

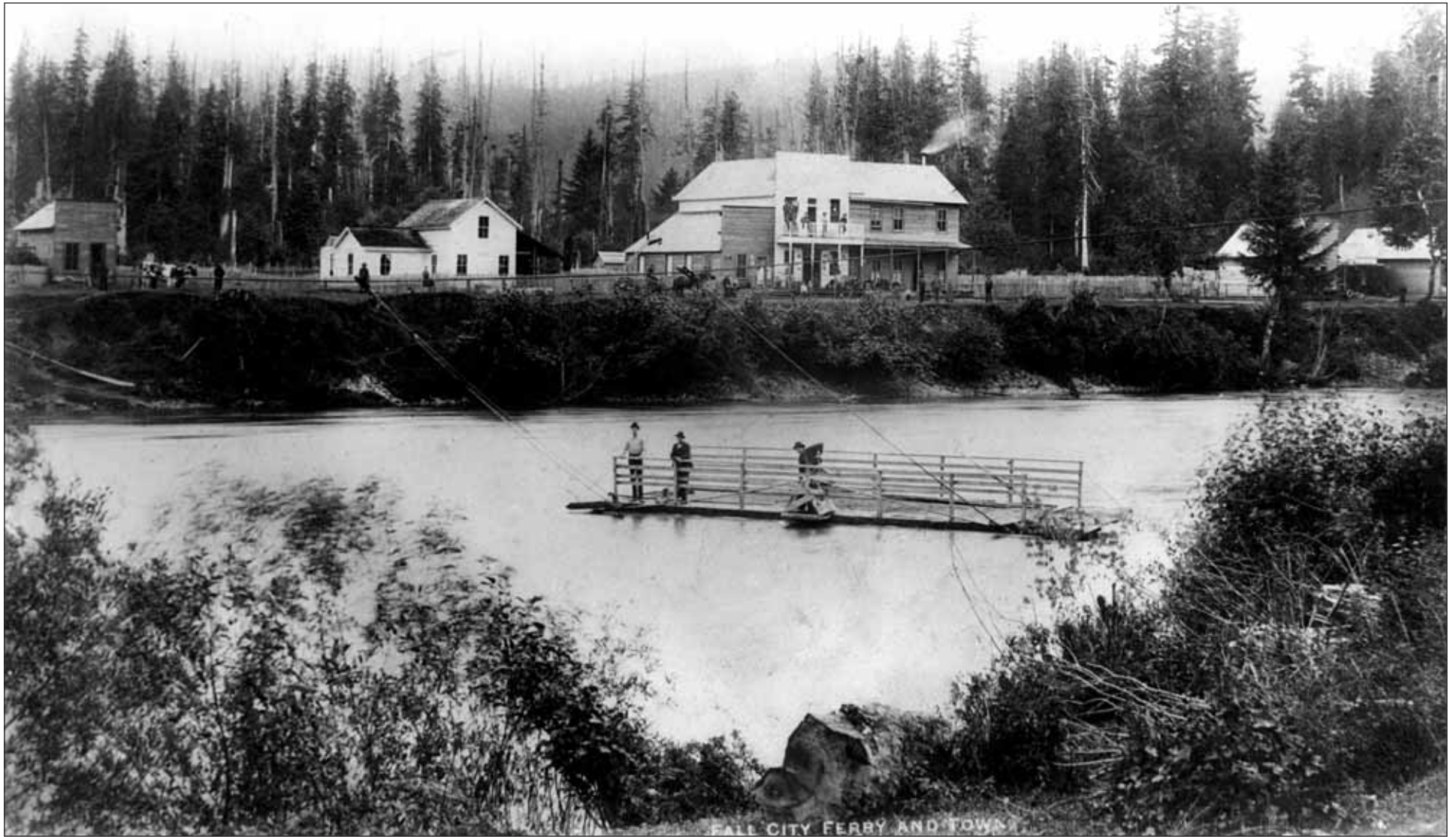
2010 FALL CITY CALENDAR

FALL CITY TOWN VIEWS



ALL PROCEEDS BENEFIT THE FALL CITY HISTORICAL SOCIETY

\$10



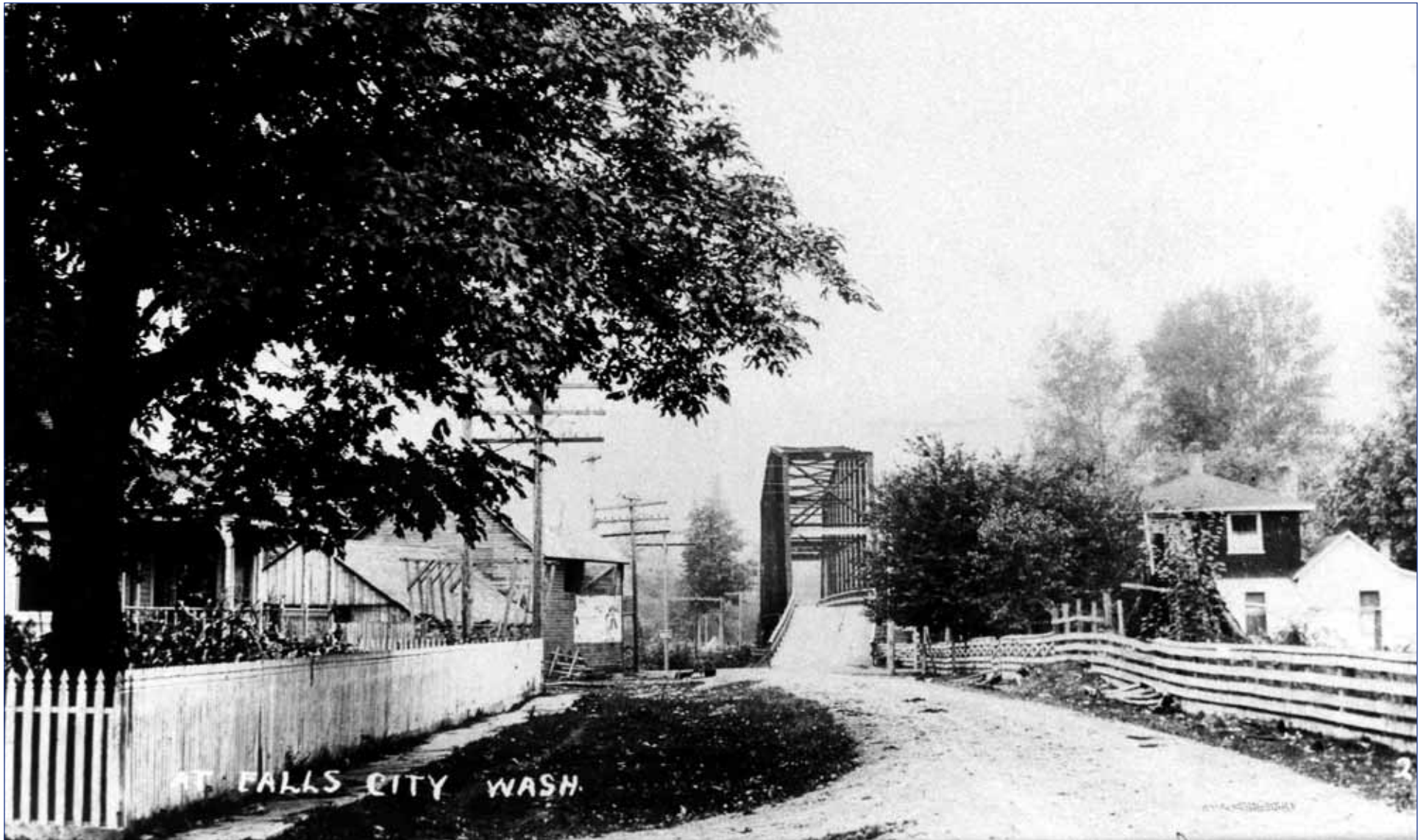
*View of early Fall City and the ferry across the Snoqualmie River, circa 1887.
(Courtesy of the Snoqualmie Valley Historical Museum)*

This photo was taken about the time that Fall City was platted by Jeremiah Borst. The large building in the center—a restaurant, store with dance hall above, and hotel—was built and owned by David ‘Doc’ Taylor. The restaurant and store burned in 1892 and were never rebuilt. The photo also captures the earliest means of crossing the Snoqualmie River. The ferry was built and put into service in 1884 by brothers John and Philo Rutherford. Power to move the ferry across the river was supplied by the river current.



