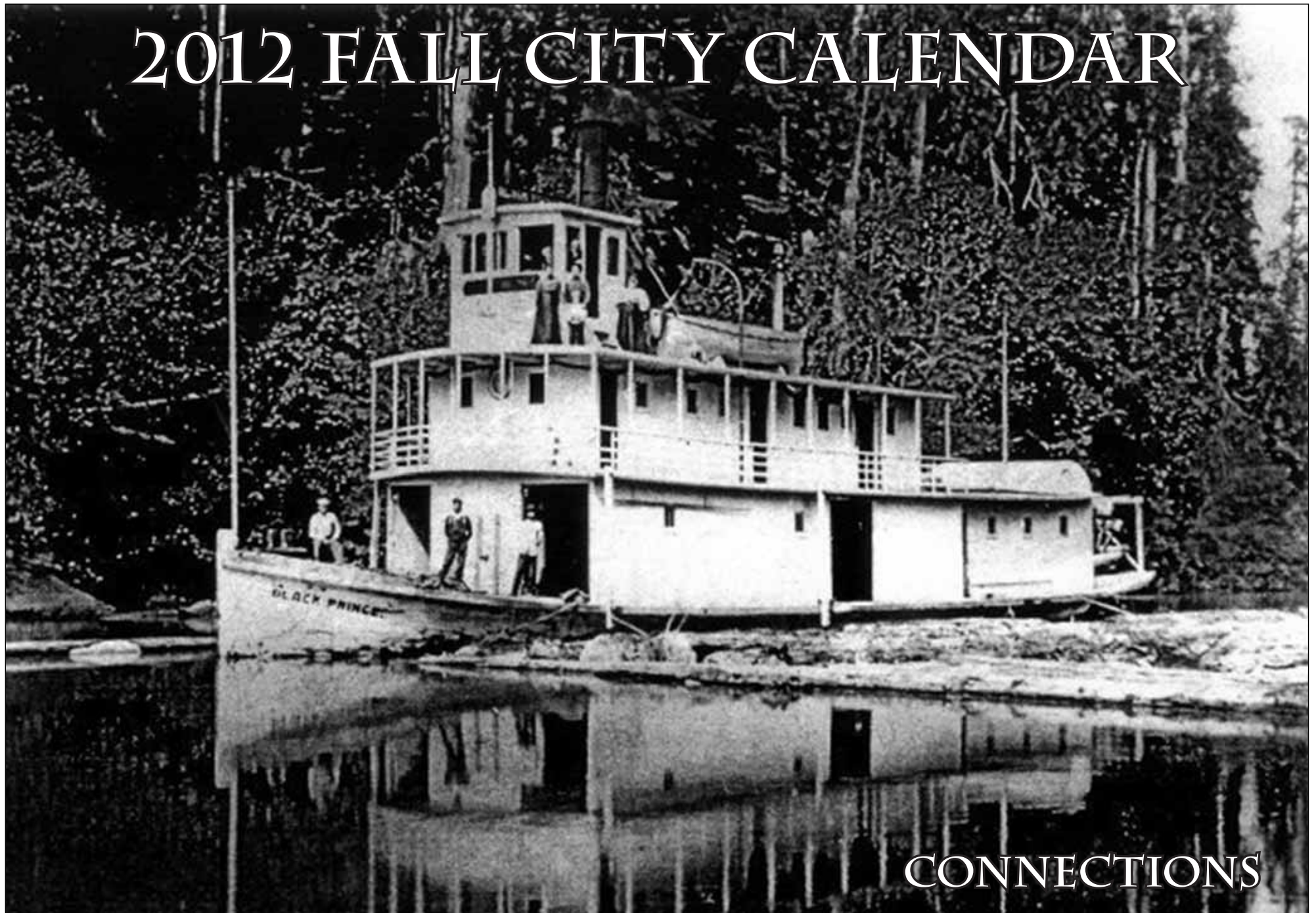


2012 FALL CITY CALENDAR



CONNECTIONS

ALL PROCEEDS BENEFIT THE FALL CITY HISTORICAL SOCIETY

\$10



Dugout canoes were vital to early travel. In a land of dense forests, the dugout canoes skillfully carved by the Salish people were widely used to move both people and cargo, on local rivers and also on the waters of Puget Sound. The photo at left is entitled, "Four canoes, one cedar tree, Queets, Wash."

