19¢</b></p>	<p><b>TUCK CELLO TAPE</b></p> <p>Reg. 1.99 <b>2/39¢</b></p>	<p><b>CRAYOLAS</b></p> <p>Reg. 99¢ <b>49¢</b></p>	<p><b>PRESSBOARD BINDER</b></p> <p>Reg. 69¢ <b>39¢</b></p>	<p><b>BIG 49 PENCIL TABLET</b></p> <p>Reg. 49¢ <b>21¢</b></p>	
<p><b>LADY'S SLIPPERS</b></p> <p>Reg. 1.49 <b>88¢</b></p>	<p><b>ROUND-THE-NECK MIRROR</b></p> <p>Reg. 29¢ <b>29¢</b></p>	<p><b>BONDED VITAMINE</b></p> <p>Reg. 1.99 <b>1.44</b></p>	<p><b>BONDED VITAMIN C</b></p> <p>Reg. 49¢ <b>39¢</b></p>	<p><b>BONDED THERAPEUTIC VITAMINS</b></p> <p>Reg. 3.79 <b>1.99</b></p>	<p><b>LISTERINE MOUTH WASH</b></p> <p>Reg. 99¢ <b>77¢</b></p>	<p><b>MAALOX Antacid Suspension</b></p> <p>Reg. 99¢ <b>89¢</b></p>	<p><b>SCOPE MOUTH WASH</b></p> <p>Reg. 99¢ <b>77¢</b></p>
<p><b>BORG BATH SCALES</b></p> <p>Reg. 7.95 <b>3.99</b></p>	<p><b>ZEE GIANT PAPER TOWELS</b></p> <p>Reg. 32¢ <b>2/45¢</b></p>	<p><b>WATER PIK</b></p> <p>Reg. 17.81 <b>17.81</b></p>	<p><b>SUNDEAM TOOTHBRUSH</b></p> <p>Reg. 13.98 <b>7.99</b></p>	<p><b>MEN'S T-SHIRTS</b></p> <p>Reg. 2/1.79 <b>2/77¢</b></p>	<p><b>MEN'S DRESS SHIRTS</b></p> <p>Reg. 1.99 <b>2/2.99</b></p>	<p><b>CREW SOCKS</b></p> <p>Reg. 59¢ <b>29¢</b></p>	
<p><b>TAMPAX</b></p> <p>Reg. 1.19 <b>99¢</b></p>	<p><b>FLOWERSWEET BUBBLE BATH</b></p> <p>Reg. 99¢ <b>69¢</b></p>	<p><b>TERRY Kitchen Towels</b></p> <p>Reg. 5.99 <b>5.99¢</b></p>	<p><b>FOAM FILLED BED PILLOWS</b></p> <p>Reg. 1.99 <b>66¢</b></p>	<p><b>THROW PILLOWS</b></p> <p>Reg. 1.99 <b>1.19</b></p>	<p><b>CHILDREN'S CANVAS SHOES</b></p> <p>Reg. 37.98 <b>66¢</b></p>		
<p><b>SEWING THREAD</b></p> <p>Reg. 3.88 <b>3.88¢</b></p>	<p><b>REDHEART YARN</b></p> <p>Reg. 79¢ <b>79¢</b></p>	<p><b>WASH CLOTHS</b></p> <p>Reg. 19¢ <b>6¢</b></p>	<p><b>DISH CLOTHS</b></p> <p>Reg. 2.22 <b>8¢</b></p>	<p><b>PLASTIC TAPPS</b></p> <p>Reg. 5.99 <b>5.99</b></p>	<p><b>EXTRA BATTERIES</b></p> <p>Reg. 4.88 <b>4.88</b></p>	<p><b>PRECISION &amp; PRINTS</b></p> <p>Reg. 1.89 <b>1.89</b></p>	



# SPECIALS!

## PAY 'n SAVE SOUTHCENTER

Sure To Register For... FREE GIFTS

and Other Valuable Prizes:

- FREE CIGARS FOR THE MEN
- FREE BONNETS FOR THE LADIES
- FREE PINWHEELS FOR KIDS
- HOURLY SHOPPING CART PRIZES

 <p><b>CHILD'S PLASTIC UMBRELLA</b> Reg. 77 <b>66¢</b></p>	 <p><b>DANISH BACON</b> 1-10 CAN Reg. 77 <b>59¢</b></p>	 <p><b>STRAW WHISK DREDGE</b> Reg. 37 <b>25¢</b></p>	 <p><b>PLAYING CARDS</b> Reg. 29 <b>19¢</b></p>	 <p><b>PLASTIC POKER CHIPS</b> 100 Count in Plastic Case Reg. 87 <b>49¢</b></p>	 <p><b>GENERAL ELECTRIC PERCOLATOR</b> 10 CUP CAPACITY <b>10.88</b></p>	 <p><b>ELECTRIC KNIFE</b> MODEL #771 Reg. 14.98 <b>8.99</b></p>
 <p><b>TOILET BOWL BRUSH</b> Reg. 27 <b>19¢</b></p>	 <p><b>OVEN MITT</b> Reg. 23 <b>16¢</b></p>	 <p><b>KITTY PAUSE CAT LITTER</b> 9 1/2 LB. BAG Reg. 64 <b>49¢</b></p>	 <p><b>100 CT. 5-IN. STYROFOAM CUPS</b> Reg. 77 <b>53¢</b></p>	 <p><b>50 CT. 7 OZ. STYROFOAM CUPS</b> Reg. 59 <b>39¢</b></p>	 <p><b>GENERAL ELECTRIC STEAM &amp; DRY IRON</b> Reg. 14.30 <b>6.99</b></p>	 <p><b>MARTY PROCTOR 2-SLICE TOASTER</b> Reg. 14.30 <b>8.99</b></p>
 <p><b>3-SHELF UTILITY TABLE WITH OUTLET</b> Reg. 4.99 <b>3.44</b></p>	 <p><b>OVAL RUGS</b> Reg. 99 <b>66¢</b></p>	 <p><b>WOODEN COAT-HAT-RACK</b> Reg. 67 <b>49¢</b></p>	 <p><b>IMMERSION HEATER</b> Reg. 49 <b>23¢</b></p>		 <p><b>8-CUP GLASS COFFEE CARAFE</b> Reg. 3.95 <b>1.99</b></p>	 <p><b>PORTABLE MIXETTE</b> Reg. 11.98 <b>6.99</b></p>
 <p><b>3-LEGGED MILK STOOL</b> Reg. 1.44 <b>99¢</b></p>	 <p><b>TOILET TISSUE</b> 4 ROLL PACK Reg. 43 <b>29¢</b></p>	 <p><b>SHOE RACK</b> Reg. 99 <b>77¢</b></p>	 <p><b>TANKARD MUGS</b> 12 OZ. 4 PC. SET Reg. 1.99 <b>99¢</b></p>		 <p><b>TOASTERMASTER STEAM &amp; DRY IRON</b> Reg. 13.88 <b>6.99</b></p>	 <p><b>34-CUP ROYAL COFFEE MAKER</b> Reg. 13.88 <b>7.99</b></p>
 <p><b>ALMOND ROCA</b> 1 LB. FAMILY SIZE TUBS Reg. 1.39 <b>99¢</b></p>	 <p><b>ASSORTED CHOCOLATES</b> 1 LB. BOX Reg. 1.76 <b>99¢</b></p>	 <p><b>MOUNTAIN BARS</b> Reg. 10.44 <b>10/44¢</b></p>	 <p><b>PLANTER'S DRY ROAST PEANUTS</b> 9 OZ. SIZE Reg. 59 <b>39¢</b></p>	 <p><b>2-FINGER COFFEE MUGS</b> Reg. 2.99 <b>2/29¢</b></p>	 <p><b>TOASTERMASTER STEAM &amp; DRY IRON</b> Reg. 13.88 <b>6.99</b></p>	 <p><b>34-CUP ROYAL COFFEE MAKER</b> Reg. 13.88 <b>7.99</b></p>
 <p><b>HERSHEY GIANT BARS</b> Reg. 4.10 <b>4/1.00</b></p>	 <p><b>SHELF &amp; DRAWER LINER</b> Reg. 1.99 <b>99¢</b></p>	 <p><b>TWIST-POP ICE CUBE TRAY</b> Reg. 99 <b>59¢</b></p>	 <p><b>3-PIECE STAINLESS STEEL BOWL SET</b> Reg. 2.99 <b>2.44</b></p>	 <p><b>WAGNERWARE CHICKEN FRYER</b> Reg. 2.99 <b>2.99</b></p>	 <p><b>PROCTOR-SILEX ELECTRIC GLASS PERCOLATOR</b> Reg. 8.95 <b>8.99</b></p>	 <p><b>10-PIECE SET MELMAC-HEILBRUNN DINNERWARE</b> Reg. 8.95 <b>3.99</b></p>
 <p><b>TWIN TURNTABLE</b> Reg. 99 <b>99¢</b></p>	 <p><b>ALKA SELTZER</b> Reg. 29 <b>29¢</b></p>	 <p><b>LEAD SINKERS</b> Reg. 10 OFF</p>	 <p><b>REVERE SAUCE &amp; STOCK POT</b> Reg. 14.98 <b>9.99</b></p>	 <p><b>REVERE TEA KETTLE</b> Reg. 6.99 <b>2.87</b></p>	 <p><b>REVERE SAUCE PAN</b> Reg. 7.95 <b>3.87</b></p>	 <p><b>REVERE SAUCE PAN</b> Reg. 6.29 <b>2.87</b></p>



