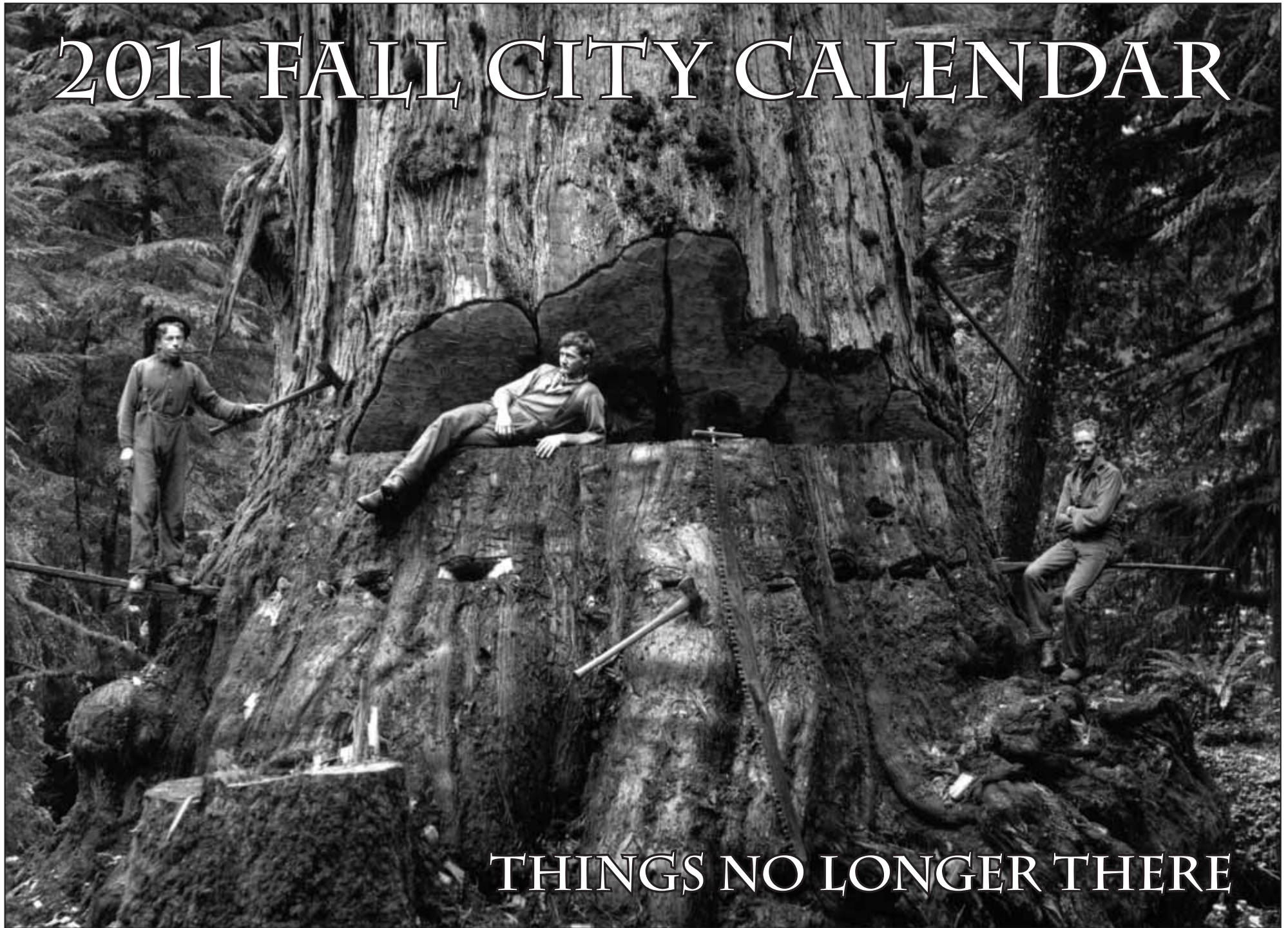


2011 FALL CITY CALENDAR



THINGS NO LONGER THERE

ALL PROCEEDS BENEFIT THE FALL CITY HISTORICAL SOCIETY

\$10

The steamboat *Cascade* (1888), offloading cargo on the river bank below what is now Redmond—Fall City Road in Fall City.

