



# DIGGING DUVALL'S PAST

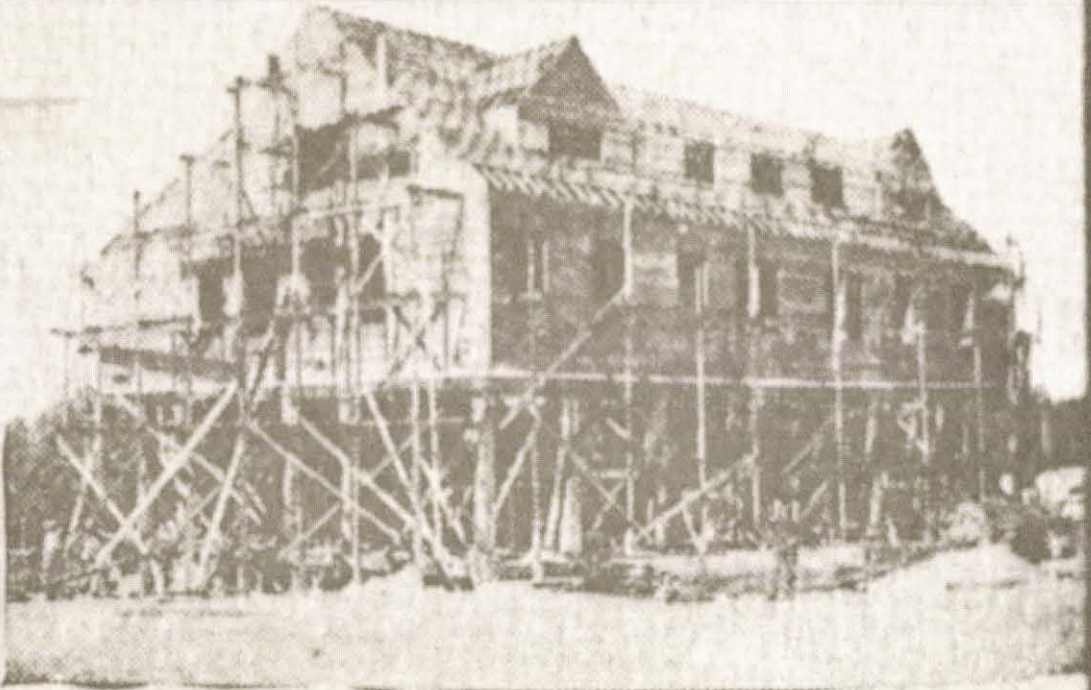


by  
Allen Miller



*Forest Inn and Main Street ~ 1910*





## DUVALL'S NEW \$10,000.00 HOTEL GOING UP!

There is already one hotel of medium size completed in DUVALL and the big TEN THOUSAND DOLLAR HOTEL is going up with a run. The town is on the HUM-MILLS are running, the railroads are doing business, and the farmers of Cherry Valley are pouring into the town for supplies. Go to DUVALL. There are opportunities there most every line. Invest in DUVALL property. Do it now, while prices are low.

**LOTS NEAR THE BUSINESS CENTER \$25 EACH, INCLUDING STREET IMPROVEMENTS AND WATER MAINS**

Small farms near the new city of DUVALL, and in the heart of rich Cherry Valley at rock-bottom prices and on easy terms.

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*The Forest Inn ~ Main and Virginia streets*

# DIGGING DUVALL'S PAST



by  
Allen Miller

This book is dedicated to all the pioneers, including my forebears, who worked so long and hard through good times and hard times, on their land and in their community, to create this city of Duvall.

# ACKNOWLEDGMENTS

The Duvall Historical Society is very grateful to Allen Miller for his generosity in donating his newspaper articles to the Duvall Historical Society and permitting the Society to publish the articles in book form. Allen's historical and entertaining stories plus his wonderful accompanying photos can now be enjoyed by the general public.

These articles were originally printed in the *Snoqualmie Valley Record* newspaper in 1980 and 1981.

The photos were provided as follows:

*page 31* – Cherry Valley School Class, photo provided by Bob and Mae Kusters.

*page 35* – First Vincent School, photo provided by William Quaale.

*page 39* – 1928 Stillwater School Class, photo provided by Mabel Mackey.

*Cover photos and all others, plus cartoons* – provided by Allen Miller.

***Digging Duvall's Past*** is the third book pertaining to the history of the Duvall area that has been published by the Duvall Historical Society: ***Jist Cogitatin'*** by Don Funk was published in 1989; ***Wagon Wheel, First Volume*** was published in 1992. These books were laid-up, formatted, edited, and otherwise prepared for publication for the Duvall Historical Society by members Ray and Tove Burhen. The funds from the sale of these books will permit the Society to publish more local history.

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Identification of cover photos:

*Cover* – Main Street Duvall with the Forest Inn, about 1910

*Inside front cover* – The Forest Inn under construction.

*Back cover* – 1912 view of Duvall from the north with the Great Northern and the Chicago, Milwaukee, St. Paul and Pacific railroad tracks in the foreground.

*Inside back cover* – Cherry Gardens Advertising Flyer.

# PREFACE

We hope you enjoy reading this book as much as those of us who first saw the articles in the ***Snoqualmie Valley Record***. Allen's writings preserve the history of the area with a style of writing that makes the chronicling of our local history vivid and entertaining reading.

Not only is Allen a local historian, but he also is an ardent railroad buff. Hopefully, in the future we may be fortunate enough to publish more of his writings and pictures pertaining to early day railroading in this area.

We wish to thank all of you who purchase the books published by the Duvall Historical Society. Your purchases of these books provide the seed money for the publication of additional historical books, articles, and papers. We wish you pleasant reading while learning about our local history.

## INTRODUCTION: ALLEN MILLER

By Bob Kusters

Although it really hasn't been that long since the first white settlers came to the Valley, many of these pioneers, and much of their way of life, has already been forgotten by most of us. A lot of the information needed to make those early days seem more real to us has not been lost, but is stored away in the storerooms and attics of local people up and down the Valley.

When the Duvall Historical Society was started, it was their aim to dig out as much of this history as we could and preserve it for future Duvallites. To dig out this information and rebury it seemed foolish, so it was decided to publish some of this history from time to time.

It was our good fortune that over the years a few had already written articles about Valley history. Thus it was that the articles written by Allen Miller for the ***Snoqualmie Valley Record*** have been collected and put into book form for local history lovers. Having known Allen since he was a boy, and being neighbors to his parents and grandparents, we were aware of his interest in Valley history, and the collection of it, since he was very young.

With his grandmother coming to this area in 1902 and his grandfather being born near Fall City in 1896, Allen had access to a lot of early Valley history.

Allen's good memory and desire for accuracy make him the historian that every community would be fortunate to have.

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# Valley Resident Writes Duvall History For Record



## DIGGING DUVALL'S PAST

By Melinda Wetzel

Allen Miller, 30, has been working on a written history of Duvall for the past three years. The Valley Record is fortunate to be able to share it with you in series form.

Miller, who grew up in Duvall, now lives in North Bend with his wife, Mary Lou, and three children; Brandi, Wendy and LeRoy. He is a 1968 graduate of Tolt High School.

The author says that he has always had a fascination with railroading, even before his eight-year stint with the Milwaukee Railroad as a teletype operator. His collection of railroading memorabilia and questioning of oldtimers in the Valley soon led to forays into other areas of Duvall's history.

Allen's grandfather, Harry Miller, was born in Fall City in 1896, and his grandmother, Nellie, came to Duvall in 1902. He has taped his grandparents' recollections and spent countless hours in research and talking with other early settlers. Many of his writings were verified through old copies of the Duvall Citizen, which was published between 1911 and 1917.

Many people have donated their old photographs to his growing collection. Those which are clear enough for newspaper reproduction will be presented with appropriate articles over the coming months.

A member of the Duvall Historical and Old Stuff Society, Allen has also contributed excellent pen and ink drawings of old Duvall to the city. The



Allen Miller  
Duvall Historian

Society has used several of them on stationery which is sold for fund-raising.

As a railroad buff, he is a member of the International Association of Train Order Collectors, the tissue paper orders handed to conductors and engineers at various train depots and stations. He also has a collection of artifacts such as old telegraph equipment, signs and signal lanterns.

Allen has shown a conscientious dedication in tracking down the facts for his stories, verifying dates, names and places as best he can through the vivid memories of long-time residents and by physical clues which can still be found for someone who looks hard enough.

It is hoped that you will enjoy these glimpses into Duvall's history during the exciting days of the logging boom.



FRANK THAYER FARMSTEAD  
south of Duvall. House built in 1909  
was Allen Miller's great-grand-  
parents' home.



## DIGGING DUVALL'S PAST

# The Great Duvall Bank Robbery

By Allen Miller

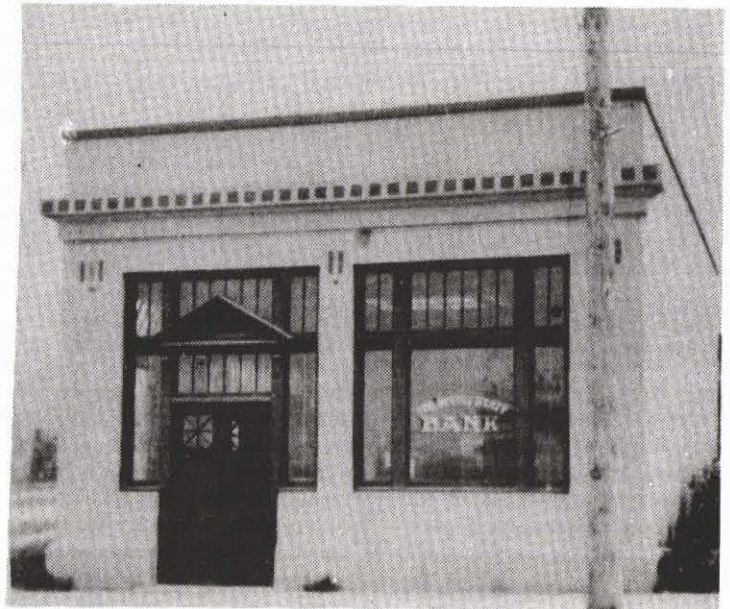
On the moonlit evening of December 18, 1915, about 6:30 p.m., four men entered the present Duvall Bank building with pistols blazing. One man remained at the doorway, the other three stepped up to the teller's cage and, thrusting a pillowcase into cashier C. Beadon Hall's hands, demanded gold, gold, gold. And quick! Mr. Hall started shoving rolls of silver dollars, half dollars and two-bit pieces into the bag, then replied, "That's all there is, I don't have any more." The bandits then rushed out of the bank and ran down the alley between the present hardware and General Store.

Sounds like a scene out of an old western movie? Well, friends, this was the great Duvall bank robbery of 1915, Duvall's first bank holdup, and certainly it's most well remembered. One reason it is well remembered is because it was witnessed by a great many people, some of whom are still alive today. In those days, the stores and businesses often stayed open until 10

or 11 o'clock in the evening and many people were on the streets doing their shopping. Lon Brown, Duvall's mayor, was conducting a contest in his store about this same time, in which persons were asked to identify a photograph of a pair of someone's eyes. Ralph Taylor and his mother were coming down the street to do some shopping at Hix's when the shots were heard. They thought it was some of Lon's fireworks, announcing the winner of the contest. So you can imagine their surprise when the robbers came running out of the bank with guns blazing. This must have impressed upon the Taylors, who had only recently arrived from England, that the days of the Old West had not yet vanished in the New World.

Also at this time the Saturday night bank hours were 7 to 10 p.m. and there were a number of mill workers and loggers on the streets coming to cash their pay checks.

After the bandits made their getaway, a number of townsmen ran into Manion's Hard-



The Duvall State Bank - 1912.

ware store and grabbed up shotguns, rifles, pistols and ammunition. Bill Lierly ran outside, crouched behind a telephone pole and emptied a revolver at the fleeing men. From the bottom of the hill could be seen five flashes in the dark, as the men returned the fire. Bert Gainer, who was town marshal at the time, led a posse of men down the hill in pursuit.

Upon reaching the railroad track, below town, the bandits headed south towards Novelty, with the angry townspeople close behind. The battle continued up the railroad tracks, with townsmen firing at the fleeing robbers and the robbers returning fire.

At a point behind the Chapman Gravel and Sand shop, south of town, one of the members of the gang, still clutching the sack of money, headed down towards the river. The other three men continued along the tracks towards Novelty. The posse followed the lone outlaw and overtook him at the riverbank. He took cover behind a large cottonwood tree and several more shots were ex-

changed.

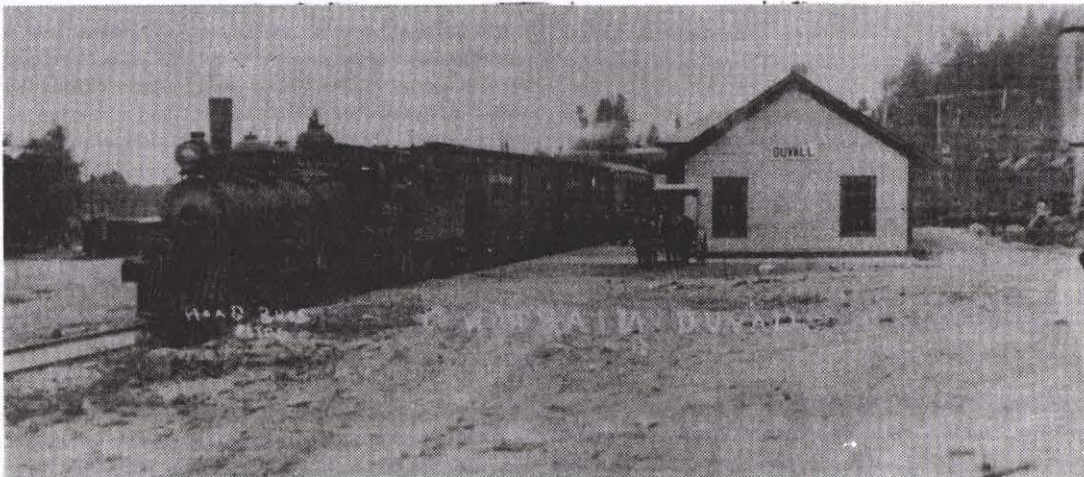
Suddenly, he jumped up and made a run for the river. A splash was heard and he started swimming for the other side. They called for him to come back, and then Bert Gainer took aim and fired.

The water was silent, and in the dim light, the robber could not be seen. On the riverbank was found the pillowcase, containing \$435. Bert Gainer held it up for all to see. "What'll we do with it, boys? Divide 'er up?"

A massive search was launched to find the missing bandit and the river was dynamited several times, but no body was ever found. A .32 Colt automatic pistol was found in deep water just off the shore a few weeks later and reports were told of seeing strange lights flickering down along the river at night.

Now it's all just local history, forgotten by many who took part in it. But what about the three surviving bandits? Did they ever forget? Could they still be alive, to this very day? And were they the ones whose lights were seen, down along the river? Who will ever know?





ENGINE NO. 298 and the Mixed Daily in front of the Great Northern depot at Duvall.

## Railroading, In And Out Of Duvall

By Allen Miller

Today I thought I might remind our readers that the strip of land below town, that is presently being developed into a mobile home park, was the site of two railroad yards in the early years. One of those railroads, the Milwaukee Road, was still operating through the Valley until 1973.

Opportunists realized the advantages of putting a railroad line through the Valley as early as 1906. In that year, the Snohomish Valley Railway Company was formed to build a railroad from Everett through Snohomish to Monroe, then south through Cherry Valley and Novelty to Tolt, then through the Patterson Creek Valley and Canyon Creek to Issaquah, then through Renton, and down the White River and Puyallup Valley via Kent, Auburn and Sumner to Tacoma.

Although lumbermen assured the line's promoters that there would be an average of one sawmill to every mile of track plus the business from dairy and fruit products, the needed capital could not be raised and

the line went through a series of new officers. It also went through a series of names and was known at various times as the Cherry Valley Electric Railway, nicknamed the "hot air line" and the Everett-Tacoma Railway.

The plans for this line were finally dropped in 1910 when a group of Everett businessmen, headed by J. T. McChesney and Edward C. Mony, announced the formation of the Everett and Cherry Valley Traction Company to build an electrically operated railway connecting with the Great Northern at Monroe, to run through Cherry Valley, Tolt and into Fall City.

The E&CVT got as far as Tolt, when a combination of financial difficulties and a dispute over some needed right-of-way forced them to accept Tolt as the southern terminus of the line. A turntable and a small one-stall enginehouse was built at Tolt to service the locomotive during layovers. The line was never electrified, and shortly after construction, the Great Northern bought up the line and took over operations.

Meanwhile from the other di-

rection, another railroad was approaching the Valley. The Chicago, Milwaukee and Puget Sound Railway began grading through Cherry Valley in June of 1910, building a branch line from Cedar Falls to Everett. Their line paralleled the Big G for most its length between Carnation and Monroe. There was often fierce rivalry between the two roads, with side-by-side train races through the Valley and fistfights between section crews.

The longest piece of straight track in the Valley ran from just north of town to Cherry Creek. Across this stretch the Great Northern had a wooden trestle almost a mile and a half long, with the ties covered with sheet iron to keep them dry. Many daring bicycle riders crossed this bridge between the tracks. It was good going and probably many speed records were set trying to beat the train when it unexpectedly arrived.

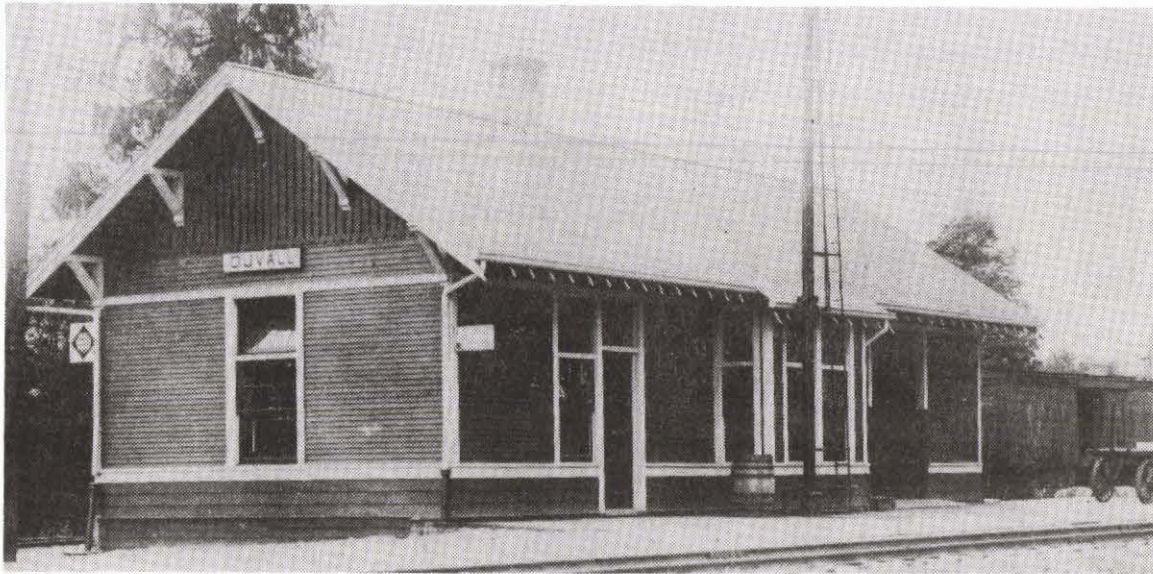
Below the old Biederborst place the G.N. built their line right on the bank of the river; consequently, the Milwaukee was forced to run a trestle out into the river to get by. Later,

after the G.N. line was abandoned, the Milwaukee dug out the hillside below High Rock and filled in the trestle.

When the E&CVT right-of-way agents were buying up land through the Valley, many of the landowners signed over their land under the impression that it was to be a trolley line. There were some bitter feelings after they realized it was to become a major railroad. One man, a Scotsman named Canack who lived near Stillwater, held out and collected \$5,000, which was real money in those days.

The Milwaukee, you can be sure, did not get by so easily. One owner sold out just before the railroad came through and the new owner collected the price of the entire farm. One owner received enough from a logging railroad right-of-way to buy a 40-acre farm, build a house and barn, only to have the Milwaukee come through. The railroads cut up some of the good farmland, but the owners usually collected enough to make some nice improvements.

(More on Railroading  
Next Week)



THE MILWAUKEE depot in Duvall opened in 1912. It is still standing just below the bridge.

## Railroading, In And Out Of Duvall

By Allen Miller

Most oldtimers will remember the Great Northern's local train through the Valley. It was a "mixed" train, usually made up of two coaches on the rear and two or three boxcars being pulled by the 298, a little "10-wheeler" oil-burning locomotive.

The Milwaukee passenger train made four trips a day down the Valley, the first arriving at Duvall at 8:30 a.m., returning up the Valley at 11 a.m., then coming down again at 3 p.m. and going up at 7:30 in the evening. One-way rates were as follows: Novelty - 10 cents, Monroe - 25 cents, Tolt - 30 cents, Fall City - 45 cents and Cedar Falls - 95 cents. The Milwaukee bent over backwards to please its traveling public, with low-rate passenger excursions to Snoqualmie Falls, North Bend, Seattle, Everett and Lake Keechelus.

The late Harry Miller told of the time he and his father were walking along the tracks from Tolt, heading towards Duvall, when the passenger train came along. As it was almost dusk, the engineer didn't see them un-

til he had almost passed them. Bringing the train to a stop, he asked if they wanted a ride on into town, and then told them next time to light a match or carry a light so he could see them. The Milwaukee passenger train usually consisted of three cars, two coaches and an express car, as they also handled the mail to and from stations in the Valley.

The Milwaukee also operated two freight trains a day, a night log train to Cedar Falls and a day log train between Snohomish and Stillwater, to handle the logs brought out by the Cherry Valley Timber Company.

During this time both railroads maintained and operated their own depots located along their lines below town. The Great Northern's station, opened May 15, 1911, was located just north of the bridge, and their agent was J. G. Waggoner.

The Milwaukee's depot, opened Jan. 8, 1912, still stands, just below the bridge. It has been turned around and it originally sat closer to the river.

The Milwaukee had a number of agents assigned to the Duvall station over the years. J. Roy Lucas, George Herley, S. A. Bourke and R. P. Rozelle were among the better known. H. T. Weeks also worked as telegraph operator at Duvall for a couple of years; he went on to become a songwriter of some renown.

After the opening of Lon Brown's Duvall Theatre, the Great Northern would occasionally run a special train from Tolt, stopping at Stillwater and Novelty to allow everyone in the Valley a chance to see special films of interest.

In 1917, the business could no longer support two sets of tracks and the Big G line was abandoned. The present state highway between Monroe and Carnation covers most of the old roadbed, although some bridge pilings and fill are still visible behind Stillwater Store and at Horseshoe Lake, north of Carnation.

The Great Northern maintained connections in the Valley, however, by having the Milwaukee deliver their carloads through an interchange at Monroe. The Grange Store at Carnation was one of the last

holdouts and continued to receive G.N. shipments of beet pulp until 1947.