**ALL SEATTLE AREA PAY 'n SAVE STORES JOIN IN GRAND OPENING SPECIALS**  
(Except as indicated items)

**PAY 'n SAVE SOUTHCENTER**

<b>ASSORTED FRAMED PICTURES</b> 18" x 24" Reg. 8.99 <b>2.99</b>	<b>PAINT THINNER</b> 1 GALLON <b>66¢</b> <b>PLASTIC PAINT PAILS</b> Reg. 2.99 <b>1.99</b>	<b>PLASTIC TRASH BARREL</b> Reg. 1.99 <b>99¢</b>	<b>PORTABLE RADIO</b> Reg. 7.99 <b>6.44</b>
<b>HOUSEWARES PLASTIC ASSORTMENT</b> Reg. 12.99 <b>2/66¢</b>	<b>TELEPHONE COVER AND PAD</b> Reg. 1.99 <b>59¢</b> <b>DISPOSABLE DIAPERS "KIX"</b> Reg. 1.99 <b>99¢</b>	<b>GIANT TOOL ASSORTMENT</b> Reg. 12.99 <b>2/99¢</b>	<b>CAR STEREO TAPE PLAYER</b> Reg. 49.99 <b>37.88</b>
<b>WESTCOAST ELECTRIC CLOCK "Dancer"</b> Reg. 5.99 <b>2.49</b>	<b>GENERAL ELECTRIC ELECTRIC ALARM CLOCK</b> Reg. 5.99 <b>2.99</b>	<b>HEAVY DUTY LIGHTERS</b> Reg. 5.99 <b>3.99</b>	<b>SCRIPTO VU-LIGHTERS</b> Reg. 3.95 <b>1.99</b>
<b>WESTCOAST BARTON ALARM CLOCK</b> Reg. 6.99 <b>4.44</b>	<b>WESTCOAST ELECTRIC ALARM CLOCK</b> Reg. 5.99 <b>3.99</b>	<b>HEAVY DUTY TRANSISTOR RADIO</b> Reg. 5.99 <b>2.99</b>	<b>9-VOLT TRANSISTOR BATTERIES</b> Reg. 2.99 ea. <b>2/19¢</b>
			<b>KODAK INSTAMATIC CAMERA KIT "104"</b> Reg. 19.95 <b>12.00</b>
<b>GRAND OPENING AUTOMOTIVE SPECIALS</b>			<b>ALGERIAN IMPORTED BRIAR PIPES</b> Reg. 1.49 to 1.99 <b>99¢</b>
<b>S.T.P. OIL ADDITIVE</b> Reg. 7.99 <b>59¢</b>	<b>SNACK TRAY</b> Reg. 1.29 <b>89¢</b>	<b>BEACON DOUBLE-BED BLANKETS</b> Reg. 6.95 <b>2.99</b>	
<b>AUTO SPONGES</b> Reg. 5.99 <b>19¢</b>	<b>RELIANT MOTOR OIL</b> Reg. 1.29 <b>3/89¢</b>	<b>KODAK COLOR FILM</b> KODACHROME II SLIDE FILM Reg. 2.99 <b>2.49</b>	
<b>SWEE-WONDER CAR WASH</b> Reg. 9.99 <b>23¢</b>	<b>DYNEL DOUBLE FACE CAR WASH MITT</b> Reg. 9.99 <b>39¢</b>	<b>MARK VII MEN'S &amp; LADIES' WATCHBANDS</b> Reg. 2.99 <b>1.99</b>	
<b>GRAND OPENING FISHING SPECIALS</b>			<b>POLAROID COLOR FILM</b> Reg. 3.99 <b>3.49</b>
<b>MESS KIT OR CANTEEN</b> Reg. 1.99 <b>77¢</b>			
<b>WRIGHT-ALGELL MOORING 9 FT. ROD</b> Reg. 12.99 <b>8.99</b>	<b>SALMON FISH NET</b> Reg. 4.99 <b>4.99</b>	<b>WILSON SUN GLASSES</b> Reg. 1.98 <b>99¢</b>	
	<b>CITATION FISHING LINE</b> Reg. 9.99 <b>77¢</b>	<b>HI-INTENSITY LAMPS</b> Reg. 2.44 <b>2.44</b>	
	<b>MOORING LEADERS</b> Reg. 10.99 <b>8/99¢</b>	<b>WILSON LABEL MAKER</b> Reg. 5.99 <b>2.44</b>	