Side-wheeler steamboats were the primary means of transportation into the Snoqualmie Valley until the railroad came to Fall City in 1889. Fall City was first known as “The Landing” and was the farthest point up the Snoqualmie River that the steamships could travel for most of the year. This made the settlement one of the most important sites in the upper valley at the time.

The *Alki*, one of the last boats to come upriver as far as Fall City.



MAP 1, LOCATION 1

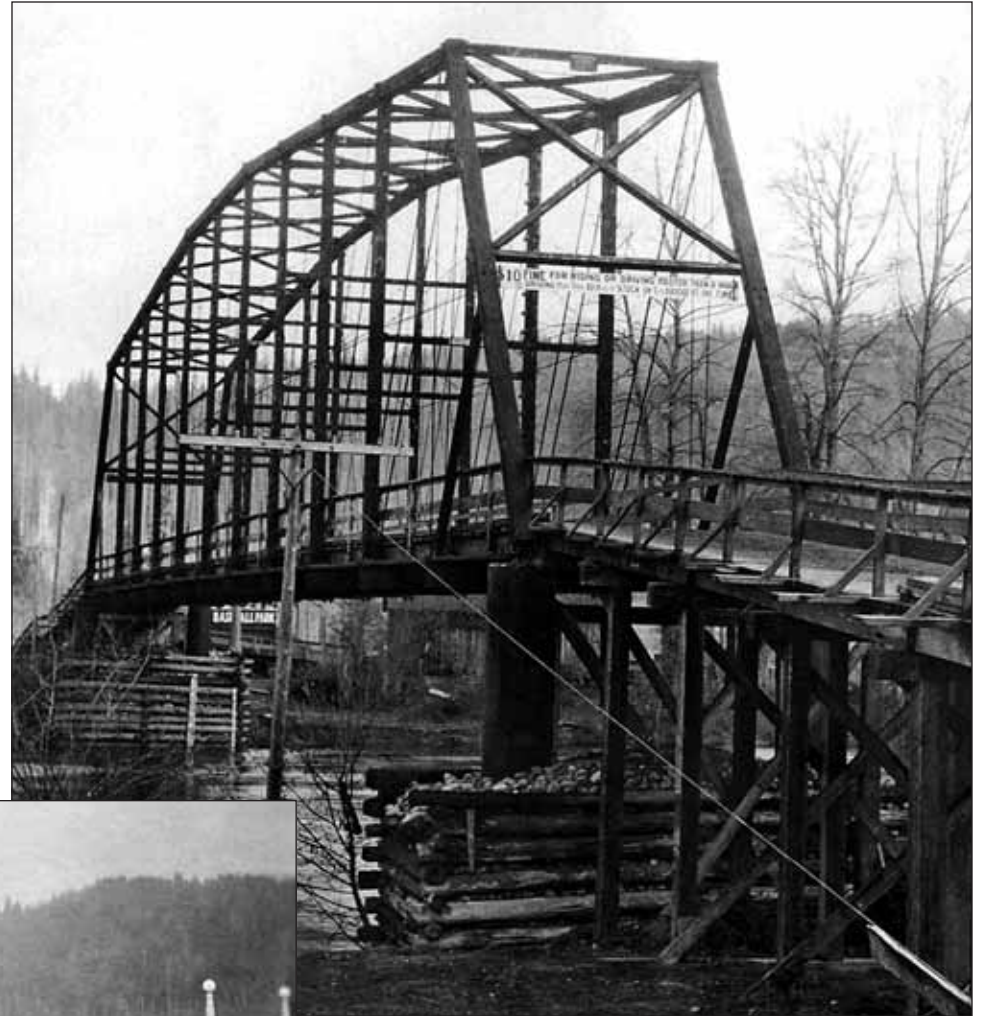
Jack's History of Fall City, p. 65

Photos courtesy of Snoqualmie Valley Historical Museum.

Snoqualmie River Bridge (1889–1917, right), the first bridge across the Snoqualmie River at Fall City, viewed from the south side. It was in more or less the same location as the current bridge.

It was 350 feet long and 16 feet wide. It collapsed in 1900, but the materials were salvaged and the bridge was rebuilt. In 1908, the bridge was retimbered and iron girders were added. The sign over the roadway reads, “\$10 fine for riding or driving faster than a walk or driving more than 10 head of stock on the bridge at one time.”