The Milwaukee pulled off their passenger trains in 1930, although they operated a bus service into the 1940's, making connections with their main line passenger trains at Cedar Falls.

With the discontinuance of railroad logging in the early 1930's, the Milwaukee lost much of the business it had enjoyed previously. The log trains were pulled off, leaving one local freight each way. In 1936 the Duvall station was closed and the accounts for Duvall were handled from the Carnation station.

In 1952, diesel locomotives replaced the old steam engines and on Feb. 9, 1973 the Everett-Cedar Falls local made its last run through the Valley, passing through Duvall about 8:30 p.m. In the spring of 1975 the tracks were taken up and the name "Duvall" taken out of the railroad's timetable.

Now it's all gone, the depots, the agents, the passengers, the trains, even the rails, leaving very little evidence to the casual passer-by that there ever was a railroad through here.



## DIGGING DUVALL'S PAST

By Allen Miller

Now that hunting season is upon us, dozens of sportsmen are going out each weekend trying to put a little venison on the table, plus the fall hikers are making their last treks into the surrounding hills before Old Man Winter arrives. All points to the fact that there are probably more people tramping around through the woods now than at any other time of the year. Most of these weekend explorers are familiar with the usual relics of the past commonly found in the woods —

choker cables, end hooks and a vast assortment of hardware have been left behind by early logging operations. Also familiar to some are the long rows of decayed pilings crossing a quiet stream or marching across a marshy slough, marking the site of a one-time busy logging trestle.

Occasionally you come across something that is not so easily explained, such as when you stumble into a moss-beared fruit orchard located deep in the forest and far removed from an accessible road.

## Ancient Orchards

While they were establishing their claims, there were two things that the settler needed to do to survive — to get a shelter up and to plant an orchard.

A root cellar was built to store the fruits and vegetables through the winter.

So, if you're hunting or hiking up on Stossel Creek or Ring Hill and come across a scattering of fruit trees, now you know how they got there and why.





## DIGGING DUVALL'S PAST

# Ferry Tales

By Allen Miller

When the early settlers of the Valley wanted to cross the river, they used a rowboat, or during times of heavy logging, they would walk across the log jams. In the 1890's, when more and more wagons and teams began to emerge on the scene, a few enterprising individuals went into the business of ferrying as a more convenient method of crossing the mighty Snoqualmie River.

James Duvall, for whom the town was named, was one of the first. His ferry was located where the present bridge crosses the river.

A team of mules ran off this ferry once, dragging a wagon into the river with them, and drowned. The movement of the craft excited them and they ran off the end of the ferry about halfway across.

Leo Leyde owned and operated a ferry on the river behind Chapman Gravel and Sand Company's shop, south of town.

Herb Leake, who lived on the present Ward Roney farm, later bought this ferry business from Mr. Leyde and moved it downstream to his farm. Mr. Leake operated his ferry until the swing bridge was constructed about 1905.

This ferry was then sold to a

third operator named Tom Hopkins, who lived on the present James Roetcisoender farm. Mr. Hopkins operated the ferry from the sand bar below his place, across the river to the original mouth of Cherry Creek. This ferry, constructed of hand-hewn planks and square nails, still exists and can be seen during times of extremely low water, half buried in sand resting on the river bottom.

These ferries were not the impressive boats you might imagine. They were actually just scows, with a deck, railings and gangway ends which were lowered onto the bank to allow passengers and teams to come aboard or go ashore easily.

A Mr. Robert Main, who lived on what was until recently the Harry Miller farm, operated a ferry which crossed the river in front of the Everett DeJong farm. The county road in those days ran along the riverbank from present day Duvall, past the old Valley House, then headed northeast across Cherry Creek and paralleled the present highway on the east



THIS FERRY was operated by Robert Main, working the Snoqualmie River in Cherry Valley below the Everett De Jong farm. The picture was made in 1907.

side of the road from the county line to High Rock, parts of which can still be seen. A short road came down the riverbank at the end of the Cherry Valley log dump trestle to connect with Mr. Main's ferry.

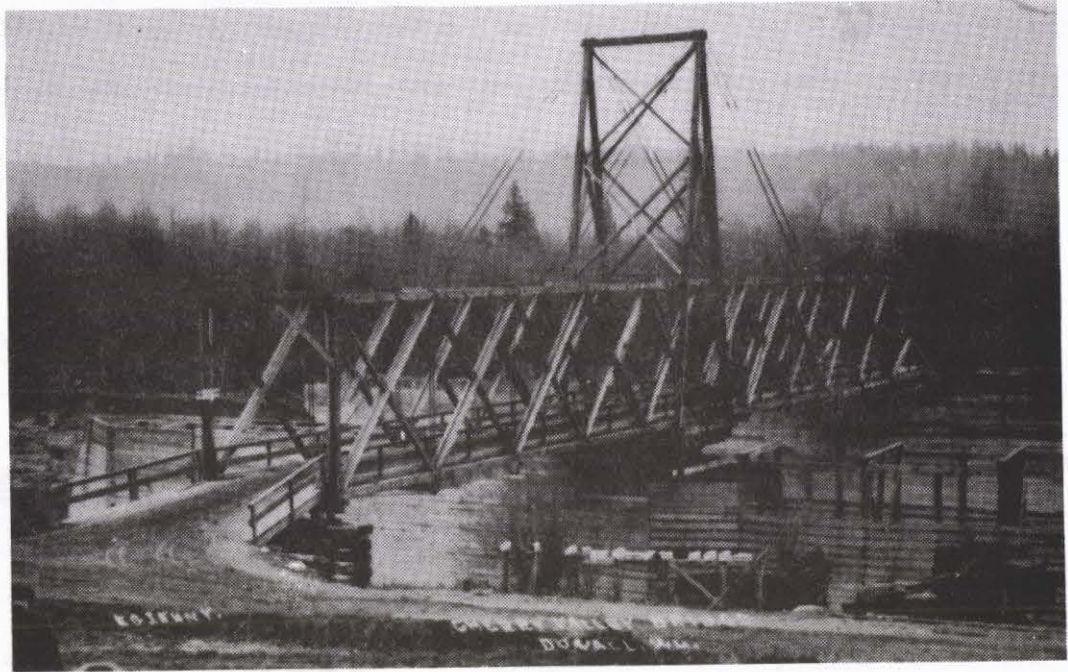
Another ferry was located at Stuart, which was the name given a railroad spur on the Milwaukee about two miles north of Stillwater. It was in operation in 1912 and was used to ferry cattle shipped in by railroad across the river to Carnation Farms. A few years later, a bridge was built to replace the ferry. The east and west pile bulkheads for this bridge can still be seen although the bridge collapsed into the river many years ago.

One advantage to the ferries over bridges was that there were a number of places at which one could cross the river. After the swing bridge was built the ferry business quickly died out and the number of places at which Valley people could cross the river was reduced to one. Another chapter to those good old days that are gone forever.

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THE CHERRY VALLEY Swing Bridge as it appeared in 1910. It was last opened in 1917.

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## The Valley's Biggest Swinger

By Allen Miller

It was known by all who saw it as the "Cherry Valley Swing Bridge" and for many years it was, literally, the Valley's biggest swinger. Constructed by the county in 1905, it was probably one of the first bridges in the Valley.

Because it was built during the period of riverboat transportation, plus the fact that the entire structure was too low for boats to pass beneath it, the bridge was built on a huge cement pier in the middle of the river. One hundred and ninety-two feet long and perfectly balanced, the entire bridge could be turned on its center pier until it was parallel with the river, allowing boats to pass through unobstructed.

To protect the bridge from being struck by boats while in its open position, a "draw rest" was constructed in the river, with protection bulkheads extending the full length of the open bridge, to deflect any carelessly navigated boats. Constructed of dozens of sturdy pilings and lined with heavy planks, the ends of the draw rest were pointed, to deflect the many hundreds of logs which were floated down the river by logging camps upstream.

Despite this safeguard, logs would periodically hang up on the south end of the draw rest and soon a log jam would occur. Old-timer Meredith Owen recalls that some of these jams extended the full width of the river and sometimes extended upstream for two miles. In February of 1913, a large jam began when logs from the T. M. Ring camp hung up on the bridge. Soon logs from the camps at Stillwater began adding to the backup. The river began to rise and kept the jam piling higher. Logs kept accumulating for almost a week and were backed upstream as far as the old Hanish farm. All day and night the log jam would grind and crack. The pressure was so great that logs and poles would occasionally pop right out of the water and land up on the riverbanks!

At the bridge, the pressure was terrific and it was feared the jam would take out the bridge if allowed to continue. Men were brought in from logging camps all over the Valley, to assist in breaking up the jam. Several attempts were made to loosen the jam with dynamite, but were not successful. Finally, the tow boat "Grace G." was brought up from Everett. This was a highly maneuverable, diesel-powered boat with a screw propeller. It would hook onto a key log, pull it loose, the jam would break up, a few logs would come down, then it would hang up again and the whole process repeated until the river was clear.

Since the river was not wide enough for both the bridge and the boats, the bridge was located a bit to one side and not exactly in the center of the river. The central pier was located to the east of the river's center, and a long bulkhead was constructed along the west bank. Between these was the channel for the boats to pass. The east side was much too shallow for boats and was, at times of extremely low water, left high and dry.

For turning purposes, the bridge revolved on a row of casters, arranged in a circle, which rode upon a steel plate or rail, extending around the edge of the cement pier. To carry the weight of wagons and automobiles while the bridge was closed, there were projections extending below the bridge ends, which rested on the end approaches and held the structure in alignment.

To open the bridge, the end locks were raised and a lever resembling a huge socket wrench, or tire iron, was inserted into an opening in the center of the bridge deck. Two men, pushing this lever and walking in a circle, would turn a series of gear teeth and slowly swing the bridge around.

(Continued)

Leo Dougherty, one of three brothers assigned to open the bridge, recalled that coming upstream, the old riverboats would whistle for the bridge at a bend in the river known as "Rocky Point," located about four miles downstream, near the old C. B. Mill. This would give the Dougherty boys about a half hour to get the bridge opened.

In 1917, with the passing of the "Loma, of Everett," the old bridge was opened for the last time. A new stationary bridge was opened in the fall of 1918, which entered town south of the present Duvall Tavern, and the old swing bridge fell into disuse and disrepair.

The bridge became unsafe for traffic in the early 1920's and the approaches were barricaded. The planking was

taken up to discourage pedestrian traffic, but many of Duvall's young dare-devils made it across by hanging on to the side railings. Eventually, the bridge became a safety hazard and was demolished completely. The concrete pier in the river remained as a landmark until the 1940's. Debris was constantly hanging up on it and it was deemed unsafe for boats. So finally it was dynamited into oblivion.

But, when the water gets low, say next August, if you drive down to the river, near Art Herman's driveway, take a look over the bank. There you will see a sort of small rock island, near the east bank, a few stubs of rotten pilings and lots of chunks of broken cement. The last remains of the Cherry Valley Swing Bridge. And, if you use your imagination, you can almost hear the clanking of the gears as she swings around, to let the ghost of some long vanished riverboat pass. Another whisper from the past; those good old days that are gone forever.

## Shingle Mills In Cherry Valley

By Allen Miller

One of the Valley's more numerous industries in the early days were shingle mills. An abundant growth of old straight grain cedar, plus the fact that a fair sized mill could be built with relatively little capital, made it a reasonably profitable venture.

Probably the most well-remembered shingle mill in the Valley was the Cherry Valley Shingle Company's mill, which was located on the site of the boat ramp. It operated longer than any of the Valley's other mills, and was a source of employment for many early Valley residents, among them being Ralph Taylor, Kenneth Hix, Bill McCormick and the late Harry Miller.

Built in 1911 as the "L. T.

Smith Shingle Company" by the man of the same name, with Roy Robinson and C. N. Smith as associates, it operated day and night and generally employed about 40 men. The Milwaukee Railroad put in a spur track along the riverbank beside the mill, from which logs were dumped into a boom on the river and boxcars were loaded with shingles for shipment.

In 1912, a well was sunk at the mill site and a dynamo was installed in the mill. A branch operation of the mill, the "Duvall Light and Water Company," was formed, headed by C. N. Smith, and the mill began to furnish electricity as well as water to the town. Since the dynamo was of a limited capacity, electricity had to be rationed, and the "Duvall Citizen" newspaper made periodic announce-



THIS GREEN LABEL graced many a bundle of shingles and helped to put Duvall on the map in the early 1900's.

ments as to which day appliances, such as electric curling irons, could be used, so as not to blow a fuse, either the dynamo's or the men's who operated it. At dusk each night, as lights began to come on all over town, the engine which drove the generator would begin to bear down to keep up with the demand. About 9 or 10 o'clock, the little town began to settle down to sleep, and the load on the dynamo began to decrease until, around midnight, the engine would be back to idling speed.

Smith continued to operate the mill until 1913, when E. Milton Stephens and Roy Cornegys, of the Cherry Valley Townsite Company, foreclosed on the mortgage and took over, setting up the "Cherry Valley Shingle Company."

In 1914, a number of improvements were made, in and around the mill. The Milwaukee trestle, along the river, was lowered 10 feet, to make its use more suitable as a log dump. A separate loading spur was

(Continued)

placed alongside the dry kiln, which made loading shingles into freight cars a lot easier and eliminated a lot of extra switching for the train crews. A lift span was installed in the trestle, over the bolt chute, which was raised to allow logs to travel up the chute into the mill and lowered for trains to pass, whenever the mill was switched. When the river is low enough, the pilings for the log dump and

a portion of the chute can still be seen, defying time and the river.

A barge shack was located on the river, from which an employee, using a long pike pole, would guide the logs into the chute. A bull chain would pull the logs up into the mill, where a cutoff saw would cut the logs into blocks. An upright saw would cut the blocks into shingles, and a clipper saw would trim the shingles which would then be thrown down a chute to the packer. The shingles would then be placed in the kiln to dry.

Volumes of steam would pour out of the kiln's vent stacks, as the intense heat drove the moisture out of the shingles, which were then put into a press, bundled into squares, labeled and loaded into waiting boxcars for shipment.

Aside from an occasional sawyer losing a finger now and then in the whirring saw blades, the most frightening accident which occurred at the mill was when the flywheel broke and sent iron fragments hurling throughout the mill. One piece

went through the roof and landed across the river. Fortunately, no one was hurt. The mill operated until 1925. Straight grain cedar, needed to make shingles, had run out by this time and caused the mill to close.

There were, however, several other small mills located in the Valley and next week we will take a look at some of them.



THE RIVER BELOW Duvall was a bustle of activity when this photo was made in 1912 of the L. T. Smith Shingle Mill.

## More On The Shingle Mills

By Allen Miller

In our last article, we discussed the operations of the Cherry Valley Shingle Company mill at Duvall. Shingle mills were a common sight in the Valley, back in the days when huge cedar trees covered the slopes east and west of our fair city. The mill was often the main industry for the small communities in the Valley, and the sounds of the humming saws going day and night and the blast of the mill whistle echoing across the Valley were symbols of prosperity and employment for all.

Near the mouth of Cherry Creek, on the Clarence Zylstra farm, stands a large concrete foundation and a pile of old bricks. This was once the boiler room for the O'Neal-Gowen Shingle Company mill. Owned by two men, James O'Neal and James E. Gowen, who also founded the Cherry Valley Logging and Railway Company, the mill had a bolt camp located near Lake Margaret. A flume was built from the bolt camp, down the hill near the old Allen farm, and the shingle bolts were sent down this flume in a stream of water and shot into

Cherry Creek. Later on, the bolt camp was moved near the present Gunnar Otness ranch and a dam was built in the creek there. The bolts were thrown into the creek until a good sized pond was formed, then the gate was raised, and with a mighty rush of water the bolts made their way down to the mill's boom at the mouth of Cherry Creek. The Great Northern Railway built a spur track on pilings out to the mill site, which was also connected to the Milwaukee line, and both railroads competed for the mill's business. Eventually the supply

of cedar was exhausted, and the mill was closed in 1914.

Three and a half miles north of Duvall, on what is called Rocky Point, W. R. Cunningham Jr. and George A. Bergstrom owned and operated a mill on the riverbank, known as the C. B. Shingle Company mill, or "C.B. Mill" for short. This mill also had a flume which extended far up into the hills, coming down to the river about 400 feet above the mill. The shingle bolts and water shot out into the river and were caught in the

(Continued)

boom and hauled up into the mill. This flume was known to leak rather badly at the point where it crossed the county road, and travelers reaching this point would give their teams an extra "giddy-up" so as to pass under without getting too wet. The Milwaukee and Great Northern railroads built separate spurs, side by side, into the mill, from which carloads of their "Upright Red Cedar Brand" shingles were shipped to points all over the country. The mill caught fire in 1914, and was never rebuilt. When the river gets low, and if you look hard enough, you can still find a portion of the bolt chute, however, anchored to a large rock on the river's bank.

The Vincent Shingle Company mill began operations March 24, 1913, under the ownership of John Hoff and Frank Doucett. Operation was sporadic at best, often shutting

down and starting up again as the prices and availability of cedar dictated. In August the dry kiln burned down, causing a temporary shutdown, and in December of 1913 the mill owners dissolved their partnership, causing still another shutdown until John P. Ronnei, Ernest Samzelius and Victor Mission joined partners with Mr. Hoff and started the mill going again. In July of 1915 J. P. Asplund and Otto Widen bought up the mill and it then became known as the "Marsh Mill." The mill was located on the present Jake Groenweg farm and the shingle bolts were sent down to the mill on a sled coming down a chute on a cable operated by a donkey engine up on the hill. The finished shingles were trucked to the Great Northern spur at Novelty for shipment.

There was also a small sawmill at Vincent, owned by William Gillespie. It was located just north of the present Klaas Zuiderbaan home. It began operations in March of 1913 and a planer was added the following

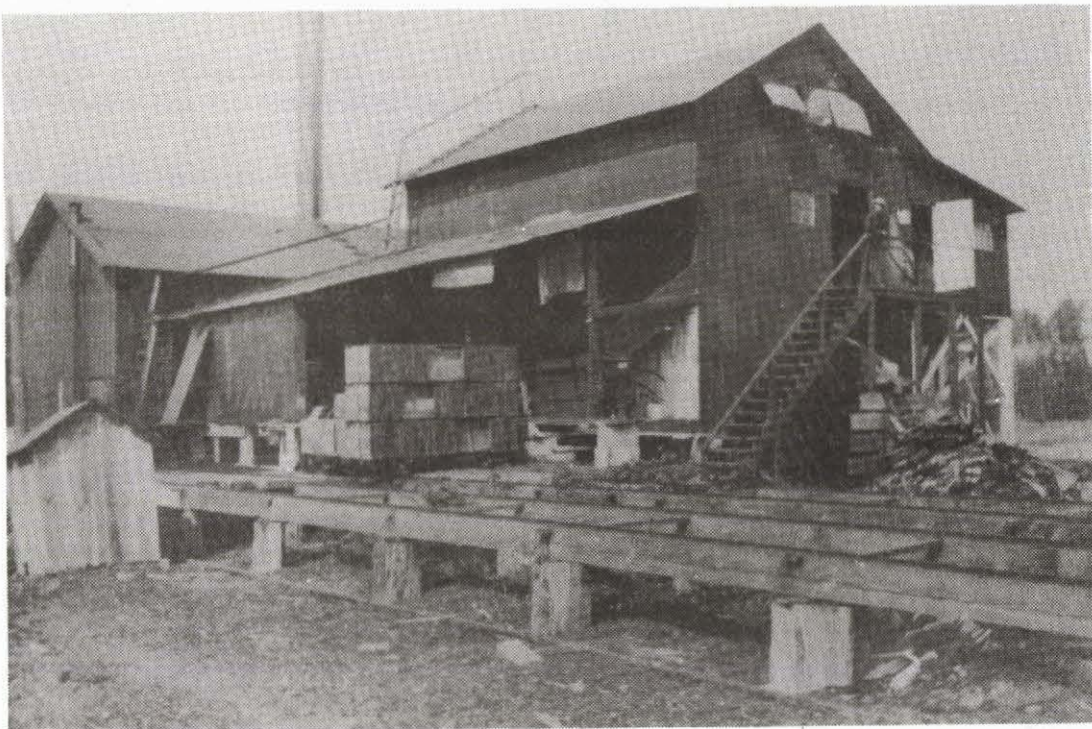
October. Like the shingle mill, its operations were not continuous, but it did supply employment for many local residents until the area's supply of timber was exhausted.

At the foot of Ring Hill, west of Duvall, was the location of two small shingle mills in the early days. One of these was the Douglas and Baxter mill, owned by Fred Douglas and E. F. Baxter. It started operations around 1911 and lasted about three or four years. Its most notable contribution to the town was that it supplied Duvall with the cedar poles when electric lighting was installed in 1912.

The other mill located here was the Getchell Shingle Company, which began operating Oct. 16, 1916, and later became the Getchell-Roberts Shingle Company. The shingles from this mill were trucked across the Valley to a spur on the Milwaukee Railroad located north of the old dehydrator plant. Another shingle mill, known as Simmon's Shingle Company (pronounced Symon's) was located north of

Stillwater, on the old Mountain View farm.

In 1912 the Stephens Bird interests began erecting a large sawmill, which was to operate under the name of "Duvall Lumber Company," just north of the city limits. The Milwaukee railroad built a spur track and log dump out to the mill site, which contained a blacksmith shop, lumber mill, lath mill, shingle mill and was completely equipped with equipment and machinery. It became known locally as the "big mill" and was just on the verge of opening when, for some reason, it failed and, although numerous attempts were made to get the mill running, it was never opened. The mill stood idle for several years and became considerably overgrown with blackberry bushes. Later the riverboat "Black Prince" was brought upriver to haul away the machinery when the mill was dismantled. Today, only the concrete foundation of the boiler room remains — a monument, perhaps, to the days when lumbering was big business in Duvall.



THE O'NEAL-GOWEN Shingle Mill located at the mouth of Cherry Creek near an area once called Bacus on the Duvall-Monroe Road.