# School Days Start at Southcenter

## Climate-Controlled Shopping City

SHOPPING HOURS 10:00 a.m. - 9:30 p.m., Monday thru Friday / 10:00 a.m. - 8:00 p.m., Saturday  
7,200 free parking spaces / 110 stores / 4 major department stores / at junction of Interstate 5 and 405

### Shoppers' Guide to Shoppers, Browsers through Southcenter's 107 Stores

#### Hats Are Here With Sleat To Femininity

With the school season in full swing, hats are a must for the young lady. The new styles are a blend of classic and modern, offering both protection and fashion. Sleat hats, with their wide brims and elegant designs, are particularly popular. They come in various colors and materials, from straw to felt. The new styles are designed to complement a variety of outfits, from casual to formal. They are a perfect accessory for the young lady who wants to look stylish and sophisticated.

#### Classics Spiced With Today

The new school season is a time of classic styles with a modern twist. The young lady is looking for clothes that are both timeless and trendy. Classics like the little black dress, the white shirt, and the plaid skirt are being reimagined with contemporary details. Spiced classics are the key to a fashionable school wardrobe. They are classic in their silhouette but modern in their execution. The young lady can look like a classic beauty while staying on top of the latest fashion trends.

**back to school wear is Lyons' bag**

... the new school season is a time of classic styles with a modern twist. The young lady is looking for clothes that are both timeless and trendy. Classics like the little black dress, the white shirt, and the plaid skirt are being reimagined with contemporary details. Spiced classics are the key to a fashionable school wardrobe. They are classic in their silhouette but modern in their execution. The young lady can look like a classic beauty while staying on top of the latest fashion trends.

**LYONS**





From Nordstrom Best

The basic of the fall wardrobe, the sweater vest is a must. It's simple, it's smart and it's a perfect addition to any wardrobe. The fall wardrobe is a must. It's simple, it's smart and it's a perfect addition to any wardrobe.



### Smart Clothes Strategy Is In — Calls for lean Plan

Smart clothes strategy is in — calls for lean plan. The fashion industry is looking for a lean plan. The fashion industry is looking for a lean plan. The fashion industry is looking for a lean plan.

### Monk-Straps Stride Smartly Into Autumn Shoes for Smart Man

Monk-strap shoes are the smart choice for autumn. They are simple, elegant, and perfect for the season. They are simple, elegant, and perfect for the season.

### Hose Runs Gam-ut

Hose runs the gamut from traditional to modern. There are many options available for the modern woman. There are many options available for the modern woman.

### Foundations Shape For Curvy Look

Foundations shape for a curvy look. The right foundation can make all the difference. The right foundation can make all the difference.

### 'Neko' Coat Isn't — It's Judging

The 'Neko' coat is a statement piece. It's bold, it's unique, and it's a true fashion statement. It's bold, it's unique, and it's a true fashion statement.