A typical Salish river canoe.



*Canoe-carving photo courtesy of Wikipedia Commons;
Salish river canoe photo source unknown,
shared by Kimberly Hill.*



Snoqualmie Falls, ca. 1908
Courtesy Seattle: Mistress of the North Pacific

According to HistoryLink.org, the first group of tourists to visit Snoqualmie Falls, in 1855, traveled by schooner to Snohomish, and then came the last 20 miles up the river in “first class canoes,” accompanied by 14 Native American guides.

Chodups John, of the Duwamish tribe, and others in a heavily laden canoe on Lake Union, c. 1855. The canoe is of Coast Salish design. River canoes also carried amazing amounts of cargo on the Snoqualmie River.



Inset photo courtesy of HistoryLink.org; canoe photo courtesy of Museum of History and Industry.

Much local transportation in early times was by “shanks’ mare” . . . on foot! In this photo of Taylor’s hotel and store in 1888, one does not see horses tied up that might belong to the crowd of folks on the porch.



“Delivering a piano on a wagon in Fall City, July 17, 1907.” A heavy load like this would have been difficult on most roads of the time, especially in the mud season!

Taylor’s Hotel (UW 4340) and wagon (UW29642z) photos courtesy of University of Washington Libraries, Special Collections.

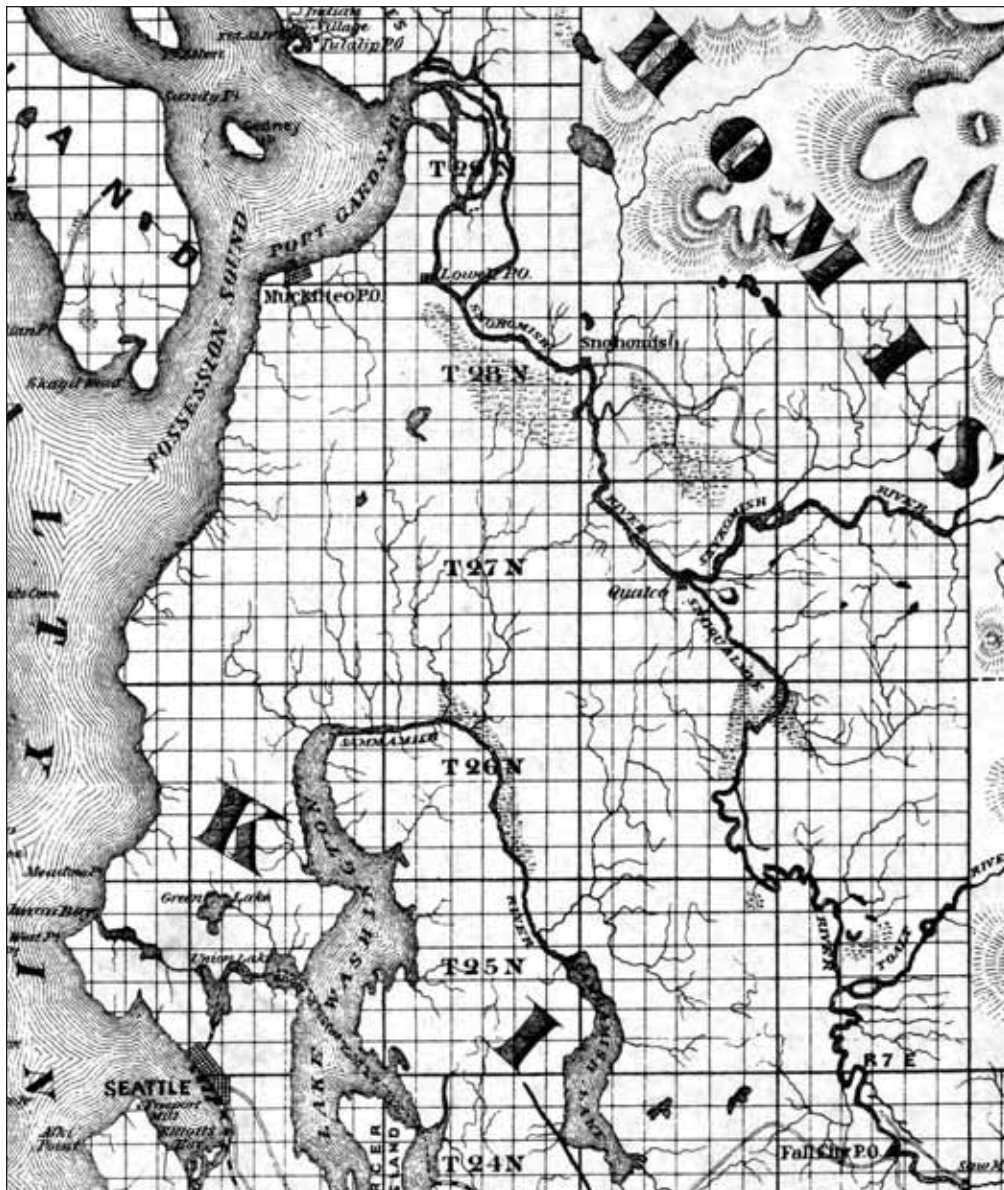
The Rutherford brothers ferry at Fall City, which operated c. 1884–1889, was cunningly designed to use the river current to power the ferry. The alignment of the ferry relative to the river's flow was adjusted by changing the length of lines which attached to an overhead cable.