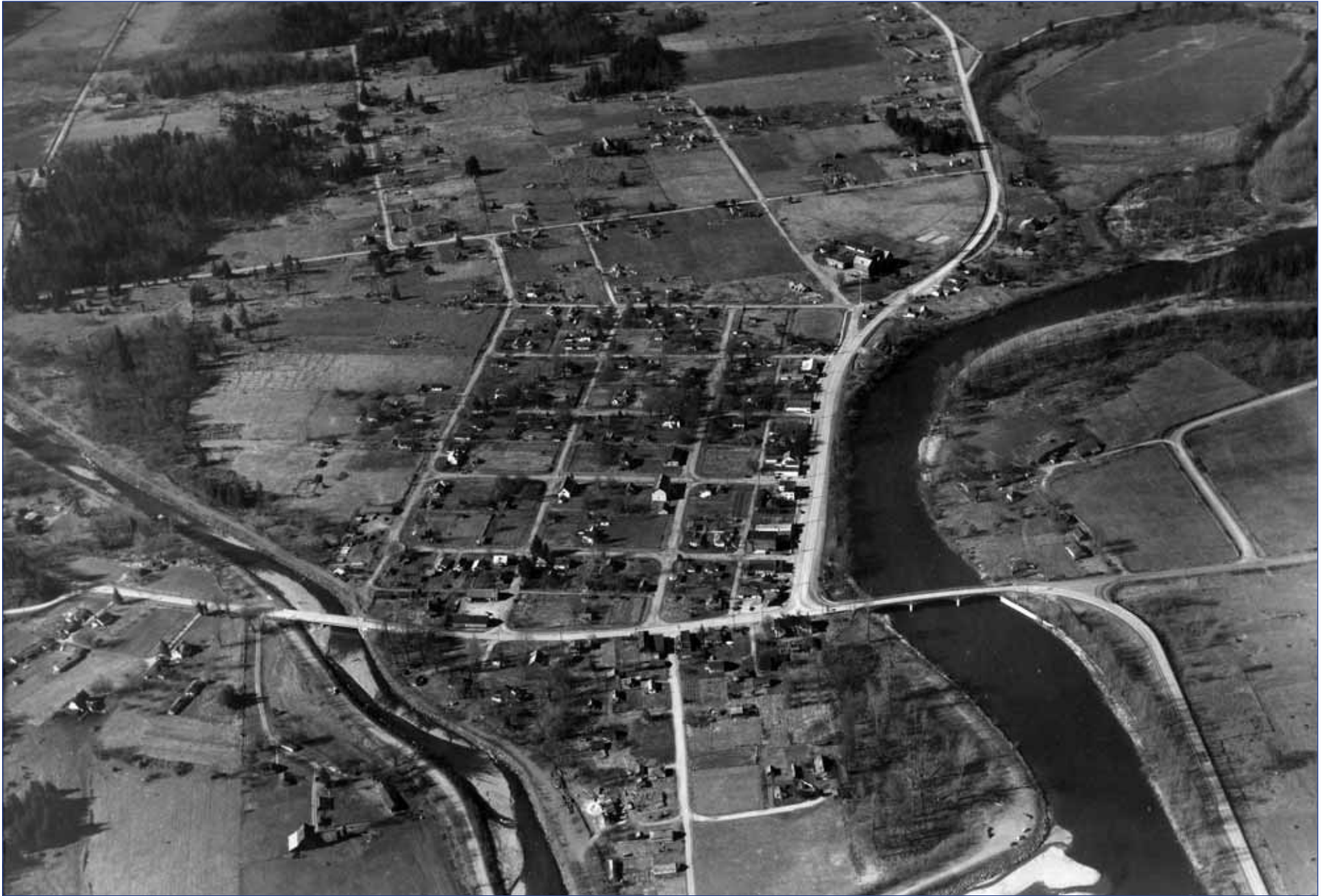
The Snoqualmie River and Fall City, early 1900s.