Snoqualmie River Bridge (1917–1980, below), the first concrete bridge across the Snoqualmie River at Fall City. It was a three-span Luton arch bridge about 400 feet long and 18 feet wide. The bridge became one of the most important links between eastern and western Washington and was guarded by armed Civil Defense personnel in World War II to prevent enemy sabotage. It was demolished in 1980 to make way for the current bridge.



MAP 1, LOCATION 2

Jack's History of Fall City, p. 87

Wood bridge photo (above) courtesy of
Snoqualmie Valley Historical Museum.



Fall City Mill Company (c. 1900–1907, left), located at the mouth of the Raging River. Originally built by the Ewald brothers, the facility turned cedar logs into shingles. It was a fairly large mill, employing 10–12 men. Andrew McCann and John Nelson acquired it a few years later and renamed it McCann's Mill. It burned in 1907. (PHOTO, c. 1901)

Morton's Shingle Mill (1934–1952, right), located a few hundred feet north of the Smith-Parker Bridge (green bridge) on 328th Way SE.

George Morton was working for the Snoqualmie Falls Lumber Company and got caught in a strike in 1934. He decided to open his own shingle mill. It was a one-man operation with occasional help from his wife Georgia or his son Les. After WWII, George took over the liquor store in North Bend, and the mill sat idle until 1952, when the equipment was sold. (PHOTO, c. 1939)



**F.C. MILL COMPANY: MAP 1, LOCATION 3
MORTON'S SHINGLE MILL: MAP 2, LOCATION 12**
Jack's History of Fall City, pp. 159–160



Fall City Hotel Building (1925–present), which now houses El Caporal at corner of Main (337th PI SE) and River Street (SE Redmond–Fall City Road). Built by Lars and Inga Johansen after the Taylor Hotel/Hotel Fall City building on the same site burned in 1925, Fall City Hotel was fairly successful through several owners until the freeway connecting Issaquah and North Bend was built in 1946. The decline in tourist traffic led to a change, and the space has been home to a series of restaurants, finally with El Caporal since 1994.



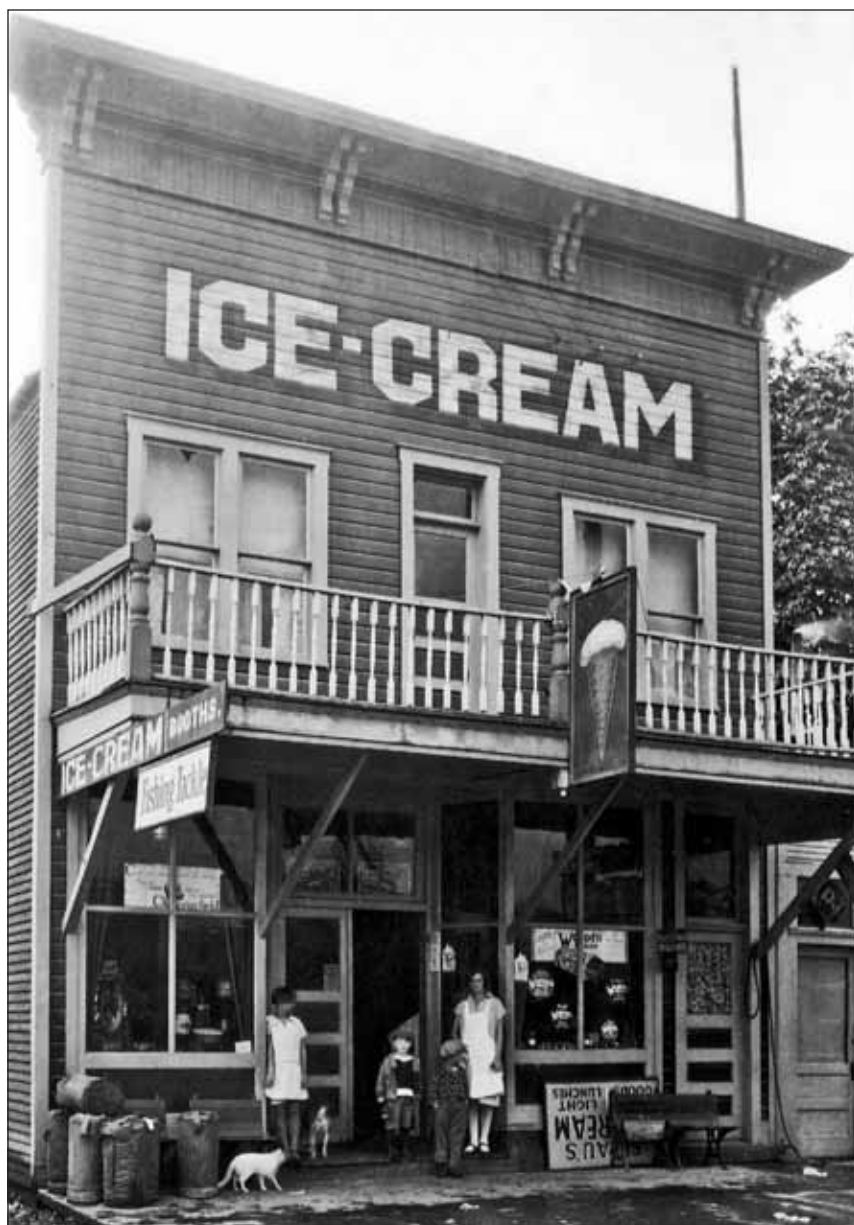
Cheney's Drug Store (1905–1955), on River Street (SE Redmond-Fall City Road) just east of the present day El Caporal Restaurant. Dr. W. W. “Doc” Cheney moved to Fall City with his family in 1905. He built the drug store the same year, along with his doctor’s office and family living quarters. The store, and Doc Cheney himself, were Fall City institutions for 50 years. He retired in 1955, and the building was sold to Skip Baldasar. (PHOTO, c. 1940)