Rivers were “highways,” but were also “roadblocks” for foot travel and horse and wagon. Local ferry service was available at many strategic places along the rivers. The photo at left shows a ferry on the Snoqualmie River c. 1905, exact location not known.

*Rutherford ferry photo courtesy of Snoqualmie Valley Historical Museum.
See Jack's History of Fall City, p.85*

1905 ferry photo courtesy of Eastside Heritage Center.



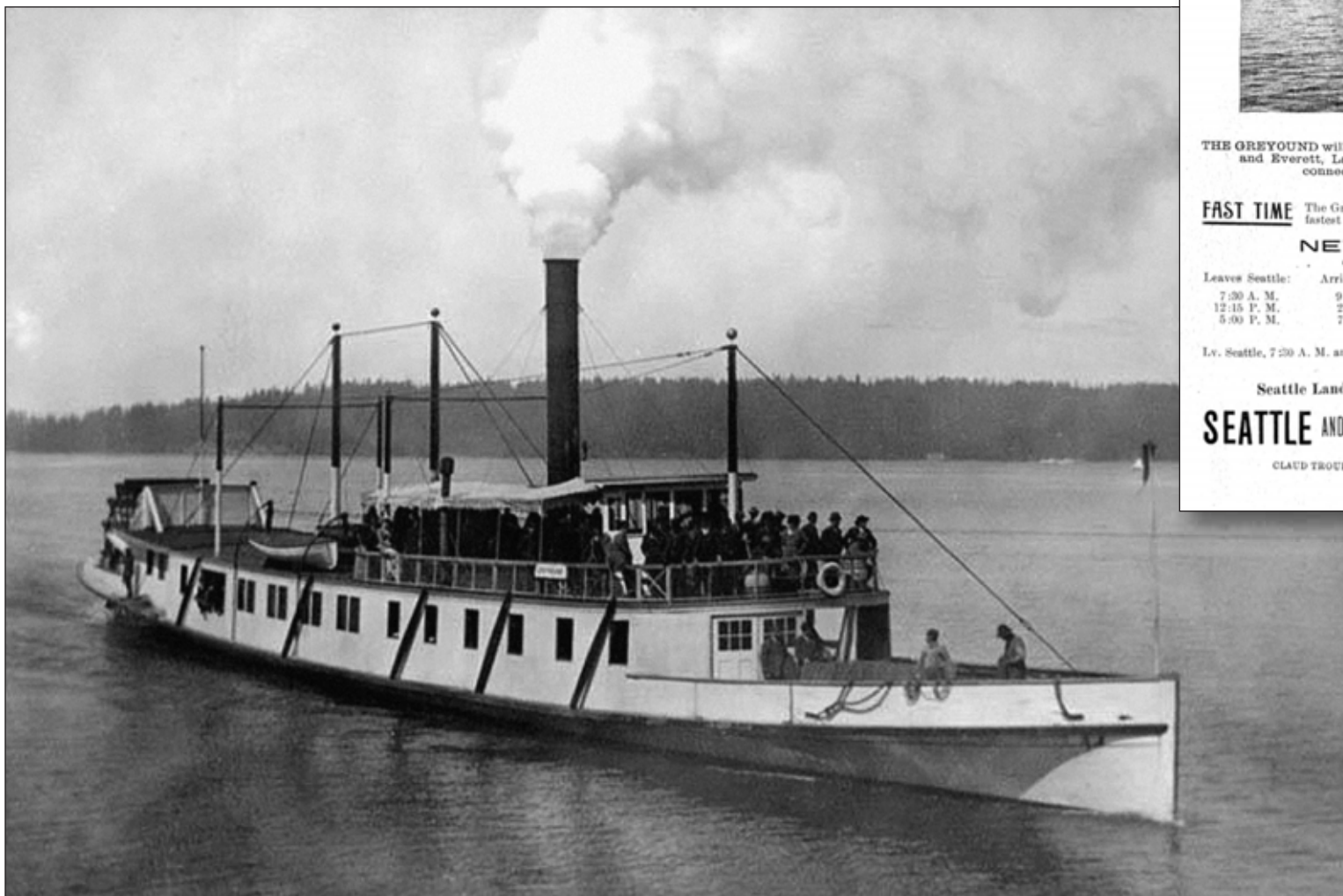
Map: Washington Territory, 1887



Ferry photo courtesy of Wikipedia Commons

In the late 1800s, travel from Seattle to the Snoqualmie Valley was often by steamer on Puget Sound to Everett, then by riverboat up the Snohomish and Snoqualmie Rivers. Even as primitive roads became available, it was a very long haul either north or south around Lake Washington. To help this trip, a ferry ran from Kirkland to Seattle. *Upper right:* Taken c. 1920, photo looks west along River Street in Fall City and shows the King County Ferry schedule. The smaller sign on the telephone pole says "Ferry 21 Miles." *Lower right:* Folks traveling from the east to the Alaska-Yukon Exposition in Seattle in 1909 came across the Lake Washington ferry to this dock on the Seattle side.