Several larger buildings have been added along River Street since the 1887 photo. The wooden bridge across the Snoqualmie River was first built in 1889. It collapsed without warning in the spring of 1900, injuring several pedestrians. Material from the downed bridge was salvaged, and a second bridge was built the following year. In 1908, timbers in the bridge were replaced and iron girders were added for strength. The bridge was replaced in 1917 by the first concrete bridge (see September).



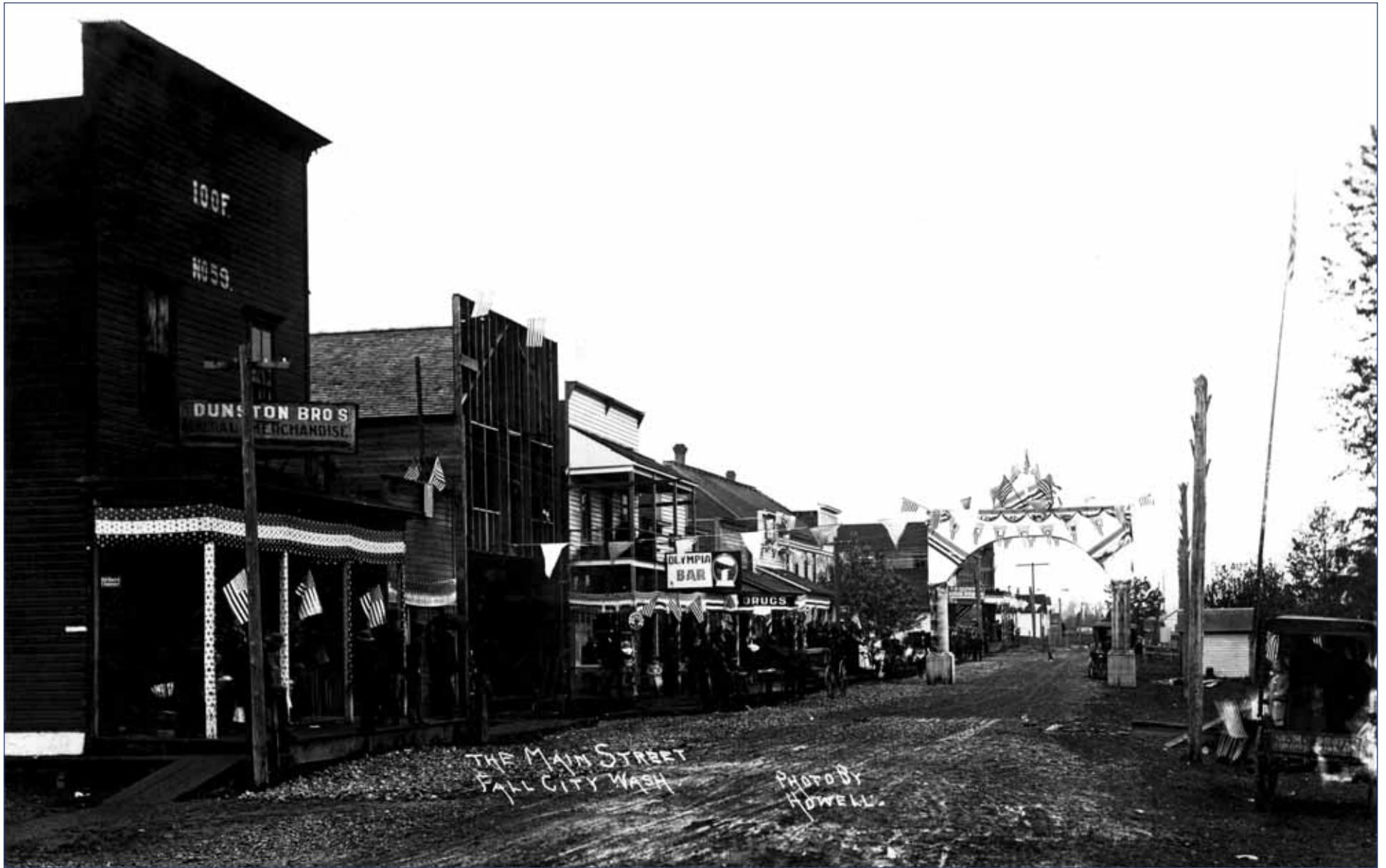
Approach from the south to the Fall City wooden bridge, early 1900s.