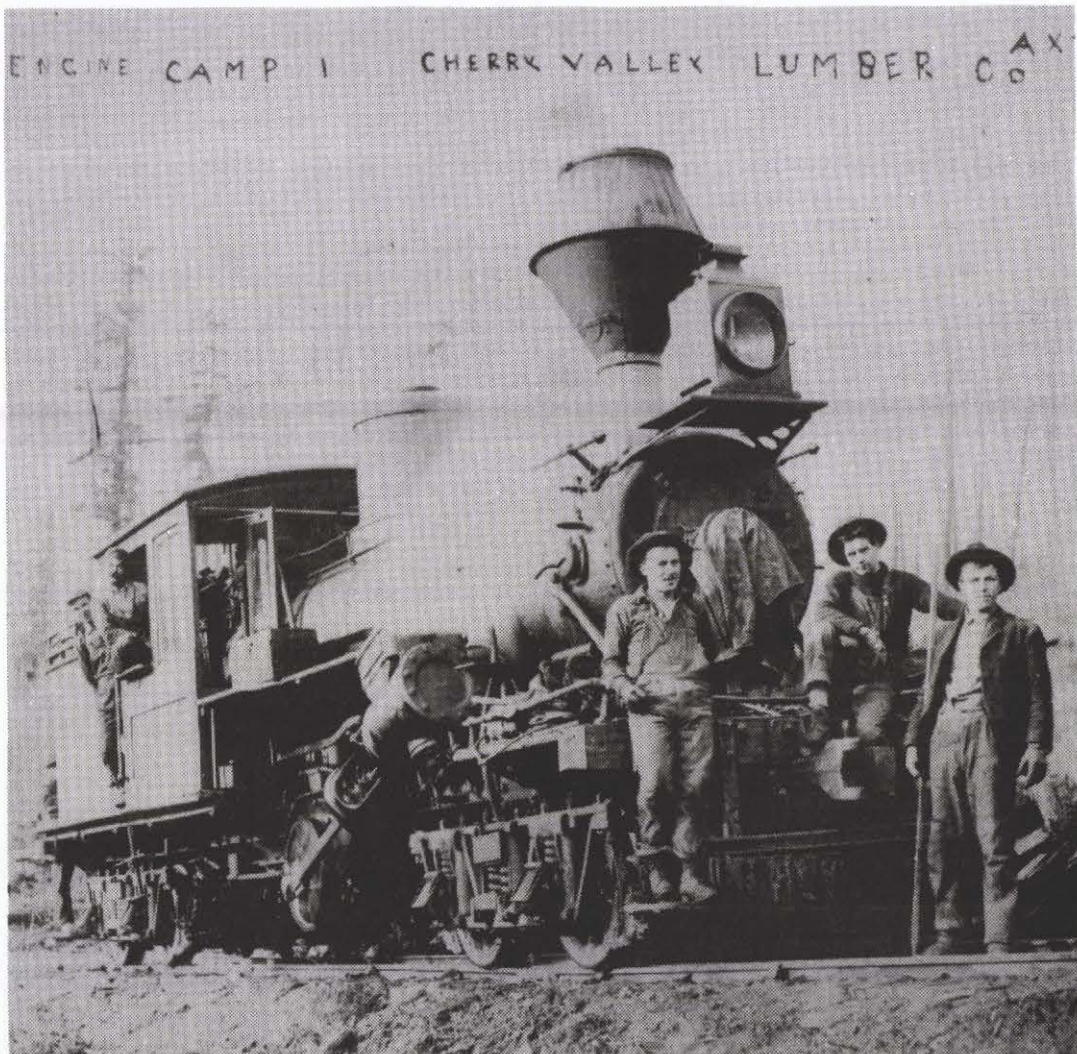
## Cherry Valley Logging Company

By Allen Miller

Sometime when you are driving along the highway heading towards Carnation, just after you pass the bottom of Fay Road, glance over to your right in the slough between the highway and the abandoned Milwaukee railroad grade. There you will see a series of old bridge pilings standing in the swamp, one of the last remaining traces of the Cherry Valley Logging Company. At one time it was a large logging operation and source of employment to many early Valley residents.

The origin of this "Stillwater Logging Road," as it was commonly called, began in 1890 near the mouth of Cherry Creek. The Millet and McKay Logging Company was, at that time, just beginning to build a logging railroad across the Valley to the hill on the east side. A split-cedar bunkhouse, 100 feet long and 25 feet wide, sat on the riverbank. In one end was a mess hall and kitchen; the rest of the building consisted of one long room lined with shelf-like bunks covered with cedar boughs. These were the living quarters for the men who sawed and chopped their way through the thick forest of vine maple, willow, spruce and wild crabapple that then covered the Valley floor.

With a pile driver operated by the late Billy Brennon, following close behind, a trestle was completed to the foot of the hill when the firm went broke. Some of the pilings for this bridge can still be seen where it crossed Cherry Creek near the east boundary of the State



THE CREW takes a break near the Lake Margaret area. The photo was made about 1909 and is used here courtesy of the Weyerhaeuser Archives.

### Game lands.

This operation was then bought up by the Mosher and McDonald Logging Company, who completed the trestle, grading and laying track up as far as the old Gus Nordstrom home in Cherry Gardens. A car shed and roundhouse was located just above the hairpin turn going up into the Gardens, near the R.M.L. Rogers place. A brand new "Shay" locomotive with the name "Belle" painted on the side of her cab was brought up the river on a barge to be used to bring out the carloads of logs. This is believed to be the first

shay locomotive to be used in the Puget Sound area. This operation lasted until the panic of 1893-97 caught them with a river full of logs, all boomed up, and no market to send them to. They barged out "Belle" and two donkey engines in 1896 and abandoned the rest.

In 1902 the Thomas Irvine Lumber Company, of St. Paul, Minn., took over the abandoned Mosher and McDonald operations, buying up about 50 million feet of timber in the Cherry Gardens area. Shortly afterwards, the O'Neal Timber Company of Stillwater, Minn., bought up the remaining tim-

berlands and on May 31, 1904, James and Eugene O'Neal, James E. Gowen and J.T. Kilty formed the Cherry Valley Logging and Railway Company to acquire and operate the logging railroad originally built by Millet and McKay. The new company brought in tons of logging equipment, including three "Climax" locomotives, 13 donkey engines, dozens of logging cars, steel rails and miles of steampipe. It was all brought up the Snoqualmie River on barges by steamboat and unloaded onto a spur track that ran down the riverbank and on to the barge itself.

(Continued)

rights and handle the actual logging operation, and O'Neal-Gowen Shingle Company, who built a mill near the mouth of Cherry Creek and operated a shingle bolt works at Camp 2.

Under the new ownership railway lines were extended into the hills and camps were set up: Camp 1 was located at the hairpin turn going up into Cherry Gardens, Camp 2 was located at the Gunnar Otness farm, Camp 3 at Cherry Creek Falls and Camp 4 at the Robert Phillips homesite. Also, two smaller companies were formed: Cherry Valley Lumber Company, to purchase timber

The Cherry Valley's log dump was located on the east bank across the river from the present Cap Larsen home. The track out on the dump was cantered, meaning that one rail was slightly higher than the other, causing the loaded log cars to lean towards the river when unloaded. Unloading was done by the "jillpoke" method, wherein a steel bar was placed at an angle with one end on the

ties and the other against the log. By moving the train forward, the pressure on the bar would force the logs off the car. This was quite dangerous because of the top log sometimes coming back and falling on the man holding the bar. After a few years and several deaths, a safer method was devised. The log cars used here were of the disconnect variety, being nothing more than sets of four wheel trucks with a link and pin coupler at each end. Logs resting across two trucks made up a car, which was held together by the weight of the load.

(To Be Continued)



A MAIN-LINE rod engine, bringing logs down to the Milwaukee Railroad. The photo was made on Stillwater Hill near Lake Joy. Engineers backed their engines down a hill. With the front end elevated, hotter steam could be kept in the steam dome.

Photo Courtesy of Weyerhaeuser Archives

By Allen Miller

From the log dump the Cherry Valley's tracks ran past the old Valley House (we'll have a story on that in a few weeks), then across the flats on a trestle and along the hill about 100 feet behind what used to be the H. L. Allen home. The curve just above the present barns was the site of numerous derailments over the years. On one occasion, John and Sid Allen were sorting potatoes in the root cellar when three cars jumped the track, scattering logs everywhere; one log plowed through the pile of potatoes between the two men and continued on almost to the creek. On another occasion, a log took out part of the Allens' house, and in October of 1911, a locomotive and seven loads of logs went over the hillside. The trainmen escaped injury by jumping, but the Climax lokey rolled over three times before it came to rest. It was promptly re-railed and shipped over the Milwaukee to Snohomish Iron Works for repairs, which took two months.

About 1906, the company began constructing another logging line in the vicinity of what would later become Stillwater. A log dump was built on the river below the old Pros Derycke farm, and a railroad was constructed up the hill above the present Stillwater Store. In 1910, when H. Butikofer was platting out the town,

he decided to name it Stillwater, in honor of the men working for the logging company, most of whom were from Stillwater, Minn. Camp 1 was located up on the hill, near the present intersection with Big Rock Road, and the house on the right, above the store, was once the logging company's office.

Early in 1912, the Cherry Valley line reached a point where a lot of expensive building was going to be required to reach any more timber. It was decided to abandon the line instead and ship the rails and equipment to Stillwater, expanding that line and eventually reaching the timber from the other side. Locomotives, log cars, bunkhouses and equipment were moved over the Milwaukee Railroad and the line was extended up as far as Lake Joy.

In May of 1912, a group of Weyerhaeuser Timber Company interests, consisting of George S. Long, W. L. McCormick, G. E. deSteiguer and Hugh Stewart, formed two separate companies to buy up the Cherry Valley Logging and Railway Company. The "Cherry Valley Railway," headed by J. E. Gowen, purchased the right of way, rolling stock and log dump, while the "Cherry Valley Timber Company," headed by H. H. Irvine, purchased all of the logging equipment and bought up the

timber rights held by Thomas Irvine Lumber Company and O'Neal Timber Company. To avoid confusion with the names of the new companies, the name of Cherry Valley Logging and Railway Company was changed to Lake Joy Logging and Railway Company for purposes of the sale.

With solid financial backing from the Weyerhaeuser interests the new companies expanded rapidly, extending their rail lines and establishing another camp at the old Ethyl Langendorfer homesite on Stossel Creek Road. In peak years the company would employ as many as 500 men in its operations. The Cherry Valley boys were a rough bunch, it was a fact. In later years when they used to go into Monroe on Saturday nights, it was widely known that when the Cherry Valley boys arrived in town, the other loggers went home.

In March of 1913, two big improvements were made: the company purchased two new yarder engines from Willamette Iron and Steel Works and they stopped dumping their logs in the Snoqualmie River. A new log dump was built two miles below Snohomish at a point known as Riverview and an agreement was made with the Milwaukee Road to transport all of their logs (40 to 50 carloads per day). One hundred and fifty log flats were leased from the Milwaukee's "Tacoma Eastern Railway," and the Milwaukee ran a special train from Everett called the "Stillwater Logger" to handle the business.

Much of the company's success was due to their superintendent, R. A. McDonald. Known by such nicknames as "The Black Fellow" and "Roary," for his sudden outbursts, he was a man who got things done, his way! One ex-

ample was his invention of a donkey-operated crane, mounted on a flatcar for loading logs on railroad cars. Since it was invented on the "Cherry" Valley line, and because it "picked" the logs up, it earned the name "Cherry Picker," a device which today has many uses. On another, when the Milwaukee Railroad couldn't supply empty cars for loading, Mr. McDonald brought his trainload of logs down to the Milwaukee siding, unloaded the logs alongside the track and took the empties back up into the woods for another load.

About a mile up Stossel Creek Road from the rock quarry, there was a trestle which became rather shakey in its final years. A father and son worked together as engineer and fireman on one of the log trains. Upon reaching this bridge they would bring the train to a stop, and one of them would walk across the bridge and wait on the far side. The other would start the train, giving it just enough throttle to send it across at a slow pace. Then he would climb out of the engine, letting the train cross the bridge by itself. When it reached the opposite side, the other man would climb aboard and bring it to a stop. Meanwhile, the other man would run down the hillside, up the other side, climb into the lokey and be on their way again. Apparently neither of these men craved the glory that comes whenever an engineer dies with his hand on the throttle. Don't let this story make you think these men were cowards, for bringing those heavy trains down the steep grades of Stillwater Hill took nerves of steel.

(Continued)



## Cherry Valley Logging Company

(Conclusion)

1919, steam operated  
yarder engine and landing crew.

By Allen Miller

Over the next few years the logging company continued to grow, adding several locomotives to its log hauling operations and operating around 50 miles of main line track and spur lines in the hills above Stillwater and in the Camp Elwell and Markwood Forest area.

In December of 1915, the Cherry Valley Railway operations were purchased by their partner company and both operations, the logging and the railroad, were consolidated under one name, Cherry Valley Timber Company.

Mr. Cliff Peerman of Duvall, a former employee of the company, recalled that they were a good outfit to work for. Working in the rigging he made six dollars a day, plus the company furnished meals and the men lived in bunk cars. The camp cars were 14 by 60 feet divided into three sections, each section having sleeping accommodations for ten men. The camp also included a kitchen car, two dining cars, a bathhouse and a drying room. All cars were electrically lighted and steam heated with hot and cold running water.

On June 21, 1916, James Gowen, one of the founders of the original company, died at his Everett home at age 47. Two weeks later, F. E. Weyerhaeuser joined the board of directors and the company was reorganized under the new name of Cherry Valley Logging Company.

In late 1917, during the height of World War I, Cherry Valley Logging Company, like many others, was taken over by the Loyal Legion of Loggers and Lumbermen, the United States Government Spruce Division.



Before this time spruce had never been considered desirable for lumber, but suddenly the airplane emerged as an effective weapon in war. Practically overnight there came a huge demand for high-quality spruce in the construction of airplanes. Hundreds of uniformed soldiers (mostly from the Carolinas) were put to work in the woods, lifting productions to heights even Paul Bunyan himself would find hard to match.

In December of 1924, the company bought up the Security Logging Company owned by Joe Irving and located about 1½ miles south of Carnation. The following March construction of a new series of logging lines was begun at this site. A round-

house and shops were located near the present C.Y.O. Camp Bosco, and a siding was built, alongside the Milwaukee, that extended from the present Lake Langlois Road almost to Griffin Creek, plus a storage track about half this length.

A new log dump was constructed at Lowell, near Everett, and in September the operations at Stillwater and River-view were abandoned. Long trains of camp cars, Lidewood skidders and other equipment were brought down from the Stillwater site and moved over the Milwaukee to the new site near Griffin Creek. The Milwaukee had a covered bridge over the Tolt River and some of this equipment was too large to fit through it. A temporary

track, known as a "shoo-fly," was built around the bridge in order to get by.

The operations at Stillwater were sold to Robert S. Swan, who owned the Swan and McKay Logging Company. They took over some of the existing railroad and bought one of Cherry Valley's surplus Shay locomotives. They also bought up the Stillwater Lumber and Shingle Company mill owned by J. G. Dickson and George Newbegin, which later became known as Swan's Mill. Logging out the stands that Cherry Valley passed up, they sawed lumber and poles at the mill and shipped them out by rail.

(Continued)

Meanwhile at the new site, Cherry Valley carried out logging operations around Lake Langlois and the Tolt Watershed, adjoining the Snoqualmie Falls Lumber Company lands on the south side. It was not uncommon to see 100 cars of logs a day brought out of the new site. Many times the locomotive could be seen behind the Tolt High School while the end of the train was still coming out of the siding.

In 1926, most of the remaining timberlands were sold to Snoqualmie Falls Lumber Company because of lower freight costs to Snoqualmie. In 1928, Weyerhaeuser began opening up their operations at Vail, near Olympia, and needed Cherry Valley's equipment to get things started. The rails were taken up and the equipment moved out, marking the end of active logging operations by the company.

By 1939, the remaining timber contracts had been sold to Weyerhaeuser Company, and on Jan. 19, 1948, after disposing of its remaining land, the Cherry Valley Logging Company was officially dissolved.

Weyerhaeuser's Vail operations continue to this day, running two log trains a day from Vail to South Bay, dumping 90 cars of logs a day into the bay and rafting them to the same mill in Everett. The log cars they use at Vail are also worthy of mention, for they are the same ones that were used by Cherry Valley Logging Company here in the Valley in 1918. So in a way, the mighty Cherry Valley still rolls on.

1913, tall timber on Stillwater Hill. The crew is building a landing.

Courtesy of  
Weyerhaeuser Archives



## Famous Names In The Valley

By Allen Miller

Although many of the early pioneers who helped settle this Valley and build what is now Duvall have passed on, their names will live on, perhaps forever, because of certain landmarks named in their honor.

Stephens Street, for example, was named in honor of E. Milton Stephens, president of the Cherry Valley Townsite Company, which owned and founded the town of Duvall. Mr. Stephens also owned a half partnership in the Stephens-Bird Logging Company at High Rock (near the Monroe Honor Farm), founded the Monroe National Bank, was president of

the Cherry Valley Shingle Company mill at Duvall and the Cascade Lumber Company mill at Snohomish.

Bird Street, located one block north of Virginia, was named for John D. Bird, the man who actually founded Duvall. He comprised the other half of the Stephens-Bird partnership and was active in numerous promotional schemes to help boost the town. He foresaw a great economic future for Duvall in the construction of an electrically operated railroad system offering excursions for tourists through the Valley. This dream was almost realized twice. The first time was in 1910 when the Everett and Cherry Valley

Traction Company began building what was to be an electrically operated railroad through the Valley. The plans for electrification were dropped, however, and the line was later taken over by the Great Northern. The second time was in November of 1912 when W. P. Perrigo announced plans to build a trolley line from Kirkland through Cherry Valley and into Monroe. This plan died out before a single spike was ever driven.

Speaking of railroads, Stewart Street was named for Alex Stewart, assistant chief engineer of the Great Northern Railway. He was head of the men who surveyed the G.N. line from Monroe to Tolt. Carnation also has a Stewart Street.

It is believed that Virginia and Stella streets are named for the wives of Stephens and Bird. Cherry and Valley streets, of course, speak for themselves.

Speaking of Cherry Valley, here's the story on that name: The first post office in the Valley was located on the east riverbank, near the county line. This office was later moved to a home on the present Clarence Zylstra farm, because of flooding at its former site. A box fastened to a wall in the kitchen served as the official post office, and the owner of the home, Mr. Lucius Day, was appointed the postmaster. When asked by the postal department officials what name was to be applied to the location, Mr. Day looked out of the window at his two blooming cherry trees and replied, "Let's call it Cherry Valley."

(To Be Continued)

# Famous Names In The Valley

(Continued)

By Allen Miller

Ring Street was named for Tom Ring, who operated the T. M. Ring Logging Company on the hillside west of town. The site of this logging operation also bears his name, commonly referred to as Ring Hill.

Tom arrived in the Valley in 1906 and began logging the hillside above the Rink DeVries farm. With a donkey engine located where Roy Lampaert's meat packing house now stands, the logs were yarded from a landing on the Tom Roorde farm, down the ditch just north of the slaughter house, to the river. About 1911, he moved his operations to the hillside west of town, establishing a camp at Alder Springs. The house with the stone fireplace, opposite the dump road, was Tom Ring's house. His superintendent, Mr. Richardson, for whom Richardson Street was named, lived in the other house. There was also a large bunkhouse, cookhouse, blacksmithy and shop. The cookhouse contained a large wood-burning range with a 10-foot grill that was usually loaded with hot cakes, bacon, eggs and potatoes, enough to feed the 150 hungry loggers.

A railroad was built to haul the logs to the river. It followed the Duvall-Woodinville Road to the bottom of the hill and crossed the Valley on a long trestle. The pilings for this bridge can still be seen at Long Lake, partway across the Valley. Part of the old log dump still remains, too, standing in the river in front of the James Wallace farm. When the logging operations were completed, the equipment was removed down the river by barge.

Another logger who left his name behind was Bob Swan. The road above the rock quarry on Stillwater Hill, known as Swan's Mill Road, was named for the small sawmill run by the Swan and McKay Logging Company. They operated a logging

railroad from 1927 until 1947 utilizing the old Cherry Valley Logging Company grade down Stillwater Hill. A holding pond near the mill site, known as Swan's Mill Pond, still existed until a year or so ago when it was drained during logging operations in the area. If one looks hard enough, the pond site can still be found by traces of fine sediment and a couple of water-logged logs that had settled to its bottom.

Portions of the mill foundation are also still intact. Carloads of lumber and poles were cut at the mill and brought down the hill for shipment over the Milwaukee to points back east. In later years the railroad was abandoned and trucks were used.

There are several bodies of water in the area named for early pioneers. One of these is Lake Margaret. In 1908, a group of young people were headed to Lake Hannah, which was a popular hiking and fishing spot. They caught a ride on a logging car to the end of the Cherry Valley Lumber Company tracks and set out on foot for their destination. Upon their return they stopped to take in some fishing at the then unnamed lake. One member of the group, Miss Margaret Johns, a schoolteacher in Cherry Valley, decided to step aboard an old raft she found next to shore. She stepped one foot onto the raft when it suddenly departed. The result was that she fell into the water and ever since the lake has been known as Lake Margaret.

McCauley Falls is another favorite hiking and picnic spot. About two miles north of town, on the hillside behind the Eldon Neilson farm, there is a small stream known as Hanstead Creek. This stream breaks into a white waterfall which can be seen from the highway, especially during heavy runoff. The falls were named for Father McCauley, a Catholic circuit rider who homesteaded near

the foot of the hill in 1892.

A favorite play site for Duvall's children over the years has been the creek down in the canyon below Taylor Park. This stream, Coe and Clement's Creek, flows beneath the highway just south of town. It was named for the Coe and Clement's Logging Company, which had a camp located just north of the Bill McCormick farm. A split-cedar barn, which housed the oxen, remained to mark the sight for many years afterwards.

Tuck Creek follows the highway down Ring Hill west of town and flows into Round Lake and Long Lake. It was named for the Tuck and Allen Logging Company. In the years 1889-91 they had a logging camp located along this creek at the foot of the hill, with barns for the oxen, bunkhouses and a cook shack. The logs were pulled by oxen to Long Lake, where they were floated to the river. A floodgate, located at the south end of the lake, was closed until the lake was filled with logs; then it was opened and the logs rushed forth to the river and on to the mills.

Bacus was once the name of a small community located near the King/Snohomish county line. It was named for H. Bacus, who operated a sawmill in back of the present Clarence Zylstra home above the stream that crosses the road there.

Bacus logged off that whole hillside, running the logs through his mill and shipping the lumber by rail from spurs located on the Milwaukee and Great Northern railroads across the road. The lumber used to build the old warehouse, which stood on the riverbank below the bridge until a few years ago, was cut from this mill in 1912.

Stuart is a location sometimes seen on old maps of the area. It was established as a railroad spur on the Milwaukee Road about two miles north of Stillwater and across the river from Carnation Farms. Originally established as Carnation

Spur in 1911, the name was changed to Stuart in June of 1917 when the town of Tolt changed its name to Carnation. The name was chosen to honor E. A. Stuart, founder of the Carnation Company.

Most of the original cattle used to build the Carnation herds were shipped into Stuart in special trains by Wells Fargo Express. There were cattle pens located alongside the spur and a milk platform was provided for shipment of milk (about 200 cans a day) to the Pacific Coast Condensery at Monroe.

In addition to cattle, the farm also received shipments of hay, straw, beet pulp and other grains. Race horses and prize-winning cattle were shipped from this spur to points all over the United States. Now all there is to mark the site is a wide spot along the riverbank where the cattle pens and siding were located; a pair of pile bulkheads, one on each side of the river to mark the old county bridge; and an old weather-beaten sign in this author's collection that reads simply ... "Stuart."