The stern wheeler steamboat Greyhound, pictured below in 1891, was one of a large number of steamboats that plied Puget Sound in the late 1800s. On the 1893 poster, it is advertised as “exclusively a passenger boat,” setting it a notch above those that also carried cargo. The trip from Seattle to Everett took about two and a quarter hours.



SEATTLE AND EVERETT ROUTE!
STEAMER GREYHOUND



THE GREYHOUND will make three Round Trips a day between Seattle and Everett, Landing at Edmonds ONLY, and Making connections with Boats for Lowell and Snohomish.

FAST TIME The Greyhound is exclusively a passenger boat, and affords the fastest and promptest means of Transportation on the route.

NEW TIME CARD
 Commencing Monday, Sept. 13, 1892.

Leaves Seattle:	Arrives Everett:	Leaves Everett:	Arrives Seattle:
7:30 A. M.	9:40 A. M.	9:45 A. M.	12:00 M.
12:15 P. M.	2:30 P. M.	2:40 P. M.	4:50 P. M.
5:00 P. M.	7:15 P. M.	7:20 P. M.	9:30 P. M.

SUNDAYS:
 Lv. Seattle, 7:30 A. M. and 12:15 P. M. Lv. Everett, 9:45 A. M. and 2:40 P. M.

Seattle Landing, City Dock, Foot of Main Street.