MAP 1, LOCATION 5

Jack's History of Fall City, p. 201

Photo courtesy of Washington State Archives, Puget Sound Region.

The Olympia Bar/Leslie Confectionary building was located on River Street (SE Redmond-Fall City Road, where the Raging River Café now stands) until 1926. The building was operated as Olympia Bar (1908 photo, right) by the Bertrand Brothers from about 1908 to 1915.



Charles and Minnie Moore then used it as a restaurant for some years, and it later became the **Leslie Confectionary** (photo, c. 1926, left).

In 1926, it was sold and moved to the southeast corner of Preston-Fall City Road and Cedar Street (SE 43rd St) and **became part of Bennett's Second Hand Store** (1940 photo, below). It burned in 1964.



MAP 1, LOCATION 6

Jack's History of Fall City, pp. 185, 193, and 217

Photo of Bennett's Store courtesy of Washington State Archives, Puget Sound Region.



Fall City Fire Hall (1947–1961, left) on Main St (4217 337th PI SE). The concrete block building was built in 1947 by the newly formed King County Fire District 27 and is now the IOOF Hall. (PHOTO: DICK SOISTER, 1952)

Fall City Fire Hall (1962–1977, right) on Cedar Ave (33623 SE 43rd St). Formerly Bennett Garage, the building is now Fall City Welding.



F.C. FIRE HALL (1947): MAP 1, LOCATION 7
F.C. FIRE HALL (1962): MAP 1, LOCATION 8

Jack's History of Fall City, pp. 356–357 (includes firemen names)

Photo of 1962 Fire Hall courtesy of King County Fire District 27.



Mike's Place (c. 1920–c. 1943), located on the northeast corner of Preston-Fall City Road SE and SE Lake Alice Road. Mike Beienburg built this grocery store and gas station in the early 1920s. The business operated until WWII, when gas rationing caused a decline in business. The building is now used as a residence.

George Reeves' Paradise Tavern, located on the west bank of the Raging River on Preston-Fall City Road SE and SE 68th St (cul-de-sac).