## '68 Campaign-Beat

At mode-o-day SOUTHCENTER SHOPPING CENTER

**WINDY OF THE SOUP**  
PANTS \$14.99

Also: \$12.99, \$14.99, \$16.99

Also: \$18.99, \$20.99, \$22.99

Also: \$24.99, \$26.99, \$28.99

Also: \$30.99, \$32.99, \$34.99

**WINDY OF THE SOUP**  
PANTS \$14.99

Also: \$12.99, \$14.99, \$16.99

Also: \$18.99, \$20.99, \$22.99

Also: \$24.99, \$26.99, \$28.99

Also: \$30.99, \$32.99, \$34.99

**mode o'day**  
SOUTHCENTER SHOPPING CENTER

### Come in and see why Dual is the 'critics' choice'

**Dual 1015**  
\$129.95

**Dual 1000**  
\$109.95

**Dual 1010**  
\$129.95

**Regent ELECTRONICS, INC.**  
1000 1st Ave. S.E. Seattle, WA 98102

## Larson

COLLECTOR'S CHOICE

**Viva Americana**  
The business life is great when you're in the Viva Beat U.S.A.!

**Viva Americana**  
Career-chasing in new-chunk boots, strappy straps, kooky-look. And getting paid for it!

### James

an exclusive Boutique & more

Free Parking For 7900 Cars

# School Days Start at Southcenter

## Climate-Controlled Shopping City

SHOPPING HOURS 10:00 a.m. - 9:30 p.m., Monday thru Friday / 10:00 a.m. - 6:00 p.m., Saturday  
7,200 free parking spaces / 110 stores / 4 major department stores / at junction of Interstate 5 and 405

### Midi? Fashion Has Many Answers This Fall

When you think of the word "fashion," you probably think of a woman in a dress or a man in a suit. But fashion is much more than that. It's a way of life, a way of thinking, a way of feeling. It's a reflection of the times, of the culture, of the society we live in. And it's always changing, always evolving, always moving forward.

**BACK TO SCHOOL of FABRICS**  
The Sewing Center for the Busy Student

- All of the Try Fabrical
- Banded Plaids
- Fake-Furs & Leathers
- Carduays
- Galore

Custom Orders For Groups or Individuals Our Specialty

**FABRICS**  
123 Southcenter Mall  
Fostered Area  
11:00 a.m. - 7:00 p.m. Sat. 9:00 a.m. - 6:00 p.m.

### Skirts, Belts Make Smart Style News

As fashion goes, so go fall knits. The season's new knitwear is a mix of textures, colors, and styles. From classic cable knits to modern, geometric patterns, there's something for everyone. And when it comes to skirts and belts, the choices are endless. From simple, straight skirts to flared, belted styles, there's a skirt and belt combination for every taste.



As Fashion Goes, So Go Fall Knits

**Carry-Alls for Men**  
The season's new carry-alls for men are a mix of styles and colors. From classic, leather carry-alls to modern, canvas styles, there's something for every man. And when it comes to belts, the choices are endless. From simple, straight belts to flared, belted styles, there's a belt combination for every taste.

### Gloves Run Gauntlet

The season's new gloves are a mix of styles and colors. From classic, leather gloves to modern, canvas styles, there's something for every man. And when it comes to belts, the choices are endless. From simple, straight belts to flared, belted styles, there's a belt combination for every taste.

### JAY JACOB'S

**AUTHENTIC GREEK BAGS \$399**  
Exclusive sets of all the necessary items for the outdoors, and more, are available in a multitude of colors in a variety of authentic Greek designs.

### Be a Carefree Cut-Out!

**Now Double-Knits with SINGER**

### IT'S THIS YEAR

**BACK-TO-SCHOOL**

**Village Lady**  
404 Southcenter  
621-5-2800

### BACK TO SCHOOL

The only shoe store in Southcenter specializing in children's shoes. When your child is tired of his sneakers, it's time to invest in a quality pair of children's shoes. With our huge knowledge of both casual and sporting footwear, we can give your child a special fit for your child. CHILDREN'S SHOES AND MORE. The widest selection of styles, sizes and quality in the area. Free the only member of the shoe world family.

**Eduards**

**CHILDREN'S Shoeland**

Hawaiian Prints	was 1.49
Anchor Prints, 100% Cotton	now 99c
Double Stripes	was 1.00
Anchor Prints, 100% Cotton	now 99c
Sunglaze Stripes	was 1.00
Anchor Prints, 100% Cotton	now 99c
Southwest	was 1.00
Anchor Prints, 100% Cotton	now 88c
Urban Prints	was 1.00
Anchor Prints, 100% Cotton	now 88c

**SINGER**  
CH 5-6762  
Southcenter Shopping Center



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Frederick & Nelson  
• SOUTHCENTER

### BACK-TO-SCHOOL

**BOYS' PERMANENT PRESS SPORT SHIRTS BY ELLI WALKER**  
Handsome sport shirts in easy fall plaids. They never need ironing because they have a permanent press finish that removes all of the stress from the fabric. Boys' \$10.00.