This wonderful photo shows residences along Taylor Street (now Preston-Fall City Road), the south approach to the wooden bridge. After the bridge collapsed in 1900, the sign over the entry was added. It said "\$10 fine for riding or driving faster than a walk or driving more than 10 head of stock on the bridge at one time."



1947 aerial photo of Fall City, looking west.

Compare the density of building in this photo with 1975 (July) and 2007 (October).



River Street decked out to honor the Great White Fleet, 1908. (Frank Howell photo)

Teddy Roosevelt's Great White Fleet, a demonstration of U.S. naval power, visited Seattle in 1908. The crew passed through Fall City on its way to see Snoqualmie Falls.



River Street in Fall City, early 1900s, with automobiles.

Many early businesses are shown in this photo. L–R: Dr. Cheney’s Drug Store, Wes Richard’s Butcher Shop, Hazelhurst’s Confectionary, Taylor Hotel, Neighbor’s Store, Bonell’s Store. (The last few buildings to the west are not identified.) The intersection is River and Main Streets, now SE Redmond-Fall City Road and 337th Pl SE.

Jack’s History of Fall City, p. 199-236



1975 aerial photo of Fall City, looking west.

Compare the density of building in this photo with 1947 (April) and 2007 (October).



Intersection of Yellowstone Trail and Sunset Highway in Fall City, circa 1920.

This important photo highlights the “crossroads” position of Fall City for early travelers. The two major cross-country highways, the Yellowstone Trail (which went north from Fall City to the Kirkland Ferry connection to Seattle) and the Sunset Highway (which went through Issaquah and Renton on its way to Seattle), had joined to cross the mountains via Snoqualmie Pass. In Fall City, they split again to go their separate ways. Also striking in this photo is the “towering” presence of the Brick School at the west end of River Street.

Jack's History of Fall City, p. 71-73



River Street, looking east, circa 1917. (Courtesy of Rowan Chisholm)

This unusual view east along River Street was probably taken from the roof of the newly constructed Brick School. It shows another major new development for Fall City, the first concrete bridge across the Snoqualmie River, which opened for traffic in 1917.

Jack's History of Fall City, p. 87, 108



2007 aerial photo of Fall City, looking west. (Courtesy of Alan Bauer)

By this date, we see the development of Twin Rivers Golf Course, the expansion of Fall City Elementary School, and the addition of Chief Kanim Middle School.



Looking east on River Street, circa 1948.

This view shows early businesses at the west end of River Street, such as Stow Hardware and Slott's Store. The building housing Slott's Store (on the southwest corner of SE Redmond-Fall City Road and 336th Pl SE) was built in 1922 and burned in 1970. Don Bluher, owner in 1970, rebuilt the store at the west end of the lot, leaving the original corner location open as a parking lot.



Riverside Tavern, before second story was added, circa 1933.

Paul Holden built the Riverside Tavern, at the southeast corner of River and Taylor Streets (SE Redmond-Fall City Road and Preston-Fall City Road SE), in 1925. In 1933, owner Mae Brown added a second story with hotel rooms. Several owners later, it became the Colonial Inn and, most recently, the Fall City Roadhouse.

Jack's History of Fall City, p. 178-179