Novelty Hill is one location that has lost its original name. For many years it was known as Finken Hill, named for Fred Finken an early Novelty resident who lived on the present Hiram Wallace farm. Mr. Finken planted fruit trees on his farm and, after the trees began to bear fruit, he built a kiln, dried the fruit and sold it in Seattle for three cents a pound. He took in a partner named Olson, who brought many of his friends from Sweden to work on the farm, known as Finken and Olson. The laborers were housed in a camp above the road across from the farm. Fred Finken and Alexander Adair laid out and built the road up the hill now known as Novelty Hill.

There are many names connected with the history of this Valley. All contributed in some way to its growth and some, perhaps unintentionally, left behind their names as a reminder to the present generation.

## Cold Weather, Snow And Floods

By Allen Miller

As winter begins to set in and the nights are colder, my thoughts turn to the stories told by old-timers of the real cold winters that have been seen in the Valley. Two that seem to stand out as being unusually severe are the winter of 1914-15 and the big snow of 1916.

In December of 1914 there occurred a cold snap which was unequaled in the memories of even the oldest inhabitants. Lakes and ponds were frozen to a depth of 6 or 7 inches, logs and shingle bolts were frozen solid in the booms on the river, which promptly shut down the mills.

The cold weather lasted almost three months, and icicles hung from the eaves to the ground on many buildings. Horse troughs on the main street were frozen solid and water pipes burst.

The river was covered with a layer of ice that, in some places, extended clear across. Some of the farmers carried their cream cans across the ice to town for shipment to the Monroe Condensary. Some of the children living in the Valley walked to school on the river.

Lon Brown, who ran the confectionery, seized upon a real opportunity. He hired a group of the unemployed mill hands and put them to work building an icehouse, located south of and below the present Silver Spoon building. Then he put this gang of men to work cutting and transporting ice from the lakes and ponds west of town. Packed in sawdust from the mill, Lon was still using some of this original ice for his ice cream business two years later.



THE MAIN STREET OF DUVALL, looking north, after the big snow of February, 1916. Buildings on the right hand side of the street are Dr. Gerkhen's home, the Duvall State Bank, Arthur Hix Store, Duvall Tailoring Co. Store, L. D. Smith Blacksmith Shop, Duvall Theatre, Dean's Hardware, John Allen's Garage, Martel's Hotel and Clausen's Pharmacy. Buildings on the left hand side of the street are A. H. Boyd's General Store, A. P. Manion's Hardware, A. P. Marion's Furniture, Brown's Confectionery, Moody's Dry Goods, Moose Hall, C. E. Mercereau's Barber Shop, V. Wurzer's Mucis Store, C. F. Rehm's Butcher Shop, and the Forest Inn.

The following winter, another cold spell occurred and again Lon took advantage of the plentiful supply of ice provided by old Jack Frost. Towards the end of January, 1916, when everyone was beginning to think that old man winter was packing up the last of his icicles, along came the big snow. The snow started falling on Sunday, Jan. 30, and fell continuously through Wednesday, Feb. 2. Fifteen inches alone fell on Tuesday night, and three feet of snow on the level was the average.

The first concern was for the buildings, as they were not built to withstand the heavy snow that had accumulated on them. A search was made for the lightweights of the town, to shovel the snow off the roofs of the already dangerously sagging buildings.

For some it was already too late, and the heavy snow brought down barns all over the Valley. John Joyce, C. D. Benham, R. A. Thomas, Clarence

Harrison and Glen Fleming were among those who lost their barns. The roof of Lon Brown's icehouse caved in and two barns at Mountain View farm collapsed. At Stillwater the roof of the dining room at Camp One, of the Cherry Valley Logging Company, caved in just before the men came in for breakfast, and in Seattle the dome of St. James Cathedral collapsed.

Schools were closed and by Wednesday the trains were unable to get through. In times like this, branch lines had to operate as best they could, as all of the railroad's snow-fighting equipment was busy in the mountains, trying to keep the main line opened.

A few farmers in the outlying areas managed to rig up a makeshift sleigh, so that trips could be made to town for supplies. Wild animals, driven by hunger, forgot their fear of man and came right up to the back doors of homes in search of food. But it was not all doom

and gloom, for there was always some fun to be found. Duvall's hills, famous for good sledding, were just as popular back then, and many late night sledding parties were to be found all over town.

After the snows melted came the flood, and what a flood! The river rose an average of one foot an hour, covering the Valley from hill to hill. Three feet of water in the shingle mill put out the fires in the boiler room, not only shutting down the mill but also stopping the flow of electricity and water to the town. The mill was the only supplier of both in those days. Bundles of shingles were floating everywhere and the road across the Valley was completely under water. As always, the waters finally receded and the painstaking job of cleaning up was begun. Life in the Valley returned to normal until the next big flood.

(To Be Continued)

## Remembered Floods

By Allen Miller

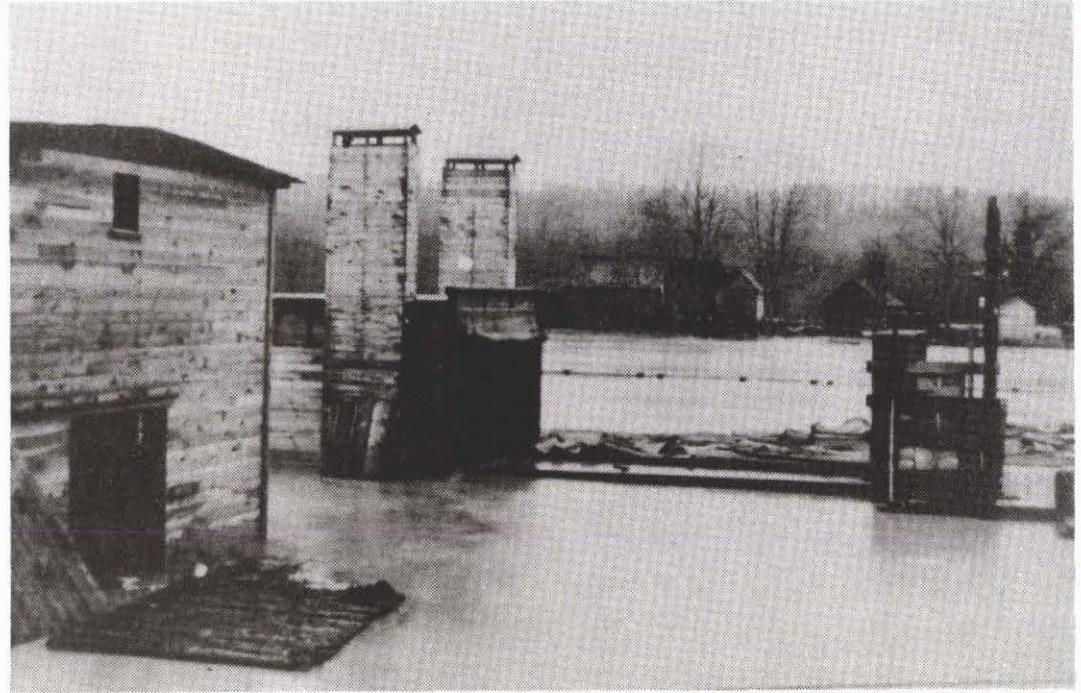
Flooding is something that has been going on in this Valley for thousands of years and will probably continue for thousands to come. Dikes and levees have been constructed to lessen their severity and through the years Valley people have learned to prepare for the Snoqualmie's annual flooding so as to keep losses at a minimum.

Many of the houses along the river are built on foundations five to six feet high, in an effort to keep above the floodwaters. Some of the oldest barns in the Valley were built with the floors on huge cedar logs, that floated the livestock high and dry within the barn walls.

Recognizing signs of a flood have become "second nature" to many Valley residents. When the fall rains are pouring down in the Valley, snow is coming down in the mountains and foothills. Then, if the temperature should get above 50 degrees with a south wind accompanied by a warm rain, look out!

Suddenly the mountainsides will be turned into streams of rushing water, tumbling rocks and trees in a mad rush to reach the Valley and on to Puget Sound. About 12 hours later the river here in the Valley will turn muddy and start to rise. Long strings of foam drift along the center of the river, and a close observance of the water's edge shows a continual ebb and flow. Each time a small wave hits the bank, it's a little higher than the preceding one.

Many times a farmer has broken off a twig and stuck it in the sand at the water's edge only to return an hour later to find it completely submerged. The rate of rise tells him that if it keeps up it will be over its banks in a certain amount of time and that there are a lot of things to be done: getting the



THE CHERRY VALLEY Shingle Mill during the flood of 1916.

livestock inside; driving wagons, cars and tractors to higher ground; tying down anything liable to float away; and getting out the family boat.

High water always brings with it a mixture of excitement and dread, and whenever the subject is brought up, long-time residents will mention a few incidents they have experienced or heard about. Some will show you various high water marks chalked on a barn wall or door frame, others will rattle off the various years that were particularly severe: 1951, 1959 and, most recently, 1975.

Because of changes in dikes and gauges over the years it is technically impossible to say which years were the worst. However, the general opinion seems to indicate that the largest flood in the Valley occurred in 1921.

In that year a pile trestle elevated roadway was built across the Valley where the present highway now runs, to

replace the old road which crossed the Valley at ground level. Meredith Owen recalled that the flood occurred in December just a few weeks after the structure was completed, and that the water rose to a point just below the bridge's floor. Mr. Owen was, at that time, living on his father's farm at the south end of the river road. While attending to chores from a boat he was caught in a current and swept against the bridge, almost losing his life before managing to grab hold of a bridge railing and to pull himself to safety.

One story is told of a local farmer who cooked breakfast while wearing hip boots, the muddy water swirling around just below the firebox on the stove, while his family waited upstairs. Many families moved into the upper story, tying a line from their boat to the upstairs doorknob. Then when the water reached a point where the family was forced to evacuate,

the canoe was boarded from an upstairs window.

In that flood of '21, Valley residents saw debris and logs floating upstream, the Valley being flooded more than a mile wide, the wind and the tide from the Sound pushing the water back toward the mountains.

Always there is the hope that the water will begin to recede before the piano has to be set up on four chairs and the valuables piled on a table. Also, there is the job of cleaning up when bare ground once again surrounds the house. This was especially difficult when the only water available in the early days had to be carried up the bank from the same river that made the awful mess.





# The Valley House

By Allen Miller

The small field located across the river from the Everett DeJong farm was the scene of much activity in the early years of Cherry Valley. The first school in the Valley was located here, just about across from the present Wayne Miller home. Here the first logging railroad in the Valley was built in 1890, and here the first highway in the Valley was located on the riverbank, intersecting with the railroad at a point just north of and across the river from the Cap Larsen home.

The highway was actually just a dirt wagon road running from Snohomish to Fall City, built in 1900. Also located at the highway-railroad intersection was a two-story building, the Valley House. Built in 1892 by a pioneer businessman, Robert "Bob" Crossman, the building contained saloon and living quarters below and hotel rooms above. A livery stable was behind the building and the establishment became a sort of halfway house for travelers passing through the Valley, a "home away from home" for man and beast.

A horse-drawn stage was operated out of Monroe, bringing travelers and loggers to the Valley House. The logging company, it is said, kept three crews busy — one hiring on, one working and one quitting. The stage also brought out traveling salesmen who came to the Valley to sell their wares. The fare for the stage was around 75 cents.

Another stage, from Woodinville, was operating around 1906, picking up passengers from the Northern Pacific train at Gray's station, and bringing them out to the Valley House. This stage, a three-seated wagon pulled by two large horses, was owned by Guy Frank

and driven by Frank Smith. After making a lunch stop at the Valley House, the stage would return to Woodinville with passengers, who could then board a Northern Pacific train for Seattle or the East. A one-way trip on the stage took from three to four hours; the stage made one round trip per day except on Sunday.

A man named Guy Gallagher ran a freight wagon from Monroe about this time and would frequently freight supplies for the Valley House. He also freighted meat and supplies for the logging company. They had a freight shed located near the road and would come down with their trainload of logs in the morning.

After dumping the logs they would load the freight on the train and take it up to camp. The log dump spur came down alongside the Valley House, crossed the road on a curve and came in along the river to the left of the accompanying photo. Mr. Crossman's son, young Bobby, worked for the logging company and was killed in an accident while unloading cars off the dump. After this Bob Crossman sold the Valley House and bought a place in Monroe known as the First and Last Chance Saloon. Located near the Great Northern tracks, it got its name because it was the last chance to get a drink if you were leaving town on the train and it was the first chance if you were arriving in town.

James L. Wallace bought the Valley House from Crossman in 1906 and proceeded to establish it as a headquarters for hunters and sportsmen. The Valley here constituted some of the finest hunting in the state in those



THE VALLEY HOUSE, in 1911, was on the riverbank, two miles north of Duvall.

days, with many large duck ponds and lots of game birds such as the Chinese pheasant.

The fishing in this area was great, too, and many sportsmen, including men of prominence, such as the mayor of Seattle, came to the Valley House for a two- or three-day hunting trip. The building contained a balcony on the second floor that gave a good view of the river.

Mr. Wallace kept the business for one or two years and then sold it to a Mr. Hugo Steffen. He in turn sold it to a James Clark, who closed it down in 1912. That same year the Cherry Valley Logging Company moved its equipment from Cherry Valley to Stillwater, which resulted in quiet a loss in business to the Valley House.

The Carnation Milk Company purchased the land shortly afterwards and did extensive land clearing. The land is still referred to as "Little Carnation" by many residents. The old Valley

House was used to quarter the Japanese laborers employed there.

On the sweltering day of August 30, 1915, near the end of a two-month drought, Joe Dougherty and Sam Hible were busy grading road. "Take a last look at the old Valley House!" said Sam suddenly. "Are they tearing it down?" asked Joe, who was unable to look at that moment. "No," replied Sam, "they're sending it up!"

Joe came around to look across the Valley and saw a billowing burst of orange flame and a rising column of white smoke rising from the Valley House.

Maybe the workmen's rice had boiled dry and caught fire on the stove, or maybe a lurid past had at last caught up with the old building. At any rate, the crackling flames soon reduced it to a pile of ashes.



## Development Of Cherry Gardens

By Allen Miller

In the files of the Duvall Library is a brochure once belonging to F. W. (Bill) Carlson, and now preserved between two plates of heavy glass. This document was put out by Heckenkamp-Germain Company, Seattle realtors, who developed the Cherry Garden tracts in 1915-16.

Located roughly two miles northeast of Duvall, and comprising about 4,000 acres, the Garden tracts were developed on land that had been logged over by the Cherry Valley Logging Company.

Purchased in October of 1914, the land was surveyed and platted by the Seattle engineering firm of Gardner and Gardner.

Some of the roads that were originally laid out have grown over and vanished with time. Others still exist, but have had their names replaced with numbers in recent years. Allen Road is now 318th Way N.E., Mountain View Road has kept its name, 183rd used to be known as Willow Road, Cedar Road is now 320th Avenue, Maple Road is 312th Avenue, and 185th Place used to be called Hemlock Road.

The first school in Cherry Gardens was held in the Hartman house, with a Miss Kelly serving as the first teacher. A couple of years later the school was moved to a home owned by Arthur Dunton, and eventually a proper schoolhouse was built

CHERRY GARDENS being logged in 1907.

with local volunteer labor and lumber furnished by the developers. The building was located near the present fire hall at the intersection with the Lake Margaret Road. The building was later torn down by Harry Miller and the lumber used to build his home on the river road, now owned by Bob Kusters.

There was also a store in Cherry Gardens, owned by Edward Englebrech. It burned up in the late teens, but was rebuilt. Mr. Oscar Nystrom operated a shingle mill in the Gardens and kept a few of the local men employed cutting down

giant old cedar stumps for shingle bolts.

What really kept a payroll going up in Cherry Gardens was the logging camp run by Stephens-Bird Logging Company in the early 1920's. Located north of the Garden tracts, the camp would hire teen-age boys, old men and anyone in-between, so many residents found work here. Some worked in the camps, some in the woods, and some on the railroad track. Wages were \$5.50 per day, later cut to \$4.

(Continued Next Week)

## Development Of Cherry Gardens

(Continued From Last Week)

By Allen Miller

Heckenkamp-Germain Company advertised extensively throughout the United States to entice immigrants and settlers to locate in Cherry Gardens. We thought it might give the old-timers up there a smile and the newcomers an uplift to give a description of the brochure.

On the cover of the leaflet is a picture of a common man chained to a post titled "Drudgery of City Life," and around his feet rises the smoke from innumerable factory chimneys. In the distance, in the light from the setting (rising?) sun stands a cozy cottage framed with shade trees, with a barn in the background, garden and orchard alongside, and in the sunbursts are written these slogans: "Low cost of living, Ideal family life, Health and happiness, Your own boss, No factory hours."

"A good home, a good living and a good investment await you at Cherry Gardens." "\$30 to \$60 an acre, Liberal terms, Cherry Gardens." The brochure then goes on to give all the pleasant details concerning Cherry Gardens.

"Location — On the mainland, in King County, 18 miles northeast of Seattle, and easily accessible to the city via good roads.

"Soil — Rich, deep, perfectly balance clay loam, from three to seven feet in depth, underlaid with a moisture holding clay subsoil.

"Crops — All grains and vegetables and grasses native to the Pacific slope grow here in great profusion. Raspberries, strawberries, loganberries, blackberries and other berry crops, ap-

ples, pears, cherries, grapes and other fruits can be produced in abundance. Chestnuts, English walnuts, butternuts, and hickory nuts are also raised." (It might be worth mentioning here that E. B. Heckenkamp, one of the developers, was an ardent preacher about planting nut trees, especially chestnuts. He himself was preparing to set out a plantation of chestnut trees and encouraged anyone who would listen to do the same. He claimed that in about seven years a 2-3 acre plantation would be able to take care of one for the rest of his life. In spite of high hopes, no plantations ever developed.)

"Opportunities — For hog raising, dairying, fruit raising, market gardening, poultry raising and diversified farming, these lands are unexcelled.

"Water — There are running streams on at least half of the tracts, and some of these are excellent trout streams. Water is to be had anywhere at a depth of eight to ten feet. During the driest months of the year these lands are always green with plant life, owing to the sub-irrigation.

"Development — The first division of 715 acres of Cherry Gardens sold so rapidly that a new addition of 1,700 acres has been opened to settlement. Already many thrifty farmhouses have been established here in the past few months and many others are in course of development. The lands, which have been cut-over, slashed and burned, are easily cleared and placed under cultivation. The district is attracting progressive farmers who know land values.

"Markets — Seattle, with her population of 325,000, the greatest market in the Pacific North-



THE MAN CHAINED TO THE POST IS THE CITY WORKER. THE SMOKE FROM THE CHIMNEYS REPRESENTS THE CITY LIFE. THE SLOGANS ARE THE IDEALS OF THE CITY LIFE.

west, and her sister cities of Tacoma and Everett, offer many avenues for the sale of farm products at good prices.

"Transportation — The Chicago, Milwaukee and St. Paul Railway and the Great Northern Railway, with several trains each way daily, offer excellent transportation facilities.

"Schools and Stores — There is a good store and good school on the land, where enough acreage has been set aside for experimental gardens for the children. Duvall, the nearest post office, also offers good trading and educational facilities. Here is situated an excellent high school, with a manual training department.

"Endorsements — This land has been inspected and is recommended by the immigration department of the Chicago, Milwaukee and St. Paul Railway and others. As to our responsibility and financial standing, we refer you to the North-

ern Bank and Trust Company of Seattle.

"The District — There are many big, thriving farms in this district, including the 400-acre ranch of H. L. Allen, a resident of 33 years, and the new 400-acre stock farm of the Carnation Milk Company, both of which adjoin Cherry Gardens.

"Prices and Terms — Cherry Gardens are divided into tracts of 5 to 30 acres each. The land is priced at \$30 to \$60 per acre. Purchasers can arrange with the company for the building of modern bungalows, ready for occupancy. Ten per cent, cash, and easy monthly payments give you the ownership.

"Free Auto Trips — Our automobiles will take you to Cherry Gardens anytime. Our furnished bungalows provide living accommodations, so that you may stay overnight, and thus take enough time to select the kind of land best suited to your requirements."



## DIGGING DUVALL'S PAST

# Duvall's "Big Mill"

By Allen Miller

Down on the old Coy Brothers farm by the river is a large concrete block; all that remains of the foundation of "the mill that never ran."

Built in 1912 by the Stephens-Bird Lumber and Logging Company on capital furnished by Eastern investors, the mill was an impressive looking structure and it gave rise to many fond hopes that large-scale employment in the Lower Valley was only a matter of time.

The Milwaukee Railroad built about 1,700 feet of spur track out to the mill site, including 550 feet of log dump over the river. Carloads of timbers, pilings and mill machinery (some of it new, some of it purchased from closed mills in Ballard and Snohomish) were brought in and unloaded at the site.

Four huge boilers were set up to provide the steam power, and four tall smokestacks standing in a row gave the neighborhood a real industrial look. Everyone was filled with happy expectations.

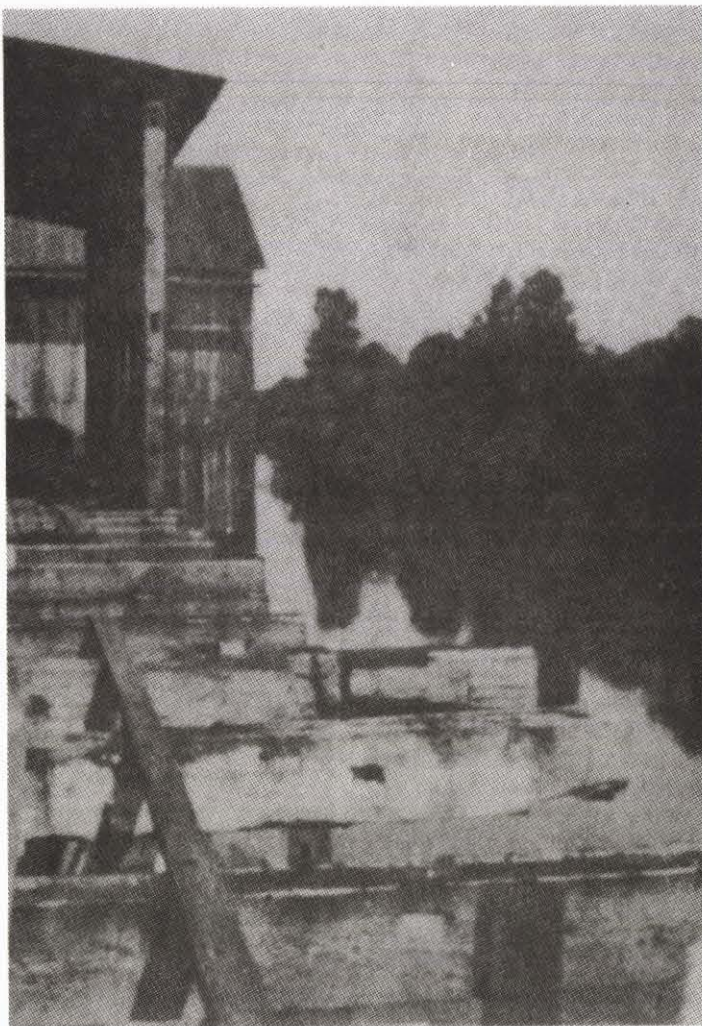
Although the mill's official name was "Duvall Lumber Company," the local residents dubbed it the "big mill," which it is still called today. The logs for the mill were to come from the High Rock Logging Com-

pany mostly, but it was announced that the mill would also do custom cutting for people who brought in their own logs. The mill site also contained a lath mill, planer mill and blacksmith shop, and it was assured that there would be plenty of job openings for local people.