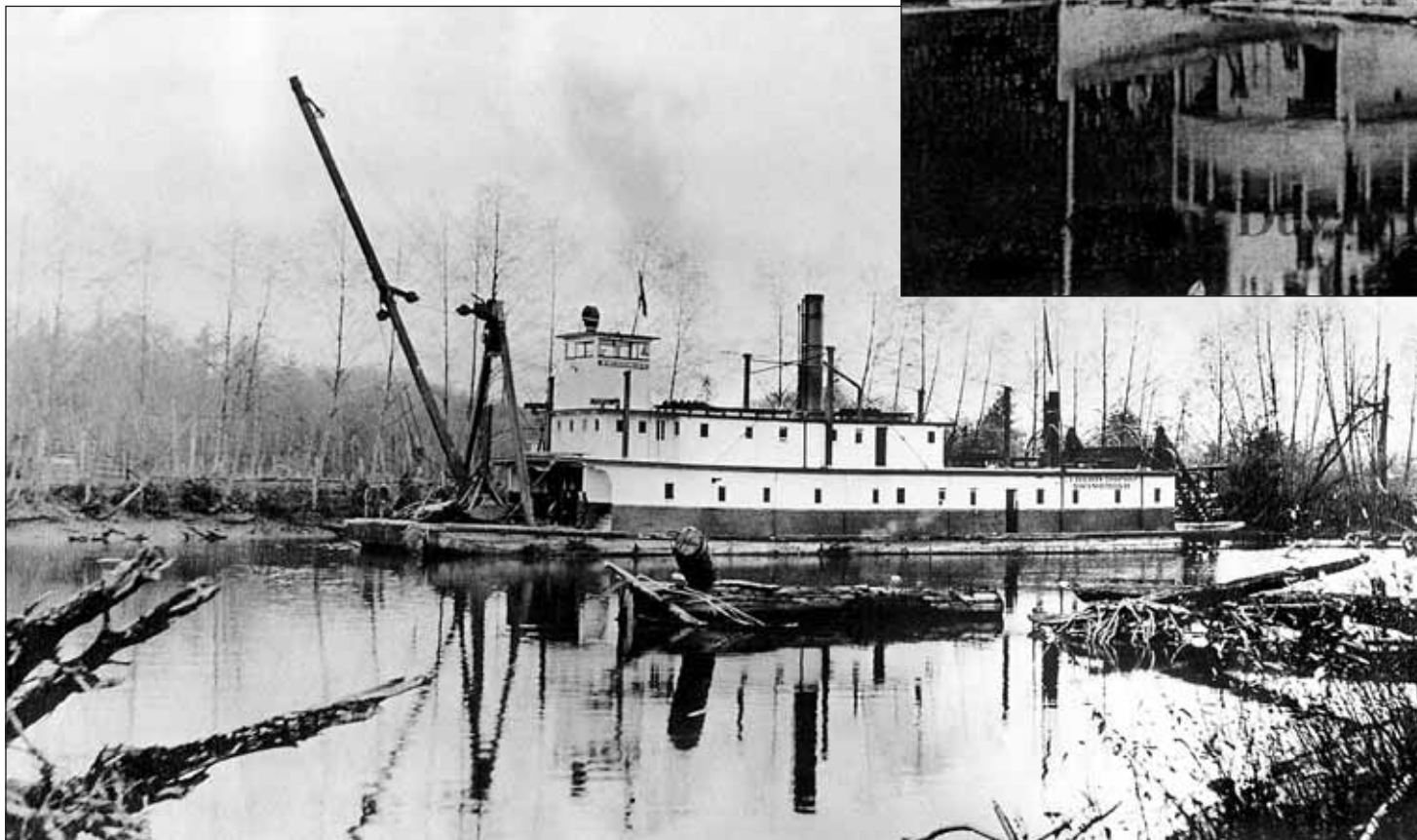
SEATTLE AND TACOMA NAVIGATION CO.

CLAUDE TROUP, President. FRANK W. GOODRUE, Secretary.

*Steamer photo (TRA521)
 and poster (ADV0372)
 courtesy of University of
 Washington Libraries,
 Special Collections.*

The *Black Prince*, according to historian Allen Miller, was one of the most well-remembered boats on the river. Built in Everett in 1901, she became the last boat to come up the Snoqualmie River in 1928, when she brought a barge to Duvall to load machinery from a mill being dismantled.

Snagboats, such as the *Swinomish*, shown here in 1916 on Lake Washington, were critical to the safe operation of steamboats on the rivers. Each year they would work their way along the river, taking out snags and debris brought down by winter storms and high water.



*Black Prince photo
courtesy of the Duvall
Historical Society.
See Preserving the Stories of
Fall City, pp. 322–323*

*Swinomish photo courtesy
of Shoreline Historical
Museum.*



The Seattle Lake Shore and Eastern Railway, engine shown below, reached Fall City in 1889, crossing the wagon road that is now Lake Alice Road, at the present trail site. The photo at left shows an early excursion to celebrate the opening of the line, which ran from Seattle around the northern end of Lake Washington at Woodinville, then south to Issaquah and the Snoqualmie Valley, and east over Snoqualmie Pass. Even though the Fall City depot was about a mile out of town and up a steep wagon road, having rail transportation available made a huge difference to the town, for moving both freight and people.