MIKE'S PLACE: MAP 2, LOCATION 11

Jack's History of Fall City, p. 218

PARADISE TAVERN: MAP 2, LOCATION 15

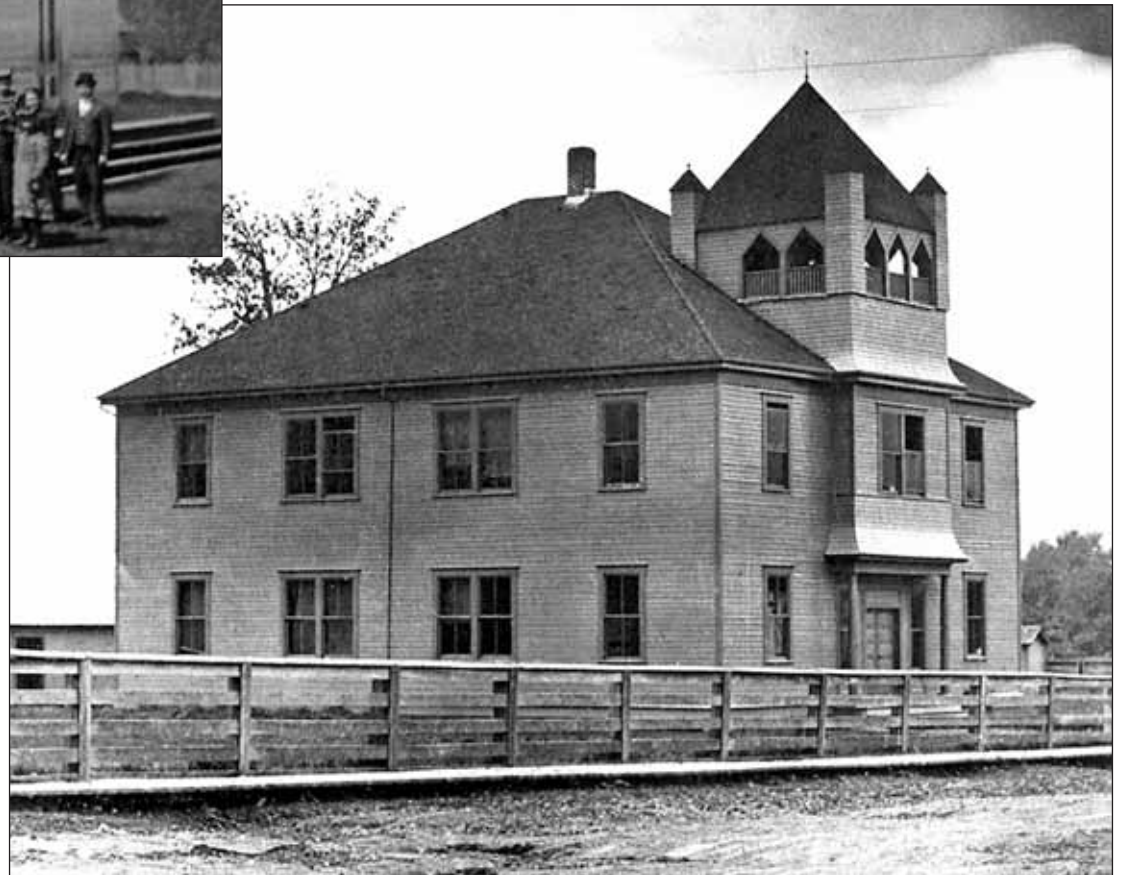
Preserving the Stories of Fall City, p. 57

Both photos taken in 1940, courtesy of Washington State Archives, Puget Sound Region.



The White School (1890–1900) faced 4th Street (33600 block of SE 44th Pl). It was the first school in town with a bell tower and got its name because it was painted white. In 1890, it housed 31 boys and 27 girls. In this school, students first began using paper instead of slates.

The Brown School (1900–1915) was close to the White School, but faced James St (336th Pl SE). Built in 1900 when the White School became too small, it got its name because it was painted brown. It hosted the first Fall City High School graduating class in 1904, which consisted of three students. (Photo c. 1905)



WHITE SCHOOL: MAP 1, LOCATION 9
BROWN SCHOOL: MAP 1, LOCATION 10
Jack's History of Fall City, pp. 103–104

Photos courtesy of Snoqualmie Valley Historical Museum.



Raging River Auto Camp (1930-?), located at 5431 Preston-Fall City Road SE. The Raging River Auto Camp opened around 1930 but was only in operation for a few years. There were cabins by the Raging River, a swimming pool (see inset photo), and a hamburger stand. The depression-era economy hurt the business, and it may have been damaged by the Raging River flood in about 1932.



MAP 2, LOCATION 13
Preserving the Stories of Fall City,
 pp. 70, 98–99



The Raging River Railroad Trestle (1889–1982) spanned the Raging River where the Preston–Fall City Road crosses the Preston–Snoqualmie Trail. In 1889, the Seattle, Lake Shore and Eastern Railway built this trestle and connected Fall City to Seattle and Eastern Washington, increasing communication, reducing travel time, and bringing daily mail service. The trestle collapsed in 1900 (large photo, taken by Darius Kinsey shortly after the collapse), dropping several cars and an engine into the Raging River. It was rebuilt (inset photo) and became the property of the Northern Pacific Railway in 1901. Freight service to the area was discontinued around 1974. The trestle was demolished in 1982, and the rail bed is today's Preston–Snoqualmie trail.