Time passed — and passed — and passed. Each time it seemed that the mill would finally begin operating something would interfere, and the mill's opening would be postponed for another six months or a year.

Finally, one day the state boiler inspector arrived and condemned three of the four boilers. Only one, the planer's, was approved. And the planer was the only part of the big mill ever actually used. The Cottage Lake Lumber Company (known as the Bear Creek Mill) would haul its lumber over to Duvall, finish it on the planer, and ship it out again by rail. So the smoke did pour forth from at least one of the tall stacks and the whistle did blow at times. Ralph Taylor worked as lumber yard foreman during the time that Bear Creek Mill stored its lumber at the mill site.

In 1921, an unusually high flood caught the yard full of



THE ONLY KNOWN picture of Duvall's "big mill," overlooking the river in the early 1900's.

stacked lumber and took most of it downstream, scattering boards over field, farm and thicket. Rumor has it that there was a small building boom among the farmers along the river road a short time later.

In 1923, the mill was dismantled and sold piecemeal, some of the equipment going up to the new Swan Mill on Stossel Creek. Ralph Raylor and Jesse Douglas hauled loads of brick out of the site when the boilers were taken down shortly after World War I. Vern Davidson, of Carnation, recalled coming upriver on the stern-wheeler Black

Prince, about 1928, with a barge in tow and loading machinery out of the mill.

Today, almost 70 years later, the big mill is still a subject of controversy among the old-timers of the Valley. Some of the people will conjecture why it was ever built in the first place, stating that it was strictly a "put up" deal to sell lots in the then-new town.

In any event the big boom turned out to be a little squeak, and how many people bought property in Duvall to cash in on it will probably never be known.

## Leak's Grove

By Allen Miller

A minor historical event took place in the Valley a couple of weeks ago. It was quietly accomplished without ceremony or speeches by civic leaders. The event was not covered by the news media, and there was no one in attendance to mourn its passing. There are probably many local residents, in fact, who are still unaware that it took place.

The event I am referring to is the cutting down and removal of the last few maple trees on the southeast corner of the Ward Roney farm, which was all that remained of "Leak's Grove."

To present-day residents of Duvall the name Leak's Grove probably means nothing, and the trees . . . just another clump of old maples. To the old-timers, however, the name conjurs up memories of picnic baskets, ice cream cones and sack races. You see, Leak's Grove was the site of the annual Fourth of July picnics plus other lesser events all through the summer months in the early years.

The Leaks arrived in the Valley sometime in the 1890's. Homesteading the farm now owned by Ward Roney Sr. were Herb Leak, his wife and two children, Lloyd and Mary. Mr. Leak was a retired sea captain and was involved in a hunting accident here in the Valley which resulted in the left side of his face being blown off by his own shotgun. A quick-thinking girl of 17 named Gladys Taylor



FOURTH OF JULY picnic at Leak's Grove, 1912. Front row, left to right: Unknown, Julia Riese, Ella Gibson, Lela Thorp. Back row, left to right: Unknown, Lillian Russell, Lela Thayer, Stella Riese, Ada Chipman, Merta Gibson, Marjorie Main and Nellie Thayer. Can anyone identify those unknown ladies?

saved his life by applying a flour and water solution to his wounds, which stopped the bleeding.

Getting back to the picnics, however, the Leaks made the grove available to the community, and a huge affair was held every Fourth of July.

In talking to some of the older residents recently, many memories were recalled. People came by horse and buggy, and the horses would be lined up along the road and a pile of hay provided to keep them contented. Ralph Taylor recalled that the attendance at these functions would sometimes be as high as 150 people. The women wore ankle-length gingham skirts and most of the men wore overalls. A swarm of bees in one of the trees kept a few of the guests dodging for cover. One treat that Ralph looked forward to was a slice of

Pearl Funk's layer cake, topped with about four inches of honest-to-goodness, old-fashioned whipped cream.

Another treat for those attending was ice cream. In the earliest years it was made by hand crank right on the spot, but in later years it was shipped from A. B. Sprau and Company of Monroe to Duvall on the Milwaukee Railroad in five-gallon containers packed in ice in oak barrels. After Lon Brown opened his confectionery store in Duvall, he provided much of the refreshments.

Meredith Owen recalled that the first ice cream cone he ever tasted was at Leak's Grove, and it sold for only five cents a cone. Pink lemonade, candy and fire-crackers were also sold at a stand on the grounds. The fireworks stand was decorated in the traditional red, white and blue bunting.

Mrs. Nellie Miller recalled that most of the children were given 25 cents to spend, which lasted them all day. On one occasion her father gave each of the kids 50 cents apiece, but added that it wasn't intended that they spend it all.

Entertainment consisted of horseshoes, a baseball game, and various races which were held up and down the section of road between the present Arthur Herman and Ward Roney farms. Also, there were speeches given by prominent local ranchers and elected officials. These, sometimes lengthy or deals, were patiently waited out by the children, who longed to return to their games.

All in all, the picnics were a popular attraction and were held for many years. The Ward Roney family has renewed this tradition for the past couple of years by staging an annual hoe-down at the same site. But now, without the shade from those old maples, it just won't be quite the same. Besides providing shade for picnics, the old trees also served as an anchor for donkey engines used in breaking up log jams at the swing bridge, which was discussed in an earlier article.

The trees were taken out for good reason, however. They were very old and their trunks were becoming rotten. It would only have been a matter of time before one fell across a power line or possibly a passing car, so their removal was for the best. However, it is kind of sad to see such a memorable landmark vanish forever.

# Train Time

By Allen Miller

It seems hard to imagine that at one time Duvall residents could purchase a train ticket to anywhere in the country from a depot below town and could board a passenger train to begin their journey from that very same depot, which now sits among the modern mobile homes south of the bridge.

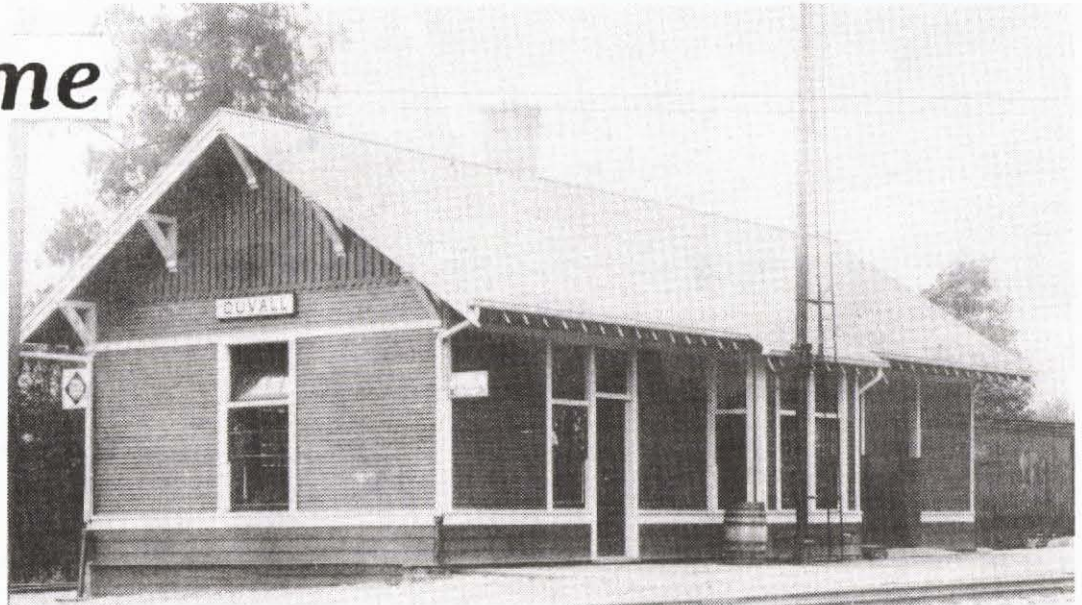
In fact, Duvall once had two railroad depots, situated only a few hundred feet apart, operated by rival companies. Both served with passenger trains, offering connections to anywhere you wanted to go.

It was in the first part of July, 1910, that the Great Northern track-layers arrived in Cherry Valley. The original Methodist Church, Hix's store (now Duvall Motor Parts) and the community hall (now Duvall Books) were located on the hillside above Roy Gustafson's plant to the north. The Big "G" moved the church and Hix's store to their present sites and built the parsonage as part of the right-of-way agreement. A narrow cut was made through the hill at that time, just wide enough for the track to run through.

The GN depot, opened May 15, 1911, was a fairly large building; 118 feet long by 24 feet wide. The building was divided into two waiting rooms, a telegraph office and a freight warehouse. The GN agent was Mr. L. G. Waggoner, who, with his wife Meda and son Ross, built and lived in the house now owned by Bob Cronin on Bruett Road.

The GN ran what is known as a "mixed" train, meaning that it carried both passengers and freight. The train usually consisted of two or three boxcars and two varnished coaches on the rear. The locomotive was Number 298, a GN class E-4 10-wheeler, built by Schenectady in 1889.

The GN section foreman, Mr.



THE CHICAGO, Milwaukee and Puget Sound station at Duvall in May of 1912. This building now stands just south of and below the present bridge.

Burroughs, lived in a company house alongside the tracks at the foot of Stephens Street. He, along with two sons, made up the section crew.

The GN's brief monopoly ended with the arrival of the Milwaukee Road's branch line from Cedar Falls to Everett. Originally built as the Chicago, Milwaukee and Puget Sound Railroad, the name was changed to Chicago, Milwaukee and St. Paul in 1913, but was dubbed "Milwaukee Road" almost from the start.

The Milwaukee began grading through the Valley in June, 1910. It paralleled the Big "G" for most of its length between Tolt and Monroe. They were located on the west side of the GN, so consequently they were forced to hug much of the riverbank through the Valley. North of town, they day-lighted the cut the GN made and, as part of their right-of-way agreement, were obliged to move the old community hall to its present site. The laying of the siding at Duvall began on May 7, 1911, and the Milwaukee's depot was opened Jan. 8, 1912.

Measuring 20 by 48 feet, the frame building was built at a

cost of \$1,429.91. It had a waiting room, telegraph office and a freight room. J. Roy Lucas was Duvall's first Milwaukee agent. Arriving in October, 1911, he worked out of a temporary boxcar station until the depot was built. Others who served as Milwaukee agents at various times were: E. S. Barrett, George F. Herley, Stanley A. Bourke and R. P. Rozelle. Harold T. Weeks worked as telegraph operator at Duvall in 1913; he went on to become a songwriter of some renown.

In addition to the railroad, the Milwaukee depot also served as the office for the Continental Telegraph Company and Wells Fargo Express.

Besides several freight and log trains a day passing over the line, the Milwaukee also ran their passenger train four times a day. The first arrived at 8:30 a.m., returning up the valley at 11 a.m.; down again at 3 p.m. and going up at 7:30 p.m. The fare was 25 cents to Monroe, one-way.

The GN abandoned its line in 1917 and the Milwaukee pulled off passenger trains in 1930, and closed the depot in 1936.

In 1942, the train order semaphore in front of the depot was removed and the building was remodeled into living quarters for the section foreman. In 1955, the building was sold to Ray Burhen, who moved it across the tracks to where it now stands. Once the bustling nerve center of the community where news, both good and bad, were tapped out over the telegraph key and sounder, where families gathered to joyously greet arriving friends and relatives, or sadly bid them fond farewells, where lumber, shingles and produce were shipped to markets which provided much of the community's economy. Once brightly painted in the Milwaukee's traditional orange and maroon color scheme, the building is now only a shell of its former self.

The last train rolled through Duvall over eight years ago, and even the rails are gone now.

(Poem by Ralph Taylor, next page)

## "The Railroad"

The line is gone, they've closed it down.  
The gleaming rails have turned to brown.  
The station closed, deserted, bare.  
Decay and rubble, everywhere.  
Boarded windows, broken glass  
Platform rotted, choked with grass  
No busy bustling friendly life.  
Like hello Joe, how's your wife.  
No slamming doors, no busy folk  
No chimney stacks or puffing smoke  
No waved farewells or lovers meeting at night, no whistle blows  
No red or green from oil lamp glows  
No tinkle from the signal box. No down, no up, no fast, no slow  
the 10:15 went years ago.

By Ralph Taylor, Duvall

THE VALLEY RECORD

April 9, 1981

## Riverboat Recollections

By Allen Miller

There is no doubt that the gently flowing Snoqualmie River adds much to the scenic beauty of the Lower Valley. When viewed from atop the hills, it can be seen twisting and winding its way toward the Sound, like a huge shimmering ribbon glistening in the sun. In addition to its visual appeal, it provides recreation for swimmers, boaters and fishermen as well as home for many varieties of animals and waterfowl.

In earlier times she was depended upon to provide water for drinking and steam for the boilers of the many mills that were located on her banks. Her shallows provided a holding pond for log booms and her swift current provided the means of getting the logs to market. She was different things to different people, and many are the memories she holds in her dark waters.

The most thrilling chapter in the river's history was the period 60 to 100 years ago when she provided the route for scores of stern-wheel riverboats, the first real transportation link into the Valley.

The first boat to make a commercial trip up the river from Everett was the side-wheeler Topy in 1864. Piloted by Captain Hyde, it went up as far as Cadyville (Snohomish) with the scow Minnehaha. In October, 1875, the Fannie Lake became the first steamboat to ply the waters of the Snoqualmie, coming up as far as Mose Morris' riffle near Tolt.

One year later history was made when a brand new boat named the Nellie became the first stern-wheeler to reach Fall City. Eighty feet long, with a 19-foot beam, she drew only 21 inches of water and was owned by J. R. Robbins, Captain Thomas Wright and Benjamin Stretch. She left Snohomish City with 25 passengers at 7:45 a.m. and reached Dogfish Riffle (about a mile below Fall City) at 5 p.m.

The first regular service up and down the Snoqualmie River began in 1887 with the Mame. Built in Snohomish by Captain Thomas McMillan, she had a capacity of 18 tons of freight and carried a four-man crew, consisting of a captain, engineer and two deck hands. The

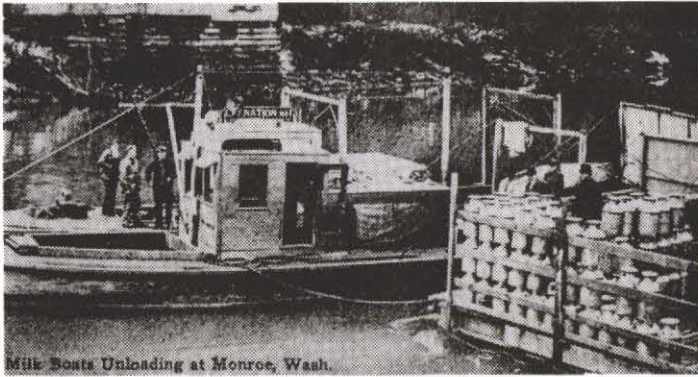
Mame would leave Snohomish at 8 a.m. and reach Fall City by 6 p.m., if all went well. She would lay over in Fall City for the night and return the next day, stopping frequently for freight, mail, passengers or to take on cord wood.

The late Leo Leyde told of hauling half-cord sledloads of wood down the old county road behind Sanford Chapman's Sand and Gravel shop to the riverbank, where the steamer Echo had a landing. The Echo was another boat owned by Capt. McMillan. Only 50 feet long, she was of such shallow draft that she made daily trips from Snohomish to Tolt regardless of how low the river dropped. The larger boats could only make regular trips up the river during the times when the river's water level was favorably high.

The smallest of the riverboats was the Brick, built in Seattle in 1883. From jack staff to paddle-bucket she measured just 40 feet. The largest was the mighty State of Washington. Built in Tacoma in 1889, she

measured 175 feet, carried passengers and offered excursion trips up the river. Chartered excursions were a popular source of riverboat business. Mrs. Nellie Miller, whose family lived in the old Coy house along the river when they first arrived in Cherry Valley in 1903, recalled standing on the riverbank watching and waving to the people on one of these excursion boats as it passed. The boat even carried a brass band; its music could be heard long before and after the boat had passed.

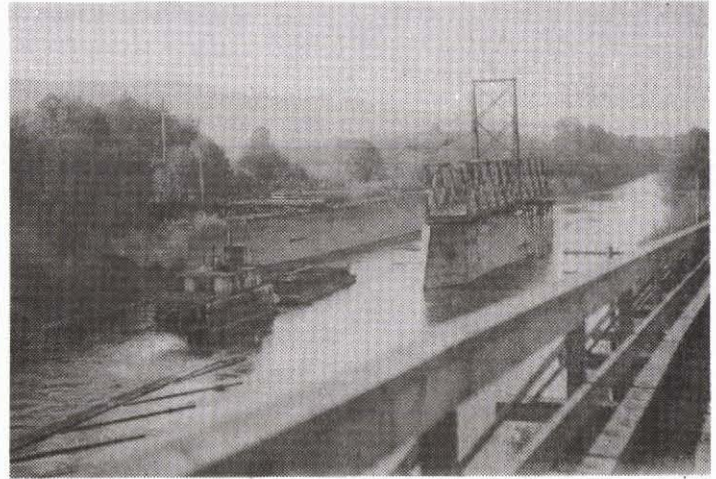
(Photos next page)



Milk Boats Unloading at Monroe, Wash.

ONE OF the boats operated by Carnation Farms to transport milk to the condensory in Monroe before the railroads were built.

(Continued Next Week)



THE LAST TIME the Cherry Valley swing bridge was opened is pictured here. The boat heading downstream is the Loma of Everett. She was the last boat to operate on the river above Duvall and was used by Carnation Farms to freight their potato crop across the river near Stillwater.

THE VALLEY RECORD

April 16, 1981

## Riverboat Recollections

### Part II

By Allen Miller

A boat frequently seen on the river was the snagboat Skagit. Built in 1885 and operated by the U.S. Environmental Department, she covered all of Puget Sound and the navigable rivers. Her crew performed dredging operations, removed snags and pulled out "deadheads" (submerged logs with one end sunk fast in the river bottom and the other end at an angle just below the surface of the water) — a menace to navigation.

The Skagit was replaced in 1914 by the Swinomish, which in turn was replaced by the Preston in 1929. The Preston is still operated by the Army Corps of Engineers and remains the last active stern-wheeler in the Puget Sound area.

Prior to 1895, none of the boats were equipped with electric lights, so it was always necessary to have someone on deck who could watch through the fog, snow or darkness. The lookout would call, "Object

ahead!" The captain would reply, "What is it?" "It looks like a bunch of snags . . . no wait, it's a flock of ducks." "Are they swimming or walking?" "They're swimming, sir." "Well then, there's enough water for us."

Some of the boats that were frequent callers in the Valley included the Alki, owned by Brown and McCall. It made its first trip up the river April 7, 1882, and was one of the last to make trips upstream as far as Fall City. The Forbes brothers owned two boats commonly seen on the river, the Lucerne and a stern-wheel tug, the Loma. The Loma made her last trips up the river in 1915-1917 to freight potatoes for Carnation Farms across the river to their railroad spur at Stuart. She was the last boat to travel the river above Duvall.

Other boats were the Elk and the Gull, owned by Charley Amos, who also owned the

Cherry Valley. Launched in October, 1910, she had a capacity of 25 tons of freight and could run at all stages of water. She met an untimely end and sank at the dock after only a few runs.

The City of Denver hauled hay from the Valley around 1892, which was sold to Seattle livery stables for the city's dray horses. The T.C. Reed made chartered trips bringing logging supplies into the Valley and sometimes towed logs on the downriver trip.

Towing logs was a highly specialized art, requiring constant attention to keep the logs from jamming or being beached on a sandy bend. A tow of logs consisted of several sections, a huge mass of heavy timber that went according to any wild current. When towing logs with a stern-wheeler, the captain would back his vessel downstream. Trying to hold back the mass of logs in swift current

was like trying to harness a race horse for spring plowing. When the river was low, there was the additional problem of knowing where the main channel of water was flowing at each particular bend of the river. A boom of logs could easily hang up in shallow water if the pilot didn't know the channels.

Probably the most well-remembered boat on the river was the Black Prince. Built in Everett in 1901 by Charles Wright and Captains Charles Elwell and Victor Pinkerton, she was the pride of the Snohomish-Skagit River Navigation Company. She had a hull length of 93 feet, and overall length of 112 feet. Her breadth of beam was 19 feet and depth of hold was five feet. She was powered by twin engines which received steam from a 100 horsepower brickyard boiler.

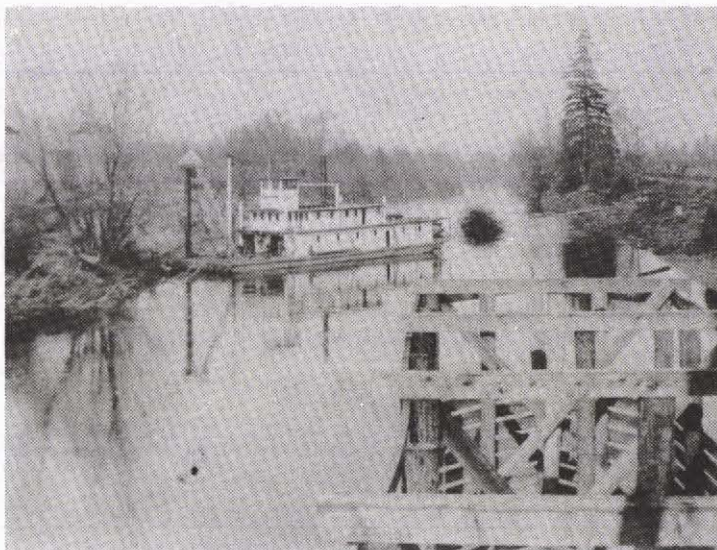
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She was retired in 1935 and sold to the Everett Yacht Club, which used her for their clubhouse for many years. Vic Pinkerton's sister, Mrs. Nellie Evensen, recalled many years ago that she was cook aboard the Black Prince for 18 months in 1902-1903. She fed the five-man crew 50 pounds of flour per

week in the form of bread, pies and cakes, and also pounds and pounds of steak (at 18 cents per pound in those days), all cooked in a 6 by 8 foot galley right above the boiler room. "... and how those men could eat!" she said.

(Continued Next Week)



LEFT: Riverboat Forrester on a tide beach on the bay. The boat was frequently seen on the Snoqualmie River. Right: The snagboat Skagit north of the swing bridge.

## Riverboat Recollections

### Part III

By Allen Miller

The Black Prince became the last boat to come up the Snoqualmie River in 1928. She brought a barge up to the Coy brothers' farm below Duvall to load machinery out of the "big mill" when it was dismantled. The river dropped on them while they were there, and they were forced to wait until the river rose the next day before they could leave, recalled Vern Davidson of Carnation, who was firing on the boat at the time.