Both photos courtesy of Museum of History and Industry.





One of the major differences made by the arrival of the railway was a connection to Seattle by telegraph and, starting in 1891, daily mail delivery by train. Folks started paying attention to the train schedule and gathered in the Post Office to wait for “Time” Bailey and his wagon to arrive from the station. The photo above shows the Mail Stage, which carried the mail from Fall City to Tolt and then on to Duvall. It took about two days to make the round trip.

Frequent mail delivery made postcards, like those above-right, the “text messages” of their time. They served an important function in the years before phone service was widespread and reliable.

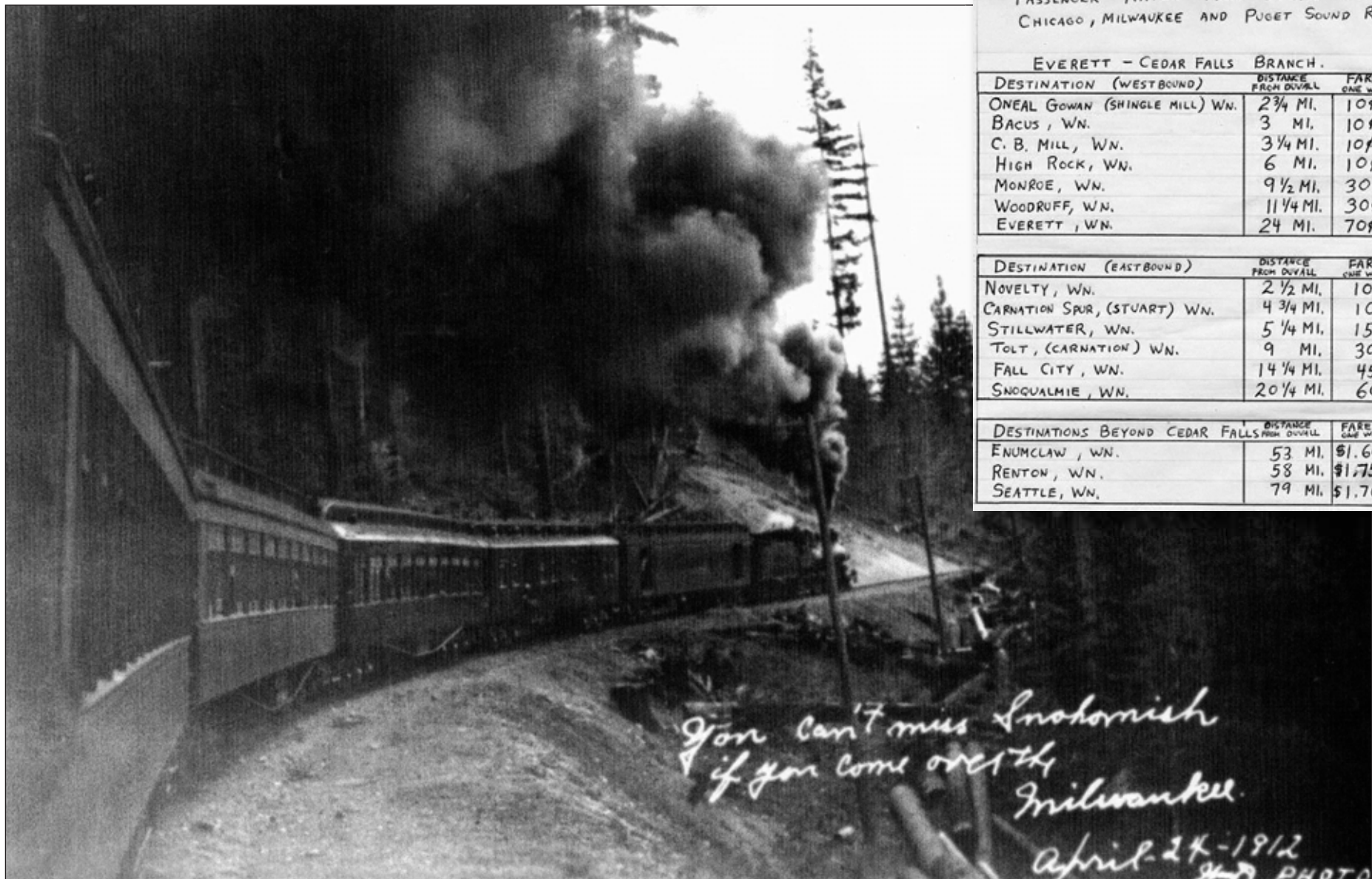
Mail stage photo courtesy of Snoqualmie Valley Historical Museum. See Jack's History of Fall City, p. 47