MAP 2, LOCATION 14

Jack's History of Fall City, pp. 92–93

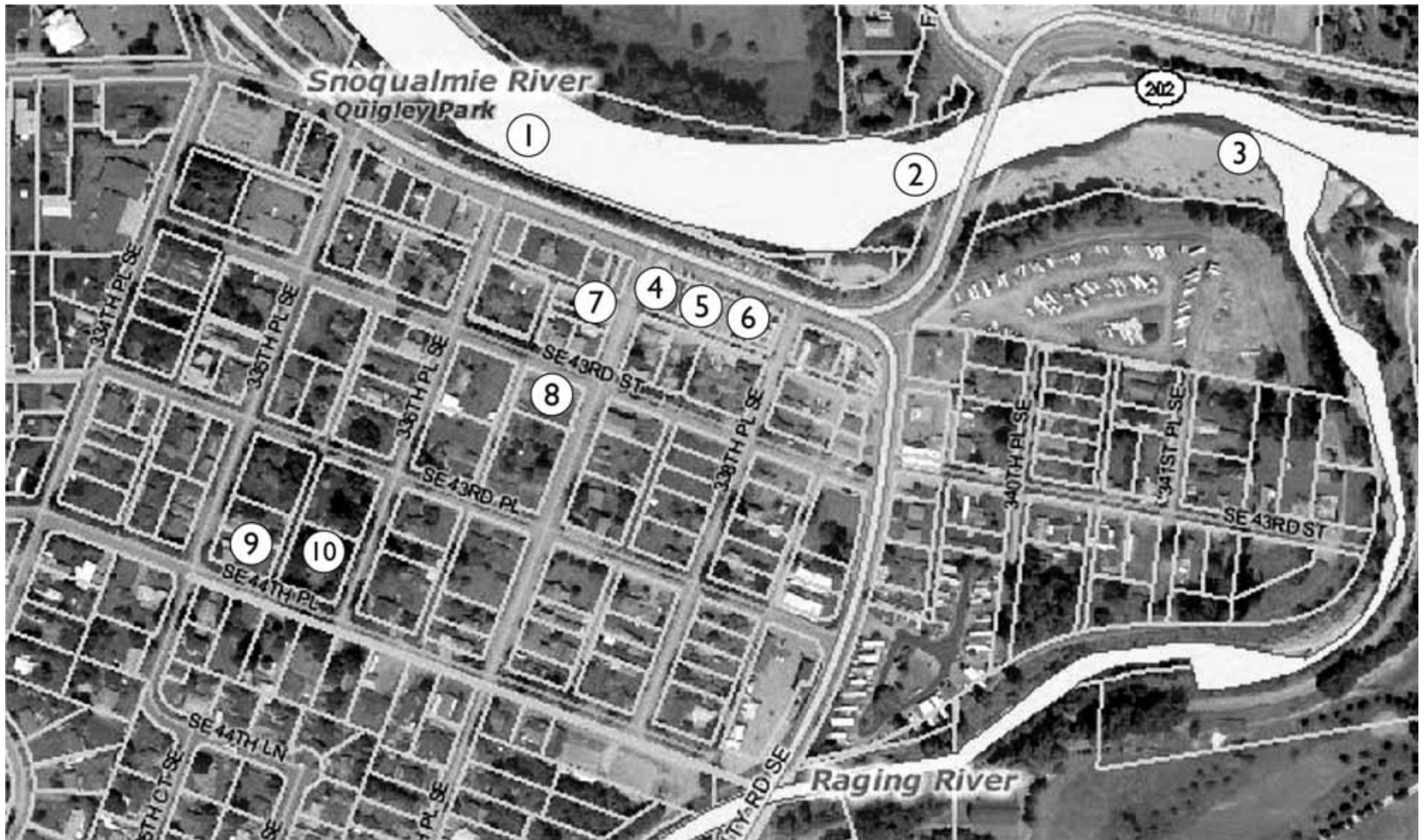
Collapsed trestle photo courtesy of Snoqualmie Valley Historical Museum; rebuilt trestle photo courtesy of Cathy Harris.