Many of the farmers had landings built on the river from which their freight could be loaded or unloaded. Many farms shipped milk to Monroe's

condensery on a boat operated by Carnation Farms. Produce, hay and booms of logs comprised most of the cargoes picked up on downriver trips. Delivered upstream were groceries, logging supplies, machinery, steel rails, logging locomotives and lumber for early buildings along the river.

Arthur Hix kept his general store at Cherry Valley well stocked in the early days with groceries brought upriver by boat. He would hike to Kirkland, ferry across Lake Washington to Seattle, and leave his grocery order with Cooper and Levi, to be delivered next trip upriver.

Other names recalled are the J. H. Vincent, a 75-footer built in

1891; the Clipper; and a launch named Wild Duck, which made three trips a week in 1903, carrying light freight and passengers between Everett, Snohomish and Cherry Valley. Another was the Grace G, a diesel-powered towboat used frequently for breaking up log jams at the old county swing bridge.

There was the Cascades, a 155-foot stern-wheeler built at Ustalady in 1864 and piloted by Capt. George Gove, and the Cascade, a 55-footer built in June, 1904, by the Cascade Cedar Mill in Snohomish.

There was also the May Queen and the 75-foot Edith R. Her captain was Simon P. Randolph and she made history in 1883 by becoming the first stern-wheeler to reach the foot of Snoqualmie Falls, closer to the Cas-

cade Mountains than any steamer before. Her amazing feat was duplicated by the sidewheeler Pearl the following year.

Before ending these riverboat recollections, we might recall that at one time some of the largest hop fields in the state were located upriver in the Meadowbrook area. One of the amazing sights to be seen on the river at certain times of the year were great numbers of Canadian Indians making their way upstream in long lines of canoes, to work the season out picking hops.

With the coming of the railroads in 1910 and improved roads for automobiles, the old riverboats soon faded from the scene.

(Photos next page)



THE SNAG BOAT Skagit on the river near Duvall.



UNIDENTIFIED RIVERBOAT towing a log boom down the Snoqualmie River to sawmills in Everett and Snohomish.

## Cherry Valley's Schools

By Allen Miller

With the dedication ceremonies of the new addition to the Cherry Valley Elementary School last week, my mind went back to 1957 when the present school building was opened and the old two-story building was closed after 46 years of use.

The first school in this area was a community project, built in 1879. The land was donated by a Mr. William McDonald, across the river from the present Wayne Miller farm. A large cedar tree located on the land was also donated and was felled by the men of the community. The tree was split into boards and shakes for the building, and there was enough lumber left to build benches and desks for the pupils and a desk for the teacher. Someone donated a chair for the teacher to sit on.

What remained of the log was used as a seat by the children at

lunch hour. So the only things which had to be purchased were the nails, window glass, hinges and lock. Strong hands, splitting wedges and a few community get-togethers (picnic lunches provided by the ladies) — and there you are, a new school.

In 1885 there were 14 pupils at the school, and a young teacher named David W. Craddock arrived to teach. His salary was \$50 a month. As there was only \$75 in the treasury, he taught a 6-week term and boarded at Mrs. Lucius Day's for \$10 a month. Before coming to Cherry Valley, he had taught a 6-week term at Tualco, near Monroe, and from Cherry Valley he went to Novelty for another 6 weeks.

Try to imagine this rough-hewn building nestled in a forest of wild crab apple, willow

and vine maple trees surrounded by soft swampy ground and the hillsides covered with giant fir and cedar trees, and no roads, only narrow trails weaving through the trees.

(Continued)



THE FIRST SCHOOL IN DUVALL, built in 1879, is shown here several years after it was abandoned. This school was located about 2 miles north of Duvall along the east bank of the river, opposite the present Wayne Miller farm.

Children trudge their way to school, some of them coming for miles through the mud and rain. Their laughter echos through the forest as they play. This was a sturdy generation.

The building was last used by the public in 1902, when it was used as a cookhouse during a camping outing held that year. The building was destroyed in land clearing operations in April, 1914.

The second schoolhouse, built in 1893, was a little more pretentious and cost the community exactly \$714.50. The work was done by a Mr. Bancroft and the building was located about one-half mile south of the first school, across the river from the Stan Chapman farm.

Originally a one-room affair, the building was later divided into two rooms. Some of the teachers who taught at this school were Mrs. Senna Clark (the mother of the late Johnny Clark), Mr. Jason McElvain and Miss Margaret Johns (the mother of the late Don Funk). There are still many residents living in Duvall today who learned their "three R's" in this school, including Mrs. Nellie Miller, Mrs. Pearl Funk, Mr. Leo Dougherty and Mr. Albert Denolf.

Two things that most old-timers remember about this schoolyard are a stile over the fence in front of the building and a huge rosebush that grew out of a stump near the stile. The rosebush grew into a huge plant that completely covered the old stump and was a spectacular sight of beauty when in bloom.

Another fond memory is an incident concerning a tree which stood behind the school. The boys were playing Bear and Hunter during the noon hour. Eddie Hible is the bear and climbs up into the tree. Spike Murdock spots Eddie, points an imaginary gun and shouts, "Bang!" Eddie drops from the tree and hits the ground with great force. "You shouldn't shoot me when I'm up so high!" says Eddie as he rubs his bruises from the fall.

In 1907 the one-acre schoolyard and the little white schoolhouse were abandoned for a two-acre schoolyard adjoining a four-acre donation made earlier by James Duvall. This was located across the street from the present Leo Dougherty home at the present Cherry Hill Apartments. The old school sat empty for several years, and Ralph Taylor recalled that the build-

ing was used by traveling hobos who drifted in from the nearby railroad tracks. Smoke could be seen issuing from the building at times as they built fires to cook their food or keep out the chill. The building and land were auctioned off and sold to H. L. Allen, who eventually tore it down about 1920.

(Continued Next Week)



THE FIRST SCHOOL in Cherry Valley, pictured sometime in the 1880's, was built in 1879 and abandoned in 1893. It was located about 2 miles north of Duvall.



THE SECOND SCHOOL built in Cherry Valley, built in 1893, was located about a half mile south of school number one, across the river from the present Stan Chapman farm.

By Allen Miller

The little white schoolhouse, down along the river, was abandoned in 1907 and a new, larger, two-room school was built on a six-acre school yard behind the present apartments at Country Crossing, west of the present school.

The cost of school number three was \$3,700, and the original two rooms were later divided, making four rooms. Behind the school was a fuel house that held coal, which was carried in to the big pot-bellied stove in the center of the building. Margaret Johns and Gertrude Morton were two teachers who taught here. They boarded across the street in the building that was built as a parsonage for the Cherry Valley Methodist Episcopal Church. Since there was no resident preacher in those days, the building was rented out to the teachers.

One item that was transferred from school number two to the new school on the hill was the bell. At a school reunion several years ago, Mrs. Maxine Main Scott, a former student, recalled that the bell's tolling reminded her of a spot along the school trail that represented a "mean" — in other words, at that point the bell's tolling informed the children whether they were early, on time or late, depending on how far they were from the spot.

In 1910, when Duvall was platted, the Great Northern Railroad was being built through the Valley, logged off lands were sold and cleared for farms, and the area boomed with people arriving to settle the new town. The enrollment at the school doubled and tripled until it was decided that a larger school would have to be provided.

Excavation for the new school was directly in front of school building number three. This new school was much larger



PICTURED IS the Cherry Valley School building number four in 1911, shortly after it was built. Note that the monkey puzzle tree and other shrubs have only recently been planted. These trees attained a height almost as tall as the building itself by the time the school was closed in 1957. The trees were eventually removed, as they were in danger of toppling over in a windstorm.



A REAR VIEW of Cherry Valley School number four in 1957 shows school number three, which was built in 1907 and was used as the high school building after the new two-story building was completed in 1910.

than any of the previous structures — 2½ stories, the basement being only partially below grade.

The basement contained a manual training classroom on one side, a lunchroom on the other, and lavatories and boiler room in the back. The first floor consisted of two large classrooms, which held the first-second and third-fourth grades, while the upper floor classrooms held the fifth-sixth and seventh-eighth grades and also contained a smaller room used as the sick room.

The four-room school number three, located behind the new building, was connected by a passageway between the two schools and housed the principal's office as well as the four high school grades. This remained the high school building until 1941, when the high school was consolidated with Carnation and became Tolt.

The new school was built at a cost of \$10,000, and was constructed entirely of wood, except for the concrete basement. Only the finest old-growth straight-grain lumber was used, and the interior walls were plastered, as were the ceilings. The school opened in September, 1910, with 80 pupils, and by the following year, there were 139 students enrolled. Among the first to teach at this school were Miss Muncaster, Miss Hartzell, Miss Eleanor Jones, Miss Josephine Bulkeley, Mr. W. J. Johnson, principal, Mr. George Whitfield and Miss Jennie V. Getty, a sister to multi-millionaire J. Paul Getty. The late J. Paul himself was a frequent visitor to this area back when he was a young boy, when he and other members of his family would stay with their relatives, the Allens, on their farm on Cherry Creek.

(Continued)

School number four was well-constructed and remained in remarkably sound condition for many years. Eventually, however, new building codes and the ravages of many feet and Father Time took their toll. In later years, the second floor was closed off due to inadequate fire exits and shortly afterwards the building was condemned and a special levy was passed to build a new school. At the end of the 1956-57 school term, the building was closed for the last time on Tuesday, June 4, 1957, at 11:30 a.m. Three of the last teachers to work in this building still reside in the Duvall area: Mrs. Mildred Pickering, first grade; Mrs. Edna Wallace, second grade; and Mrs. Margaret McCormick, third grade.

By the following term, the new eight-room brick and concrete-block school was completed at a cost of just over \$200,000. School buildings three and four and the old gymnasium and shop which stood east of them were sold and razed. The lower story of school number four was remodeled into the present apartment building.

(Next week — Other schools in the Lower Valley.)



EDNA ANDERSON AND HER 5TH AND 6TH GRADE CLASS at Cherry Valley School about 1917 identified as: Ethel Benham Sinn Pazer; Enid Taylor Elken; Ava Miller Harder Peters; Bernice Funk Button; Clea Hayes; Nellie Date; Ella Winters; John Riese; Hilda Biderbost Weishaupt; Mary Hix Anderson Tucker; Doris Myers Montague; Eileen Joyce; Maxine Main Scott; and Earl Benham.

## Novelty

By Allen Miller

For the past couple of weeks, we have discussed the development of the schools in Cherry Valley and Duvall, and how they progressed from a one-room split-cedar shack to the modern brick and concrete structures which comprise the present school. This week let's take a look at some of the schools that were located in various small communities located throughout the Valley. And, because these communities have an interesting

history of their own, I will try to tell a little about them, too.

Most of these communities exist today in name only, as reference points on a map, or names on a street sign, such as Cherry Valley Road, Novelty Hill Road, High Bridge Road, etc. At one time, however, these communities were small towns in themselves, complete with stores, churches, lumber and shingle mills, creameries and schools.

Novelty is one of the oldest communities in the Lower Valley, having been settled in 1871 by George Boyce, who named it after his home town of Novelty, Mo. Alfred Pickering built a general store located at

the southeast corner of the intersection, where you turn off Highway 203 to go up to the cemetery.

Around September of 1911, the store was sold to a Charles Wilcox, who operated it for about 18 months and then sold it to Ernest Samzelius in March, 1913. For several years prior to this time, Mr. Samzelius had owned and operated a small store and creamery located directly across the Valley on the hillside above the intersection with Northeast 124th and West Snoqualmie Valley Road Northeast.

The creamery produced butter which was sold locally in the Valley and to residents on the

hill towards Redmond. After the railroads arrived, the Pacific Coast Condensery at Monroe began getting most of the creamery's business.

In September, 1914, Mr. Samzelius moved his creamery store across the Valley to the present Novelty site and added the building onto the former Wilcox store, thereby enlarging the building. Over the years Mr. Samzelius made many additions and improvements to the store. In 1916 gasoline pumps were installed to serve the growing number of automobiles that were appearing in the Valley.

(Continued)

In addition to groceries, the Novelty store also sold cattle feed, hardware, household goods and farm machinery. The Great Northern Railroad built a spur track at Novelty and the store had a warehouse alongside it to receive shipments by rail. After the GN was abandoned in 1917, the Milwaukee laid a connection from their track to the GN spur and continued to provide rail service for many years.

The first actual school building in Novelty was constructed in the early 1890's on the hill behind the Daniel McKay home, presently the George Gertsma residence. Among the students attending in 1893, the following names will be familiar to the old-timers of the Valley: Walter Peterson, Bertie Pickering, James McKay, William and Lonnie Adair, and Leo Leyde. Ed Peterson, of Kirkland, started school here in 1898.

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THE FIRST Novelty School, pictured about 1907, was located behind the present Gertsma home.

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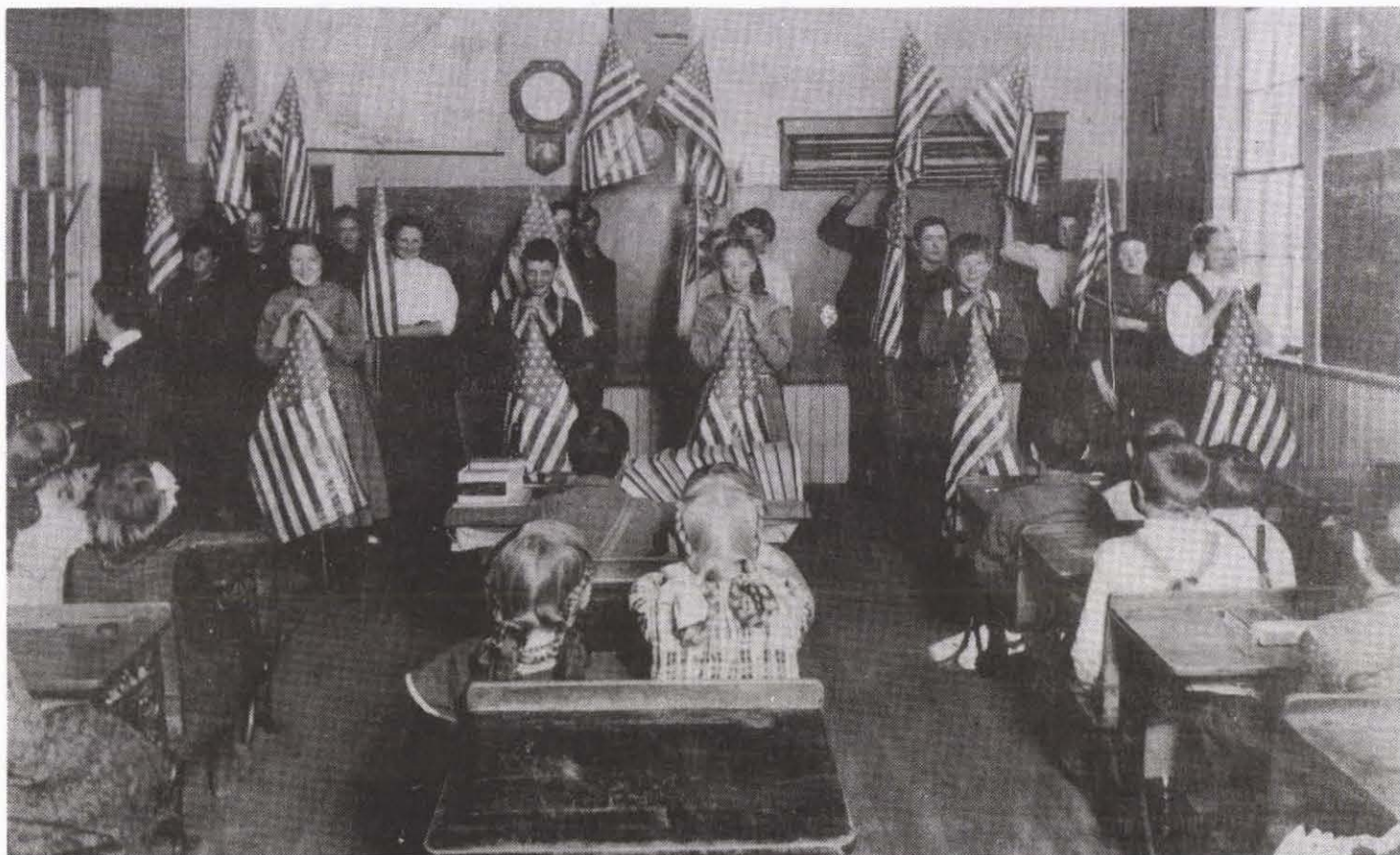
Mrs. Nellie Miller, of Duvall, a student at Novelty from 1904 until 1910, recalled that the boys built two log cabin style playhouses (one for the boys and one for the girls) on the school playground. While the boys built the houses, the girls gathered moss to chink the logs.

Nellie also recalled that the school's water was packed from McKay's and that a dipper was used, which everyone drank out of.



Pictured is the Novelty School playground about 1908. The two log cabins in the background were built by the school boys as playhouses, one for the girls and one for the boys. Some of the people in this photo include Mr. and Mrs. Colgate (teachers), Mr. Daniel McKay, Nellie, Lela and Otis Thayer, John and Mary Clark, Lewis, Ivy, Bonnie and Belle Pickering, and Agnes and Olga Quaale.

(Continued)



THE STUDENTS of Mrs. Colgate's class at the Novelty School participated in a flag drill, circa 1908. Note the old desks with the ink wells, the kerosene lamps on the walls and the old "Regulator" clock.

The late Johnny Clark once recalled that the boys cleared out a spot on the hillside for a baseball field. Upon challenging the Cherry Valley boys to a game, they were told: "You guys can't play ball. You've been playing on that hillside so long you've all got one leg shorter than the other!" Despite their handicap Novelty won.

An addition was built onto the school in 1905, making two rooms. The addition was dubbed the "big room" while the original building was called the "little room." Two of the earliest teachers at this school were Mr. and Mrs. Colgate. Mr. Colgate was a brother of the founder of the present Colgate-Palmolive Company.

When the enrollment reached about 60 pupils, it was decided that a new school should be built. Due to the small and in-

adequate playground site, the new school was located on top of the hill near the Boshaw home. Built in 1912, the new school was built very similar to Cherry Valley school number four. It contained a basement and two upper stories, two rooms to each level. One room held three grades of high school, but since it was not an accredited school, the students were obliged to finish their final year of high school at either Duvall or Monroe.

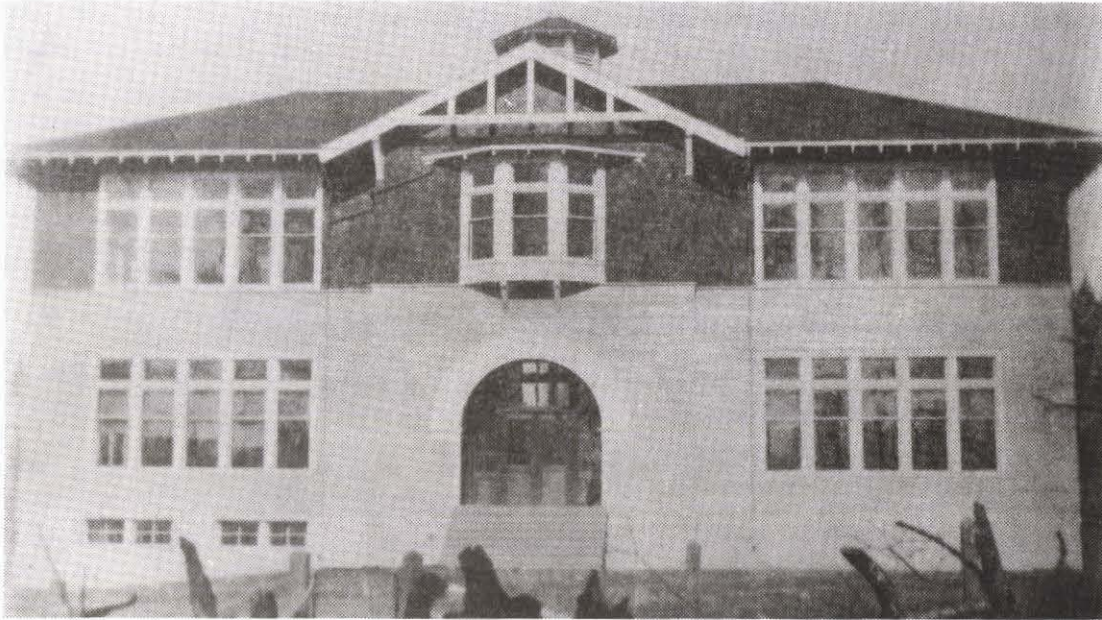
This school caught fire and burned down in 1922. Mrs. Mildred Pickering recalled that as the students were being evacuated, little Chandler Pickering left his lunch on the school steps, apparently thinking the steps would not burn. Upon realizing his lunch went up in smoke, he became very heartbroken. His lunch had contained a very scarce item in those

days, some store-bought cookies!

Meredith Owen recalled his brother jumping for joy as the Novelty school blazed away. He was certain that this would be the end of his school days. His dream was short-lived, however, as the children were simply transferred to Cherry Valley School. By the following term a new two-room school had been built on the present Seattle Water Department site, about a mile north of Novelty.

School number three had three classes in each room, with the seventh and eighth grades remaining at Cherry Valley. Mrs. Joyce Funk of Duvall taught two terms at this school in 1939 and 1940. Shortly afterwards, the school was closed, about 1942. The woodshed located just north of the water works was originally the playshed for this school.

(Photos next page)



THE SECOND Novelty School, built about 1912, was located on top of the hill near the Murle Boshaw home.



THE SECOND Novelty School burning in 1922.

## Vincent

By Allen Miller

Continuing our subject of the past few weeks on schools, let's take a look this week at the community of Vincent, located about a mile and a half west of Carnation Farms.

It is not known exactly when the area became known as "Vincent," but the name

derives from the Vincent family, who settled in the area in the 1870's, along with the Sikes, Adairs and others who homesteaded and cleared the land. Most of these early settlers were veterans, fresh out of the great Civil War. They were given land grants in the raw new West.

One version has it that the Vincent family operated a mill while they were logging and clearing their land, and the

men who worked there referred to it as "Vincent's Mill." The name stuck and was later shortened to Vincent when the community began to grow.

In 1910, E. A. Stuart purchased the Vincent place and began what became the present Carnation Research Farm. After selling out, the Vincents moved from the Valley, leaving behind them a name which continues to this day.

The first school in Vincent

was a log building owned by Robert Solberg, located on the present H. R. Barker place. All that was needed to get the building in order were: three panes of window glass, a \$4 stove, some bricks and mortar, and two rolls of building paper. Andrew Hjertoos, the first school director, supplied a can of black paint for the blackboard, which cost the school 75 cents.

(Continued)





A Mrs. Hamilton was the first teacher, starting in April of 1895. Her wages were \$20 per month, later raised to \$23 by Andrew Solberg, the school board's first clerk.

The school board's minutes from 1895 to 1913 were recorded in a ledger now belonging to Harold Solberg.