The Seattle, Lake Shore and Eastern Railroad was acquired by Northern Pacific in 1901. In the coming years, both passenger and freight service declined until most of the business was hauling logs or wood products from the Weyerhaeuser Mill in Snoqualmie. By 1974, rail service to the Snoqualmie Valley was discontinued, and the right-of-way became the Preston–Snoqualmie Trail.

The photo above shows Engine 1372, known as “Old Betsy,” at the Fall City water tower in 1957 as part of a “Casey Jones” excursion. The North Bend Local would stop here every night for water on the trip home. At left, in a 1970 photo, the North Bend Local curves around the trestle that hugged the hillside opposite Snoqualmie Falls.

Engine 1372 photo by Harold Hill, from the Warren Wing Collection; trestle photo by Rick W. Leach. Both photos courtesy of the Northern Pacific Railway Historical Association, from their Mainstreeter magazine (Vol. 20, No. 4, 2001).



PASSENGER RATES FROM DUVALL - 1912 CHICAGO, MILWAUKEE AND PUGET SOUND RY.		
EVERETT - CEDAR FALLS BRANCH.		
DESTINATION (WESTBOUND)	DISTANCE FROM DUVALL	FARE ONE WAY
ONEAL GOWAN (SHINGLE MILL) WN.	2 3/4 MI.	10¢
BACUS, WN.	3 MI.	10¢
C. B. MILL, WN.	3 1/4 MI.	10¢
HIGH ROCK, WN.	6 MI.	10¢
MONROE, WN.	9 1/2 MI.	30¢
WOODRUFF, WN.	11 1/4 MI.	30¢
EVERETT, WN.	24 MI.	70¢
DESTINATION (EASTBOUND)	DISTANCE FROM DUVALL	FARE ONE WAY
NOVELTY, WN.	2 1/2 MI.	10¢
CARNATION SPUR, (STUART) WN.	4 3/4 MI.	10¢
STILLWATER, WN.	5 1/4 MI.	15¢
TOLT, (CARNATION) WN.	9 MI.	30¢
FALL CITY, WN.	14 1/4 MI.	45¢
SNOQUALMIE, WN.	20 1/4 MI.	60¢
DESTINATIONS BEYOND CEDAR FALLS	DISTANCE FROM DUVALL	FARE ONE WAY
ENUMCLAW, WN.	53 MI.	\$1.60
RENTON, WN.	58 MI.	\$1.75
SEATTLE, WN.	79 MI.	\$1.70

The Chicago, Milwaukee & St Paul Railroad reached Seattle in the early 1900s. A spur was built from Cedar Falls to Everett, which also brought mail and freight services to Fall City. The siding was north of Fall City, on what is now the Snoqualmie Valley Trail. This photo shows a special excursion train to celebrate the opening of the Everett spur in 1912. The inset shows the 1912 passenger rates from Duvall to various points on the line.

Train photo by William Douglas, from the Allen Miller Collection.

See Preserving the Stories of Fall City, pp. 327-329.

Rates courtesy of the Duvall Historical Society.



Improved roads and availability of automobiles changed everything. The upper right photo, taken c. 1920, shows a truck going north across the first concrete bridge in Fall City. Before widespread car ownership, the “auto stages,” as shown in the lower photo, were widely used. The 1924 map from the Automobile Club of Washington shows distances to Seattle via Bothell (north) and Renton (south)—the alternative being the Kirkland ferry, which made for a considerably shorter drive.

Improving roads also led to one of the greatest alterations of the heart of Fall City: the widening of Redmond-Fall City Road in the early 1930s. The northern 50 feet of all of the business lots along River Street were lost in this project, and most of the buildings were taken down or moved elsewhere in town. See back of calendar for more on this event.