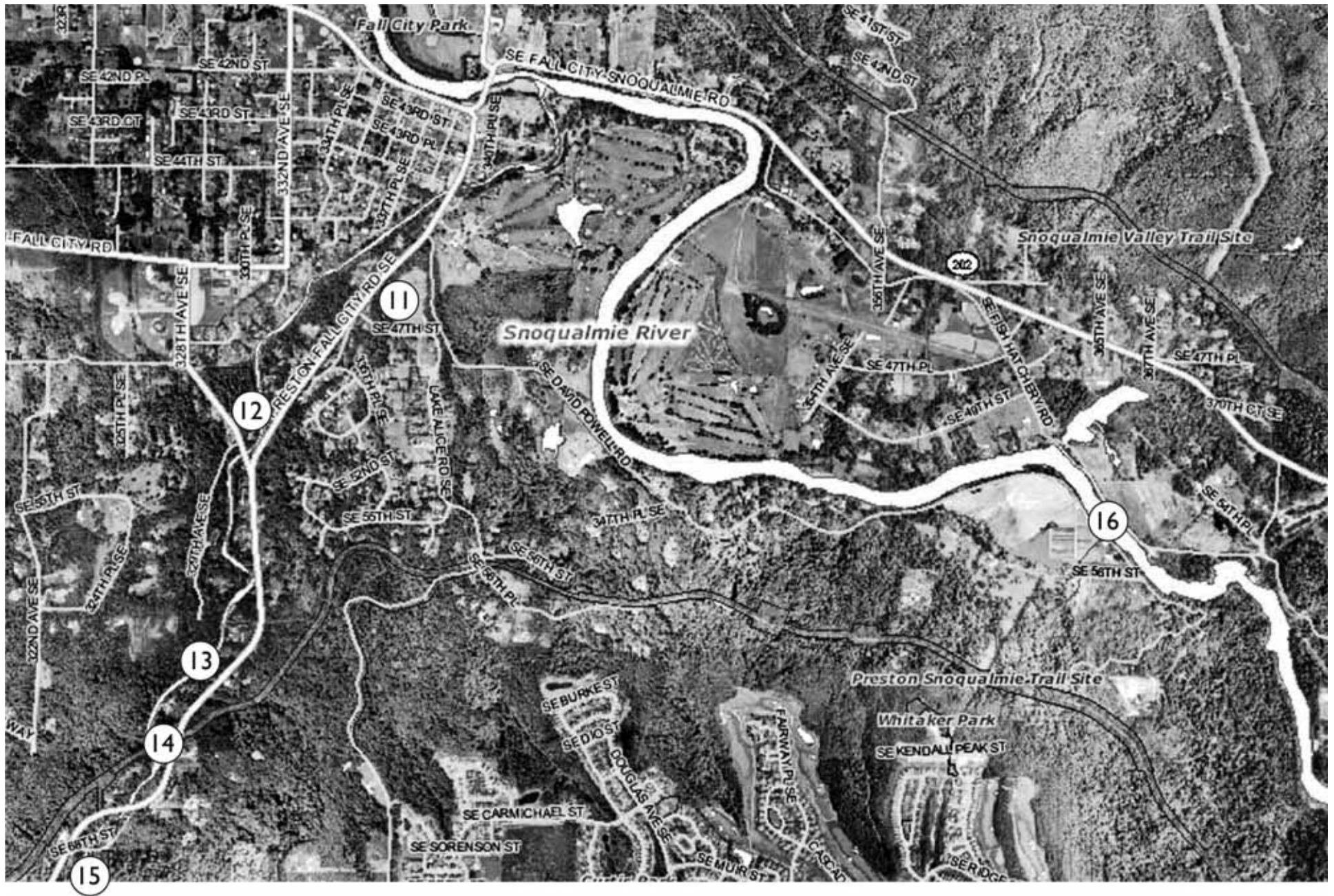
The Swinging Bridge (1916–1954), located on the Snoqualmie River, two miles upstream from Fall City near 336th Ave SE and SE Fish Hatchery Road. The bridge was built by Reuben Tarr and Arthur Howe, with King County providing the specifications and materials, in order to connect Fish Hatchery Road to the area now served by the David Powell Road (see aerial view, right). It was a 272-foot cable suspension bridge with a 10-foot-wide wood plank surface. It was demolished in 1954.



MAP 2, LOCATION 16
Jack's History of Fall City, p. 90



MAP I: FALL CITY DOWNTOWN



MAP 2: FALL CITY SURROUNDING AREA