This record shows a steady increase in teacher's wages over the years; it also shows a surprising turnover in the teaching staff. Following Mrs. Hamilton were: Alta Langdon, at \$25 per month; Addie Scoonover, at \$30; Bertha Johnson, at \$40; and after several others there arrived a Miss Naomi Boyker in September, 1904.

In August, 1898, a special levy of 1 mill was assessed on all taxable property in the district, which probably accounts for some of the rise in salary.

There is evidence in the records that another school was built in 1899, located near the William Quaale residence, but this hasn't been verified.

A new school was built, however, just north of the original school in 1905 at a cost of \$700. Some of the early teachers at this school were: Grace Keller, Anna Breum, Elsie Durr, DaVida Hilson and Martha Lundquist. Miss Lundquist took sick during the flu epidemic of 1918 and was replaced by Vincent's first male teacher, Sidney Smith, at the tune of \$100 per month.

In 1914, a 20-foot by 40-foot playshed was built north of the school at a cost of \$32 and, shortly afterwards, a water system was installed in the school, complete with toilets and drinking fountain.

In 1919, a 24-foot by 24-foot addition was built onto the one-room school which contained four rooms. This addition was used as a residence by Beatrice Martin, a widowed teacher who had three children.

Some of the present residents of Vincent who attended this school are: Kenneth Sikes, who started in 1915; and Gunnar Johnson, who started in 1918. Others were: Gunnar's wife, Susie VanderMeer Johnson; Helen VanderMeer Sinnema; Harold Solberg; and William Quaale.

Gunnar recalled one of the former teachers, Mrs. Rose Rogers, standing next to the old wood stove in the classroom, raising her long skirt to warm her backside in the chill of winter. Helen Sinnema recalled the baseball field on the hillside and how the children spent most of

their recess hunting for the school's only ball when someone would hit a homer out into the blackberry bushes across the road.

By 1920, teacher's wages had increased to \$140 a month, which included \$5 a month for janitorial work. This included everything from starting the fire in the wood stove each morning to cleaning the schoolhouse and filling the kerosene lamps.

A list of the subjects taught in 1911 shows the following: arithmetic, reading, geology, language, grammar, writing, drawing, general exercise, spelling, history, hygiene, agriculture and civics.

One item of special interest recorded in the school director's log in 1911 shows the school receiving six cords of stove wood, delivered, for \$3.50 per cord!

In April 1920, the seventh and eighth grades were moved to Tolt Grammar School and a school bus was provided to transport them. This transportation was provided by Elbert Gould of Carnation, who built a bus onto a truck frame which could haul up to 35 pupils.

In 1942, the Vincent School was closed and all of its students transferred to Carnation or Duvall. The last teacher was Miss Ramsey, who went to Duvall to teach after leaving Vincent.

On June 10, 1943, the Vincent Community Club was formed and the old school was purchased for their clubhouse. Over the years the old building has been remodeled, but still retains much of its original appearance. The club members have done a beautiful job of preserving the building's original charm, yet have converted it to a meeting place suitable to their needs. It is still instantly recognizable for what it was and is probably the oldest, if not the only, one-room schoolhouse remaining in the Snoqualmie Valley.



FIRST VINCENT SCHOOL - Miss Bertha Johnson, teacher; Fred and Olaf Quaale; Julia, Lucy, and Edwin Stamp; Percy Adams and Leila Leyde; Pinkerton was visiting.

(More photos next 2 pages)



MISS MARGARITE MARBLE'S class, Dec 14, 1923. From a photograph taken by Darius Kinsey, the highly reknowned logging photographer.

Photo courtesy of William Quaale



MISS BEATRICE MARTIN'S class at Vincent, about 1921. Left to right: Wilbur Huskins, Frank Ford, Rudolph Johnson, John Johnson, Beryle Adair, Gertrude Carlson, Paalama Solberg, ——— Martin (teacher's son), Faulkey Johnson, Kenneth Olsen, Margaret Quaale, Alfa Solberg, Florence Vanderpol, Elizabeth Martin (teacher's daughter), Lily Johnson, Emma Quaale, Gunnar Johnson, Roy Solberg and Earl Roth. Photo courtesy of William Quaale

# Stillwater

By Allen Miller

One of the Valley's small communities that has managed to survive fairly well intact all of these years is the community of Stillwater, located along State Highway 203, about 6 miles south of Duvall and 3 miles north of Carnation.

Some of the first settlers to arrive in the Stillwater area were the J. A. Strattons, A. J. Anderson, A. O. Nelsons and Joseph Essency. The small creek that crosses under the highway just north of the store was named for this man and is known as Essency Creek on some old maps.

The first known industry in the Stillwater area was a logging camp run by Maughlin Brothers, a Snohomish-based shingle company which started in 1897. This firm started logging in the Stillwater area as early as 1900, cutting down huge cedar trees and floating them to their mills in Snohomish via the Snoqualmie River. At Snohomish, they operated two mills: one was known as the Cyclone mill and the other was the Knapp mill, which produced about 60 million shingles a year.

The logging business really got under way about 1906, with the arrival of the Stillwater Logging Company, a subsidiary of the Cherry Valley Logging and Railway Company, which operated another logging railroad in Cherry Valley, north of present day Duvall. The Stillwater Company consisted of a group of men who had logged previously in Stillwater, Minn., and were still referring to themselves as the "Stillwater Gang." In 1910, Mr. H. Butikofer platted out a town on the present Stillwater site and named the town in honor of the men who worked in the nearby logging camp.

The logging railroad extended from a point on the river at the east end of the state hunting reserve (part of the log dump still stands on the riverbank), then along and across



CHERRY VALLEY Timber Company loggers hotel in 1918 was located alongside the highway just north of the present store. The building was later converted into a home by Ray Essency and was rented by Albert and May Herman.

the present highway, crossing a long trestle where the Gene Buse home now stands, and then up the hillside across from the store. The old grade can still be plainly seen where it crossed the road about halfway up Stillwater Hill Road.

From there, the tracks branched out all over the top of the hill, going back into Lake Joy and eventually reaching as far north as Camp Elwell, Gordon Markworth Experimental Forest and Drunken Charlie Lake.

The Great Northern Railroad arrived in Stillwater in 1910 and the Milwaukee a year later. Both sets of tracks ran through the field in back of the store. Just south of Fay Road both tracks crossed the logging company tracks and each other's tracks, forming a triangle in the center of the three railroads. The Milwaukee erected a small depot at the spot, manned by an

operator to control the dozen or more trains that used the triple crossing daily.

The present Stillwater Store, now owned by Gene and Marge Buse, was built about 1910 by Mr. Butikofer and was later owned by Ted and Frances Bouma. It has been in continuous operation these many years, selling groceries, meats, household items, fishing tackle and gasoline.

The Stillwater School was probably started about 1910 also. It was originally known as the Terguson School District and was located on the hill about a quarter mile north of the store. The original road ran along the hillside above the present highway and ran in front of the schoolhouse.

The school was originally a one-room affair, but sometime in the 1920's, the playshed was converted into a classroom for

the lower four grades.

Some of the teachers at this school were Ellen Peterson, Amelia Herman, Paalama Solberg and Margaret Quackenbush. Mildred Pickering, who now resides in Novelty, started her teaching career here in 1928, teaching the upper four grades for four years.

Mrs. Pickering recalled that the school's water was obtained from a spring at the bottom of the hill. She recalled the children washing their hands in the basin while she rinsed their soapy hands with a dipper from the water bucket. This same dipper served as the school's drinking cup, too. With the questionable quality of the spring water and the fact that everyone drank out of the same dipper, "It's a wonder we all survived," said Mrs. Pickering.

(Continued)

Her teaching salary at this time was \$100 per month, plus \$15 for janitorial services, which included cleaning the schoolroom each evening and arriving early in the morning to start the fire in the old wood stove. The building contained a basement where the firewood was stored. Her husband, Vern, chopped the wood and some of the older boys would bring armloads of it up from time to time.

Some of Mrs. Pickering's students include Mrs. Mabel (Riley) Mackey and Mrs. Elva (Kooistra) Fay of Carnation. Both of these women recalled Mrs. Pickering as a fine teacher who would often join the children in their games during recess. Mrs. Mackey recalled her sledding down the snow-covered hillside with the students on a long ladder. Mrs. Fay recalled one occasion when she let the class out early to enjoy the ample snowfall which had begun to melt rapidly with a sudden warming trend.

Mrs. Fay also recalled the school baseball diamond, also located on the steep hillside. When you hit a homer you would run downhill to first, uphill to second, uphill to third, and then downhill to home.

The eighth grade students were required to pass a state examination before they could enter high school at either Tolt or Duvall. In the fall of 1930, the sixth, seventh and eighth grades were moved to Tolt and the school was closed completely about 1935.



STILLWATER SCHOOL class - 1927. Pictured are Art Herman, Helvi Salo, Walter Tonge, Myrtle Mallore, Carl Baker, Elva Kooistra, Woodrow Tonge, Thelma Andrea, Marjorie Mallore, Allen Fetts, Mary Martin, Myra Godwin (teacher), Arlene Elter, Stubby Salo, Hubert Fay and Ruby Holton.



STILLWATER SCHOOL — 1928 — fifth, sixth, seventh and eighth grades. Back row (left to right): Edwin De Boer, Mary Martin, Arthur Herman, Elva Kooistra, Walter Tonge, Myrtle Mallory, Chester Riley, Mildred Pickering (teacher). Center (left to right): Thelma Andrea, Gladys De Boer, Mabel Riley, Lucille Andrea, Arlene Etter (?), Marjorie Malloroy, Robell Oderkirk, Norma Riley, Barbara Oderkirk. Bottom row: Ray Noble, unknown, Hubert Fay, unknown, unknown, Manuel Andrea, Frank Andrea and Orvall \_\_\_\_\_.

## Other Schools In The Valley

By Allen Miller



PLEASANT HILL SCHOOL - 1915-16. First row: Charles Switzler, Emily Brooks, Evalyn Cunningham, Bessie Moser, Caryl Cunningham, Hector Ogilvie, Howard Moser, Oscar Nelson, Richard Langlois, Claude Cunningham. Second row: Edith Ogilvie, Alta Long, Ida Templeton, Ralph Brooks, Francis Cunningham, Benny Templeton, Norman Trezise, Nell Switzler, Frank Williams. Third row: Elsie Moser, Gertrude Carmichael (teacher), Josephine McKinnon, Zaidee Ogilvie, Elnora Moser, Lena Williams, John Matthews (principal), Perry Langlois and Orville Switzer.

In this final article in the series on Lower Valley schools, I will give a brief history of the remaining school buildings that once operated in the Valley.

One of these schools was located at Pleasant Hill, located about halfway between Carnation and Fall City. The original Pleasant Hill School was a small, one-room building that was later converted into a Sunday School. The building, as a school, was replaced by a two-room schoolhouse in 1905. The school was located alongside the present highway, about one-half mile south of where Griffin Creek crosses under the Carnation-Fall City Highway, on property now occupied by an antique store. Mrs. Gertrude Eliason, who still lives in the Pleasant Hill area, taught the four primary grades in this school beginning Feb. 1, 1915.

Working as Miss Gertrude Carmichael then, her salary was \$65 per month, which included \$5 for janitorial work.

The school had two teachers, each teaching four grades in one of the two rooms. The high-school-age students from Pleasant Hill, Vincent and some

of Novelty District attended Tolt Union High School in Carnation.

Mrs. Eliason attended school as a child in another of the Valley's small schools, the Albin School District, on upper Patterson Creek. This school was a one-room building located northwest of Fall City along the Redmond-Fall City Highway. This school held the record for a time as the smallest one-room school in the state, and was affectionately called "the crackerbox." Mrs. Eliason recalled the teacher sending a couple of children out for water. They would hike about a quarter of a mile to a spring and bring it back in a bucket, from which everyone would drink with a dipper.

One teacher taught all eight grades at the Patterson Creek school, and one year the class went through six teachers during the nine-month term. One woman teacher caught typhoid, and a short time later the sheriff arrived to arrest the new male teacher.

One of the teachers at this school was Miss Jennie Getty, who later taught at Cherry

Valley School, and was a relative to the late multi-millionaire J. Paul Getty. Mrs. Eliason recalled that Miss Getty helped her and her sister to finish the seventh and eighth grades in one year in the 1910-11 school term. She also recalled that there were six pupils enrolled that year and they all had perfect attendance records for that term.

Another one-room school was built circa 1908 about halfway between the foot of Ring Hill and High Bridge, about four miles northwest of Duvall. This building was located on the knoll of the hill above the present highway about halfway between the Walt DeJong and Oliver Nelson farms, and was known as Mount Forest School.

Two women who live locally in the area who were once teachers in this school are Mrs. Margaret McCormick of Duvall and Mrs. Edith Fay of Carnation. Other names of teachers here are: Miss Nazman, Miss Storm, 1918, Lois Maxwell, 1922, and Miss Riese, 1924.

Wesley Smith, who lives near the High Bridge, started school here in 1914, at which time there

were three boys and one girl enrolled. In 1924 the enrollment had reached 30 students. The school was closed sometime in the depression years of the early 1930s.

The Mount Forest School replaced an earlier log cabin school that was located about a quarter mile above the Stackpole Road, nearer the High Bridge. Paul McClellan of Snohomish was a student in both of these schools, starting in the log cabin building about 1905 and moving to the new building about 1908. Paul recalled a hound dog that used to follow him to school and sleep on the floor next to the old wood stove in the middle of the room. The dog would start howling in his sleep and the teacher would request that the dog be removed to avoid disturbance to the class. McClellan recalled the following names of teachers who taught at the old log cabin school: Mrs. Waits, Mrs. Norton, Miss Miller, Mrs. Shanahan and Maude Downing.

(Continued)

After the new Mount Forest school was built, the log cabin building was used by the local Boy Scouts and was also used by George Stackpole for storing and drying foxglove leaves, which were used for making medicine. A group of hunters caught the building on fire about 1928 and burned it down.

Another of the schools in the area we might mention just briefly was a one-room school in Cherry Gardens, built about 1918 and located at the hairpin curve on Mountain View Road. The first teacher here was a Miss Kelly and there were 17 children the first year.

There was also a small school located about 2½ miles up Stossel Creek about 1895. Wilbur Platt of Carnation has some old desk frames from this school. There was also a school at one time near Loop Lake, located above Griffin Creek, to serve the children of a logging camp in that area.

Although school busing, improved roads and modern teaching methods have eliminated the need for schools in every community, the students who attended these little institutions of learning are still plentiful, and their memories reveal an economical, closely-knit, educational lifestyle that has passed on, never to return again.



MOUNT FOREST SCHOOL in the early 1930s. Pictured are, first row - left to right: Donald Mortenson, Fred Bevensee, Bobby Bisnett. Second row: Verle Smith, Snifred Holstriem, Emma Bevensee, Alpha White. Third row (to left): Clifford Love. Top row: Olaf Aase, Magnar Holstriem, Mrs. Elliott and Esther Arp.



MOUNT FOREST SCHOOL in early 1930s. First row, left to right: Triyntje Mulder, Emma Bevensee, Mrs. Moore, Clifford Love. Second row: Nick Rhoda, Jacob Mulder, David Johnson, Verle Smith, Jacky Armstrong. Third row: Abel Mulder, Mary Rhoda, Elsie Mulder and Fred Bevensee.



## DIGGING DUVALL'S PAST

### Cherry Valley

By Allen Miller

The name "Cherry Valley" geographically encompasses a section of flat land extending from the present town of Duvall, north to the Snohomish County line, and extending east and west to the foothills on either side. The name has also been used over the years as the corporate title of a logging company, two shingle mills, a riverboat, a townsite company, a school district, a stock farm and a village.

The first settlers arrived in the area in the mid-1870s. Most of these settlers were veterans of the Civil War who had been given land grants in an effort to open up the vastly unsettled West.

The first public building in the Valley was a post office, which was located in the home of Mr. Lucius Day, who lived on the east bank of the river, across from the William Roetcisoender farm. A box on the wall in the kitchen served as the post office. When the location was granted by the Postal Department, the big question was: "What shall we call the place?" Mr. Day reportedly looked out of his window at his two blooming cherry trees and said, "Let's call it Cherry Valley." And that was how Cherry Valley got its name. The post office

was later moved to the present Clarence Zylstra home, then for a short time at the former Mary Coy home (then called the Wilson Place), and lastly, inside the present Leo Dougherty home.

The first real public building was the schoolhouse, built in 1879 of split cedar boards and shakes, and located across the river from the present Wayne Miller home. This building was discussed a few weeks ago at the beginning of the series on Lower Valley schools.

The next building was a saloon, located on the riverbank about where the old Paul Coy house stood. This saloon was operated by a Mr. Bradberry and was owned by James O'Leary, who owned land comprising the old Coy Brothers and Dougherty farms, and built the Dougherty home.

In 1885, the first preacher arrived in the Valley and held sermons in the split cedar schoolhouse. This man was the Rev. Andrew J. McNemee and he traveled his circuit on foot, taking three weeks to make the circuit, often following the animal trails along the river, as there were no roads or bridges in the Valley at that time.

A growing number of Valleyites began to take a dim view of Bradberry's saloon business, so, in order stop any arguments, James O'Leary donated

one acre of ground to Rev. McNemee for a cemetery site and the building of a church.

Reverend McNemee bought the lumber for the church on credit in Seattle and then paid \$75 to have it shipped up the Snoqualmie River, only to find that the people were expecting him to pay them wages to build the church. He took a contract to grade a half-mile of county road and made \$5 a day, with which he paid off the carpenters. The following year, he worked 2½ months at the Meadowbrook Hop Ranch to pay the lumber bill. Soon afterwards, Rev. McNemee left the Cherry Valley circuit and didn't return to it until 1893. Upon his return, he found the church building still unfinished and, with the help of the Ladies' Aid, the building was completed and dedicated June 24, 1894, as the Frances E. Willard Methodist Church. The building was located on the hillside above Roy Gustafson's plant to the north of the bend in the present road going up to the school.

The next enterprise to reach the Valley was the logging operation of Millet and McKay, in 1890. They built the area's first logging railroad and brought the first donkey engines into the Valley. This operation eventually became the Cherry Valley Logging Company and later, a part of Weyerhaeuser Timber Company.

In 1892, another saloon was built in Cherry Valley alongside the logging company tracks, north of and across the river from the Capt. Charley Larsen home on the Snoqualmie River Road. This saloon and hotel combination was known as the Valley House and was owned by Robert "Bob" Crossman. It was later owned by James L. Wallace, Hugo Steffen and James Clark, who each operated it for a short time. James Gowen operated it in conjunction with

the logging company around 1911-12 and it burned down in 1915.

Arthur Hix arrived in Cherry Valley in 1905 and built a general store on the hillside below the church. He had a landing on the river where groceries and supplies for the store could be received by riverboat.

About this same time, King County erected a wooden drawbridge across the river just below the store. This bridge rotated on a central pier in the middle of the river to allow boats passage beyond the bridge. This turning action gave it the name "swingbridge." Boats coming upstream would whistle for the bridge at Rocky Point, about 4 miles downstream as the river goes. The bridge would then be opened by one of the Dougherty boys or the Leaks, who lived on the present Roney farm. Sometimes Mrs. Leak herself could be seen out on the bridge, turning the huge capstan lever until the huge bridge, balancing on its center pier, swung around parallel with the river channel.

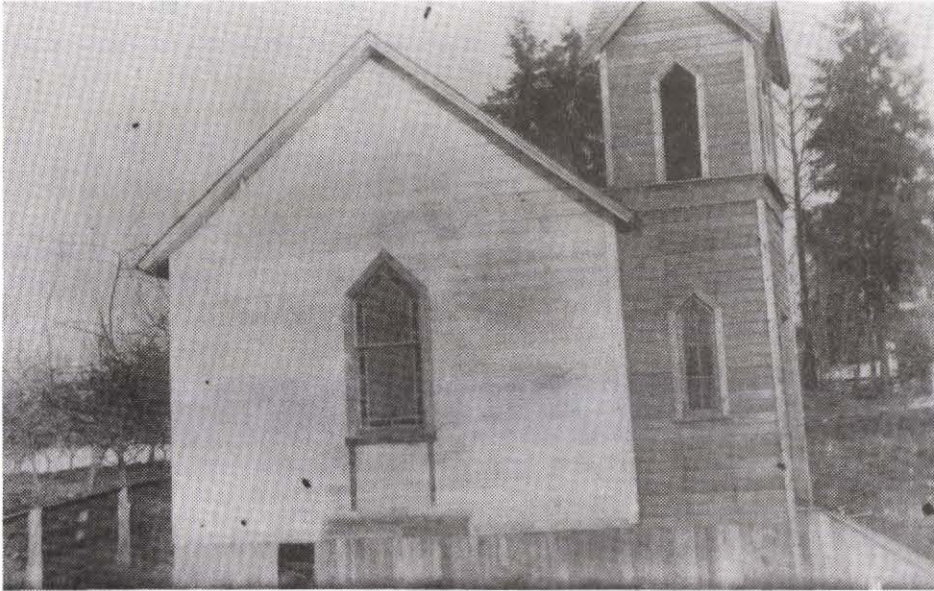
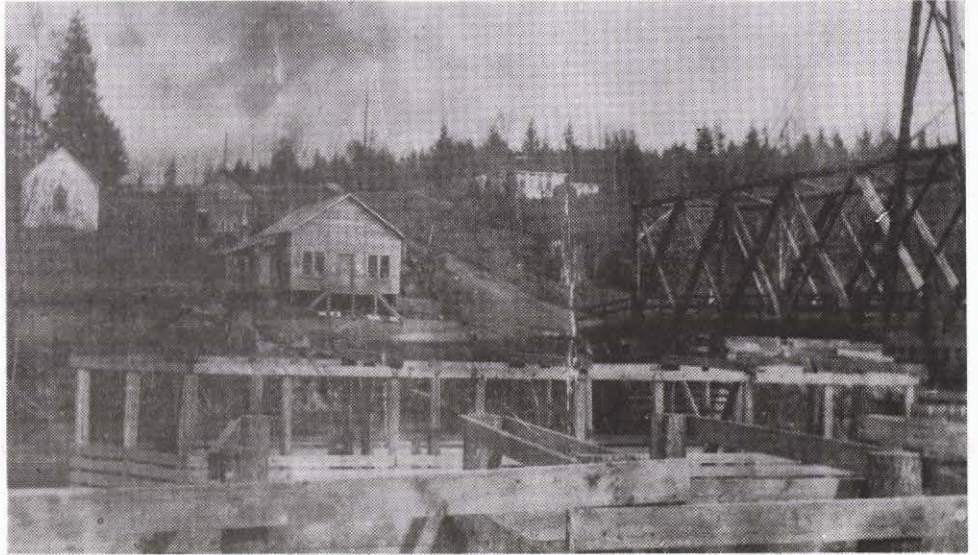
By 1910, there were enough farmers in the area that a Grange was organized, and a community hall was built by the Grange members about 300 feet below the bridge.