**BOYS' STRETCH DENIM LEVINS GIVE CUSTOM-LIKE FIT**  
Stretch denim levin's have ragged waist and button flap for extra comfort. They have a stretch cotton elastic waist and are hand-dyed with a natural wash effect. In heavy duty fabric of wale. \$1.10 regular and also, 4.95. Boys' sizes 10 to 16. \$1.00. (shown also shown in store)

**BOYS' STURDY LEATHER PATROL BOOTS** (p. 630)  
These tough boots are ready for anything. The only ankle high boots with 24K rubber soles. They have extra padding and are made of the best leather. Boys' sizes 10 to 16.

**COORDINATE FOR SCHOOL IS TANDORA SEPARATED** (p. 630)  
A. The classic plaid sport sweater is available for \$1.00. (shown also shown in store)  
B. New plaid sweater has ragged waist. Comes in tan, \$10.00. \$1.00.  
C. New plaid sweater has ragged waist. Comes in tan, \$10.00. \$1.00.  
D. New plaid sweater has ragged waist. Comes in tan, \$10.00. \$1.00.  
E. New plaid sweater has ragged waist. Comes in tan, \$10.00. \$1.00.  
F. New plaid sweater has ragged waist. Comes in tan, \$10.00. \$1.00.  
G. New plaid sweater has ragged waist. Comes in tan, \$10.00. \$1.00.  
H. New plaid sweater has ragged waist. Comes in tan, \$10.00. \$1.00.  
I. New plaid sweater has ragged waist. Comes in tan, \$10.00. \$1.00.  
J. New plaid sweater has ragged waist. Comes in tan, \$10.00. \$1.00.  
K. New plaid sweater has ragged waist. Comes in tan, \$10.00. \$1.00.  
L. New plaid sweater has ragged waist. Comes in tan, \$10.00. \$1.00.  
M. New plaid sweater has ragged waist. Comes in tan, \$10.00. \$1.00.  
N. New plaid sweater has ragged waist. Comes in tan, \$10.00. \$1.00.  
O. New plaid sweater has ragged waist. Comes in tan, \$10.00. \$1.00.  
P. New plaid sweater has ragged waist. Comes in tan, \$10.00. \$1.00.  
Q. New plaid sweater has ragged waist. Comes in tan, \$10.00. \$1.00.  
R. New plaid sweater has ragged waist. Comes in tan, \$10.00. \$1.00.  
S. New plaid sweater has ragged waist. Comes in tan, \$10.00. \$1.00.  
T. New plaid sweater has ragged waist. Comes in tan, \$10.00. \$1.00.  
U. New plaid sweater has ragged waist. Comes in tan, \$10.00. \$1.00.  
V. New plaid sweater has ragged waist. Comes in tan, \$10.00. \$1.00.  
W. New plaid sweater has ragged waist. Comes in tan, \$10.00. \$1.00.  
X. New plaid sweater has ragged waist. Comes in tan, \$10.00. \$1.00.  
Y. New plaid sweater has ragged waist. Comes in tan, \$10.00. \$1.00.  
Z. New plaid sweater has ragged waist. Comes in tan, \$10.00. \$1.00.

SHOP HOURS THROUGH FRIDAY 10 A.M. - 6 P.M., SATURDAY 10 A.M. - 5 P.M.

## Concluding Details

In totality, the *Highline Times* offers a unique local perspective of a community seeking industry and undergoing a massive boom of growth in the years of conception and production for the Southcenter Mall. The *Highline Times* is a staunch proponent of the Duwamish River Industrial Project in the early years, and by the opening of the Southcenter Mall has in the very least accepted that the shopping center is a part of the community and local events in need of being told to the Highline residents. The absence of coverage of the Court decision in the interim years is perhaps the most telling of the *Highline Times'* standing—be it on the issue or on the whole as a newspaper. The *Times* likely did not feel the need to cover a development that was likely to be covered by the larger area newspapers. As a source, the *Highline Times* appears to hold larger community concerns as their primary focus, and is strongly influenced by its close ties to Burien. In this respect, the *Highline Times* shows some detailed local perspectives of the development of Southcenter mall, but appears to be intended—overall—to fill in the gaps left by the larger papers and act in tandem with other local news sources.

## Sources

- The 1957-1968 *Highline Times*, further details and original copies available for access upon request
- Highline Historical Society archives
- Justia website, *Hogue v. Port of Seattle* case, June 11, 1959 decision at <<https://law.justia.com/cases/washington/supreme-court/1959/34849-1.html>>



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