This completed the village of Cherry Valley, a cozy rural village nestled on the hillside above the wooden swing bridge, with its maze of crisscrossing timbers and heavy iron rods. But soon something would happen to change all of this. There was talk of a railroad coming into the Valley, and there were rumors about a new town being planned. Boom times were coming to Cherry Valley, and in the next few weeks we will take a look at how the town of Duvall was developed and look at some of the businesses that made up early Duvall.

(Photos next page)



CHERRY VALLEY in 1908. Pictured are the Methodist Church, the parsonage, Hix's store, Cherry Valley School and the swing bridge.



THE METHODIST EPISCOPAL CHURCH in Cherry Valley circa 1909.

AUTHUR HIX'S store in Cherry Valley in 1909. Pictured are Robert Perkins, Louis Getty, Pauline Hix, Mary Hix, Arthur Hix and Kenneth Hix.





## DIGGING DUVALL'S PAST

By Allen Miller

Last week we gave a brief history of Cherry Valley, the village that became Duvall. In the spring of 1910, the Great Northern Railroad's grading crews arrived in the Valley, building a branch line from Monroe to Tolt. Their grade required a cut through the hillside occupied by the village. As part of their right-of-way agreement, they agreed to move Hix's store and the church to lots where the new town of "Duvall" was being platted. Hix's store is now the building occupied by Duvall Motor Parts and the church was moved to the site of the present Methodist Church and later remodeled and expanded into the present building.

Several months later, the Milwaukee Road arrived in Cherry Valley, building its branch from Cedar Falls to Everett. Milwaukee required the land occupied by the community hall and moved it to the south end of Main Street, now occupied by Duvall Books. The only buildings left at the Cherry Valley site were the parsonage house and a small lean-to attached to Hix's store. The GN built the present parsonage, and it is assumed the buildings left at Cherry Valley were either wrecked by the grading crew or torn down and salvaged by someone in the area.

Several years prior to all of this, however, there was a quiet rattle going on next door for

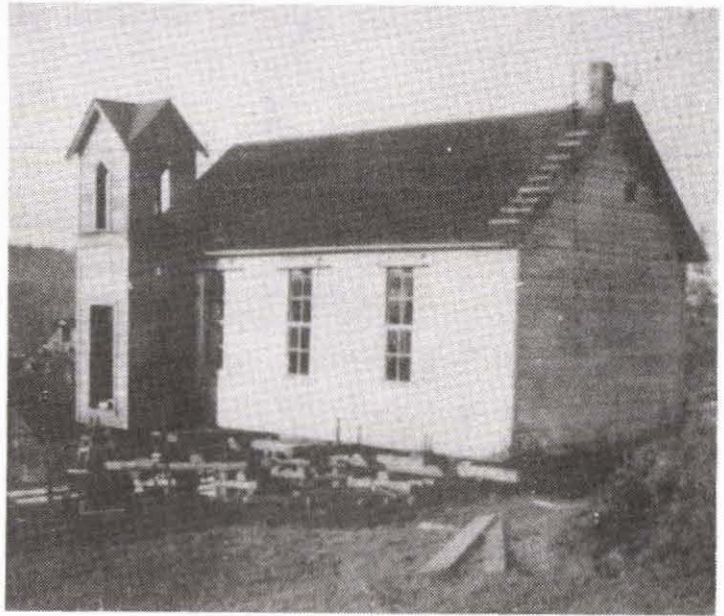
custody of Section 13, Township 28 North, Range 6 East, King County, Washington Territory, which would become the location of Duvall.

On Oct. 15, 1875, Francis M. Duvall was given full and clear title to a portion of Section 13 extending from present Stephens Street, north to Cherry Valley Road, and from what is known as the Pole Line Road, west to the Snoqualmie River, under homestead claim signed by President U. S. Grant. This tract comprised about 180 acres.

Earlier, however, Duvall had mortgaged this property to a Mr. T. F. McElroy for \$250 and later, unable to pay the note, the mortgage was foreclosed and part of the land sold for taxes to James McNaught in April, 1879, and some of it to Schwabacher Brothers in 1880 for \$2.62 per acre. The land was next purchased by Daniel O'Leary (brother to James O'Leary, mentioned in last week's article) in 1882 for \$500 and sold the following year to Port Blakely Mill Company, along with some more of Section 13, totaling 375 acres.

In January, 1887, Port Blakely sold the land to Francis' brother, James Duvall, who had previously run a logging operation in Everett with a couple of partners, so he immediately set to work logging off the hillside.

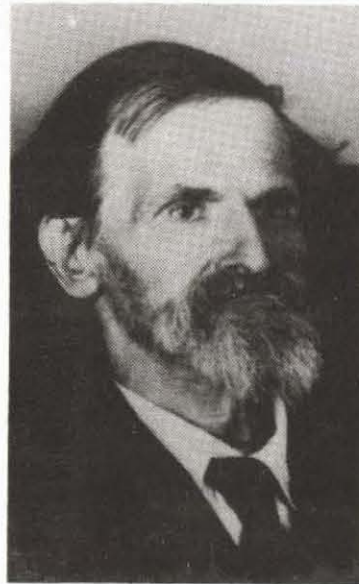
James established a logging camp at the southeast corner of



GREAT NORTHERN Railroad moving Methodist Church from Cherry Valley to new town of Duvall in the spring of 1910.

proud of these animals and gave them much care and attention.

One of the skid roads ran from on top of the hill behind town, down the present school grounds, turning at Trulson's front yard, then down through Waincott's property to the present Main Street, near the Cash and Carry Lumber warehouse. Another road ran diagonally from the airport, down at an angle across the present town to an intersection with the other skid road. From there they ran straight down to the river, where the logs were rolled down the bank into a boom on the river.



LAST KNOWN portrait of James Duvall.

Third Avenue and Bruett Road. An ox hovel and blacksmith shop stood about where the recently moved Landers house now sits. Here the patient oxen were shod, fed and housed. Most of these animals were black bulls of the Durham breed, weighing around 1,800 pounds. Mr. Duvall was very

James' skill at building skid roads was the best, and many old-timers will remember hurrying to and from school along the path that then ran past the old Jones Hardware powder house and up the present Waincott driveway, occasionally tripping over the old cross skids placed there years before by Jim Duvall. In fact, the liberal coating of grease preserved those skids so well that a few years ago there were some sticking through the gravel on Cherry Street between Main and First.

## The Town Begins A Walk Down Main Street

By Allen Miller

This week, let's step back in time about 65 or 70 years and take a walk down Duvall's Main Street and see the many businesses that made up the new town in the heart of Cherry Valley.

At the north end of town on the east side of the street was the Duvall Pharmacy, opened in June 1912 by Emil Clausen. Billed as the "Home of the Big Soda Fountain," it was a favorite place to stop and have a Coca-Cola or 'Hires Root Beer after the movie at the Duvall Theatre. The building was located about where the liquor store now stands and it also served as the office of Woodmark the Tailor, who had a shop and salesroom in a portion of the drug store for a time. The pharmacy became a branch of Camp-Riley Drug Company of Monroe in January 1915, and was nicknamed "the twig," which probably reflected that it didn't generate enough business to deserve the title of branch. George Erickson bought it from Camp-Riley in July 1916 and operated it for several years.

Just up the street, near the present Day-N-Nite Market, was J.B. Martel's grocery store and hotel building. This building in later years became the Valley Restaurant, and was torn down several years ago when Clint Hansen built his present store.

Adjacent to the Martel building was John Allen's garage, and where the recently razed auto repair shop stood was the location of Dean's Hardware.

Across the street, where the present bridge begins, was the location of the beautiful, rustic Forest Inn. Built under the partnership of James L. Wallace and Louis Speaker, the inn was opened for business June 22, 1912 and contained three stories and basement. Part of the basement area was rented out to the local Moose Lodge. Here also were the offices of the Townsite Company and the Cherry Valley Shingle Mill, with Roy Comegys

and associates and Miss Muzall, the secretary, busy inside.

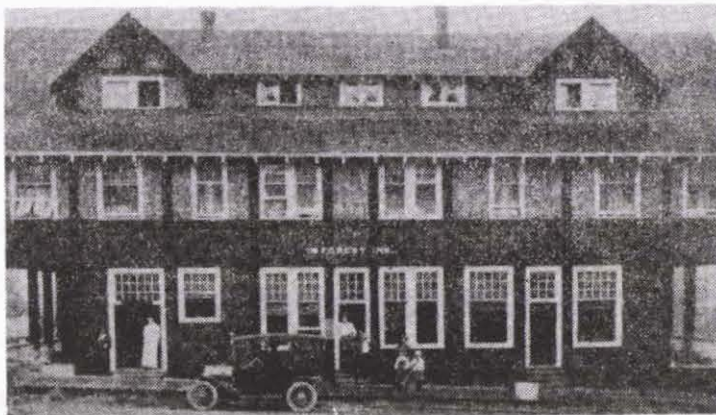
On the main floor was a spacious lobby and dining room. The saloon, located on the south side of the building, had a huge bar that was kept busy until prohibition, then near beer and soda pop were sold with less than enthusiastic response. The second floor contained a balcony on the rear of the building that gave a good view of the Snoqualmie River and the Valley beyond. The second floor also contained 18 rooms, all comfortably furnished and each equipped with electric light and running water. School teachers, logging superintendents, railroad officials and hunting and fishing parties were some of the usual guests who occupied those rooms.

The upper floor contained three apartments, two were occupied by the owners and their families, the third was rented to Mr. and Mrs. Sherman Moody, who owned the dry good store.

The Forest Inn maintained a high standard of excellence for its accommodations and personal service, but in 1916, with the arrival of Prohibition, the first signs of its downfall was apparent. Mr. Wallace sold out his partnership to Mr. Speaker that year and turned to a life of farming. Mr. Speaker continued to run the hotel for several years, but in the early 1920s, improved roads began to claim more and more of the inn's business. No longer did passing motorists stop to spend the night at the Forest Inn on their way to Seattle or Everett. It was now too convenient to just drive on through to their destination.

Finally, Mr. Speaker sold out and the once elegant hotel became run down under a series of disinterested owners. In the year 1930, the sleeping town was awakened by the fire alarm. "It's the Forest Inn!" was the cry, but with the fire fighting equipment of the day, it was impossible to save the building. Now the bridge marks the site of Duvall's pride of almost 70 years ago.

More, next week.



THE FOREST INN on Duvall's main street about 1912. The east end of the present bridge now marks the site.



THE LOBBY of the Forest Inn. Shown are Mrs. Wallace, Louis Speaker and James Wallace (seated).

## A Look At Old Duvall

By Allen Miller

Continuing our walk up Main Street from where we left off last week, we pass the Forest Inn and pause to look at the empty lots between the bridge and the Duvall Tavern. Until about 10 years ago, these lots were the site of a cluster of business houses that were built about 1911.

The northern-most building was Charles Rehm's Duvall Meat Market, which featured dressed chickens at 18 cents a pound, fresh roasts, steaks, chops, homemade sausage and of course, fish on Fridays. Adjacent to the butcher shop, in what used to be Fern Colett's Valley Tavern, was a Millinery Shop operated by the Fleming sisters. In May 1913, this building was taken over by Miss Verna Wurzer and became a music store for many years. Adjacent to the music store was a barber shop and pool hall, opened in February 1913 by A. F. Anderson. He later sold out to a C.E. Mercereau who continued the business for a number of years.

On the present site of the 76 Union station was a building that was originally intended to be a Moose Hall. The framework was put up by the enthusiastic Moose Lodge in August 1914, but evidently funds ran short and the building stood unfinished for several years. The place was a favorite play site for the local children, until George Anderson Sr. saw its possibilities as an automobile repair shop and bought the property from the Lodge. The building was eventually sold to Emmitt Minaglia and became the Duvall Motors garage until it burned down about 1977.

Between the gas station and Whitfield's Realty was a large frame building known as the Athletic Pavilion. Erected in 1913, it was the scene of many dances and basketball games over the years.

On the present Duvall Hardware and Plaza site was another cluster of four buildings

side by side. Over the site of Whitfield's Insurance, Hunt's Barber Shop, etc. was the Duvall Trading Company, a dry goods store operated by Sherman J. Moody who also operated a similar store in Monroe. The store front carried a sign advertising a \$10,000 stock of dry goods, clothing, boots and shoes. It used to be great fun for the local boys on Halloween to paint out the decimals on the sign and make it read \$1 million.

Alongside Moody's was Lon Brown's Confectionery and pool hall. Lon sold candy, cigars, fruit, newspapers, magazines, records, Victrola's, musical instruments and sporting goods. In March 1913, he installed a soda fountain and started selling his own brand of ice cream, called White Lily. The store was a popular spot, especially after showtime at the theater. In the early 1920s, Lon sold out to the Gibbons brothers, who converted the confectionery into a restaurant and continued running the pool hall.

On the site of Duvall's present hardware store was also the site of Duvall's original hardware store. Two adjacent buildings served the enterprise of Mr. A. P. Manion, on the northwest corner of Main and Cherry. On the right was the furniture annex and beside it a two-story building served as the hardware store, which carried everything from farm machinery to logging supplies, such as peaveys, crosscut saws and falling axes. Also sold were firearms and blasting powder. "We have it!" was Manion's slogan, and he usually did. The upper story of the hardware building was known as Manion's Hall and was used by the Oddfellows and Rebekah Lodge for several years.

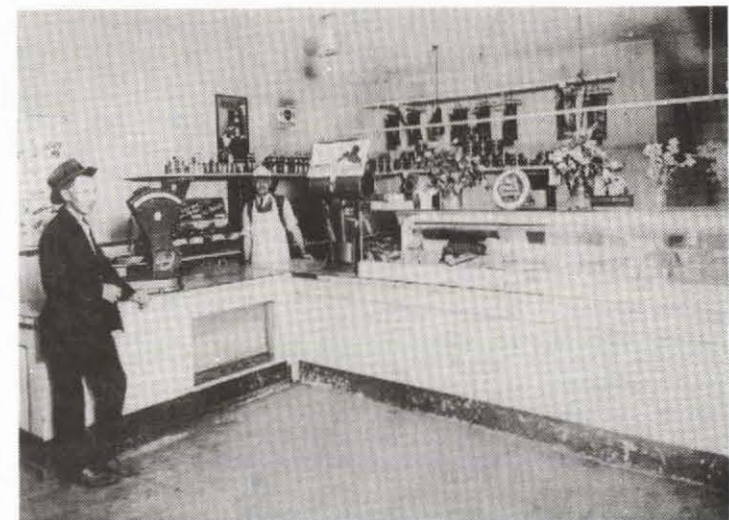
In the early 1920s, the hardware business was sold to Gilbert M. Jones, who continued the business and also operated the post office out of his store when he was made postmaster.



ARTHUR HIX'S General Store and R. H. Aimer's blacksmith shop in Duvall in 1910. The store is now Duvall Motor Parts. Standing by the wagon are E. F. Hanisch and Chris Unger, two early pioneers.



MAIN STREET - 1910. Pictured, from left, are A. P. Manion Hardware, Manion Furniture annex, Brown's Confectionery and Moody's Dry Goods. These buildings stood where the plaza is now.



DUVALL MEAT Market in the 1920s. The man behind the counter is Bert Gainer; the customer is unidentified.

(Continued)

At a little past midnight on the night of Nov. 5, 1925, a fire broke out on the second floor of the hardware building and quickly spread to all four buildings. The heat was so intense that it shattered windows in the stores across the street and the firemen had a few close calls dodging bullets when the ammunition in the store caught on fire. In spite of a valiant effort, the entire four building block was destroyed. Mr. Jones promptly rebuilt, however, and the site has contained a hardware business ever since. The building later being purchased by Jack Frommer and then by Dave Harder, who has remodeled and expanded the original building.

Across the street, on the site of Johnny Anders' wrecking yard, was the Duvall Theatre, built in 1913 by Lon Brown. On Saturday nights, the sounds of the piano could be heard as the

local Valleyites watched the latest silent films starring Mary Pickford, Fatty Arbuckle and Charlie Chaplin, to name a few. Just up the street, where the TBT Commercial building now stands, was the Blacksmith Shop, built by R. H. Aimer in 1910. L. D. Smith bought the business in 1913 and he truly typified the hero in H.W. Longfellow's poem "The Village Blacksmith." The sounds of his hammer and anvil rang out up and down Main Street as he worked the hot metal to fashion a horseshoe or repair a broken part of some farmer's implement. A perpetual group of local children would gather in front of his shop and stare in awe and wonder as they stopped to watch. Mr. Smith moved his business into a foundry building at the south end of town in 1916 and the old shop was converted into a gymnasium by the Canyon Boys, a local boy scout

troop. In his new quarters, Mr. Smith began doing auto repair work, and opened the first Chevrolet agency in the Valley.

The present Trading Post building was built in early 1911 as the Duvall Tailoring Company, owned by F. W. Hoffman, a tailor by trade. He saw a great future demand for his talents in the new little town, and ran a thriving business for some time. Mr. Hoffman would hike out to the local logging camps, taking orders and measurements for some real classy suits, and the customers would drop by on Saturday evening for a final fitting. In June 1913, Mr. Hoffman took cold on one of his business trips and soon contracted pneumonia and died. A couple months later, however, another tailor named John Turner arrived and took over the shop for several years.

The oldest building in town is the present Duvall Motor Parts

store, which was built in Cherry Valley in 1905 and moved to the new townsite of Duvall in 1910. The building was built by Arthur Hix and served as a general store continuously for over 70 years. Even in 1912 it was billed as "The Pioneer Store" and was the main center of trade for loggers, farmers, housewives and townspeople until its closure following the illness and death of Mr. Cliff Hill in 1977. The store also housed the post office until the present office was built about four years ago and Mr. Hill's wife, Velma (daughter of Arthur Hix), served as Duvall's postmistress for 36 years.

Following the loss by fire of Duvall Motors garage, Bill Minaglia opened his auto parts store in the old building which still continues to serve the community after over 75 years.

(Next week, more along Main Street.)

## A Walk Up Main Street In Old Duvall

By Allen Miller

As we continue our look at Duvall as it was in the good old days, we head south on Main Street from Cherry Street and pass the Seattle-First National Bank building. Founded June 6, 1912 as the Duvall State Bank by Mr. C. Beadon Hall, the bank first opened business with an office in the back room of the shoe store until the present building was constructed around November of the same year.

In talking to Cliff Peerman a while back, he related how when he was running a freight wagon service in the early days before the bank was built, the merchants would send their store receipts to Monroe with him to be deposited in their bank. On some trips he carried many hundreds of dollars in cash and checks with him, but, in spite of nervous apprehension, he was never robbed or lost any of the shipments.

In the vacant lot just south of the bank stood the home and office of Duvall's first physician, Dr. H. W. Gehrken. He was one of the doctors in attendance at the tragic Wellington avalanche on Stevens Pass in 1910, when two Great Northern trains were swept down a mountainside, killing over 100 passengers and crewmen.

The present Corduroy Rose building was built in 1911 as the Duvall Shoe Store by Joseph Franke. He did shoe repairing and sold all types of shoes, including the caulked boots used for logging. The building was later used as the office of the late Judge Wright, an uncle to Martha Wright, the popular Broadway stage star of the 1950s and '60s. Miss Wright lived in Duvall for many years before she went on to become a star.

The building is probably best remembered as the printing office of the Carnavall Reporter,

the second newspaper in Duvall's history, published by Gil and Elizabeth Hackenbruch from 1953 until the mid-1960s.

Crossing over to the opposite side of Main Street, we see the present Country Store building. This building has continued to serve as a grocery store since it was built in 1910 by A. H. Boyd and Sons, over 70 years ago. The store also contained the town's first post office and a 20-foot addition was built onto the rear of the building to accommodate a bakery, which was first opened Jan. 15, 1912. In the 1930s, the bakery was converted into cold storage lockers with lumber salvaged from the old Cherry Gardens School. In October, 1912, Boyd constructed a warehouse alongside the Milwaukee Railroad on the riverbank at the foot of Virginia Street, from which he sold grain and alfalfa hay to local farmers, which he shipped in from Eastern Washington. The warehouse was built with lumber sawed at the Bacus sawmill and was torn down only a few years ago by Charlie Greely.

The site of one of Duvall's present restaurants, the Silver

Spoon, was also the site of Duvall's first restaurant, Olive Duvall's Popular Cafe. Built in 1910, it advertised "Meals at all hours, 25 cents and up." The place was a popular spot for meals after town meetings and social gatherings, and the upper floor contained a few rooms that were rented out to the local loggers and railroad men. On the evening of June 1, 1913, a fire broke out in the building and an alarm from the mill whistle summoned a large group of volunteers who fought hard to save the building, but lost. Mrs. Duvall's establishment takes its place in history as Duvall's first fire.

Speaking of fires, where the city hall now stands was the original Duvall Fire Department building. It contained a hose cart and lots of buckets. Behind the fire station stood the town jail, a small building constructed of two by fours laid flat, one on top of the other. Local people were proud that it had never been overcrowded.

(Continued)

The Duvall Books building was originally the Cherry Valley Community Hall, built in 1909 by the Grange and moved from Cherry Valley to its present site by the Milwaukee Railroad in 1910. This building was the social center of the town and was the site of numerous dances, celebrations and political rallies, hosted by state senators and congressmen, who traveled from town to town campaigning for their offices. The building was also used briefly by a group from Tolt, representing the Duvall Theatre Company. They established the first motion picture theater in Duvall, opening July 21, 1913 and showing a movie each Monday and Thursday night. The venture proved unsuccessful and died out after a few months.

Just south of the Truck Stop Cafe was the site of Seager's Foundry. It was built in 1913 by F. E. Seager, a machinist from Snohomish, who came to work in the Stephens-Bird mill, which was being built north of town. The mill never got going, so Seager built the foundry and went into business for himself. In 1916, L. D. Smith, Duvall's blacksmith, took over the foundry building and also opened a Chevrolet agency managed by a Mr. Blaustein.

Moving back to the east side of Main Street, the present Methodist Church was built in 1923, replacing the original building built in 1886 in Cherry Valley and moved to Duvall in 1910 by the Great Northern Railroad.

South of the church was the office of the Duvall Citizen, Duvall's first newspaper, published Nov. 4, 1911 by Mabel Dufford and later by David Peacock. The printing press was operated by water power, piped into the building from the city's water lines. Ralph Taylor recalled that the little building shook like an earthquake whenever the presses were rolling. The paper was bought up in 1917 by E. T. Bascom of Monroe, who gradually merged the Citizen's columns into the Monitor and discontinued the Duvall paper.



DUVALL'S main street in 1910. On the left side are Arthur Hix's General Store, Dr. H. W. Gehrken's home and the Methodist Church. On the right are A. P. Manion's Hardware, A. H. Boyd's store and post office, and the Cherry Valley Community Hall.



OLIVE DUVILLE'S "Popular Cafe" about 1912. Standing in front are Mrs. Duville and Joe Dougherty. The building burned down June 1, 1913.

That covers all of the businesses on Main Street. Next week, we will look at the businesses that were located on the other streets as we wind down this series of articles on Duvall's past.

## A Look At The Rest Of Early Duvall

By Allen Miller

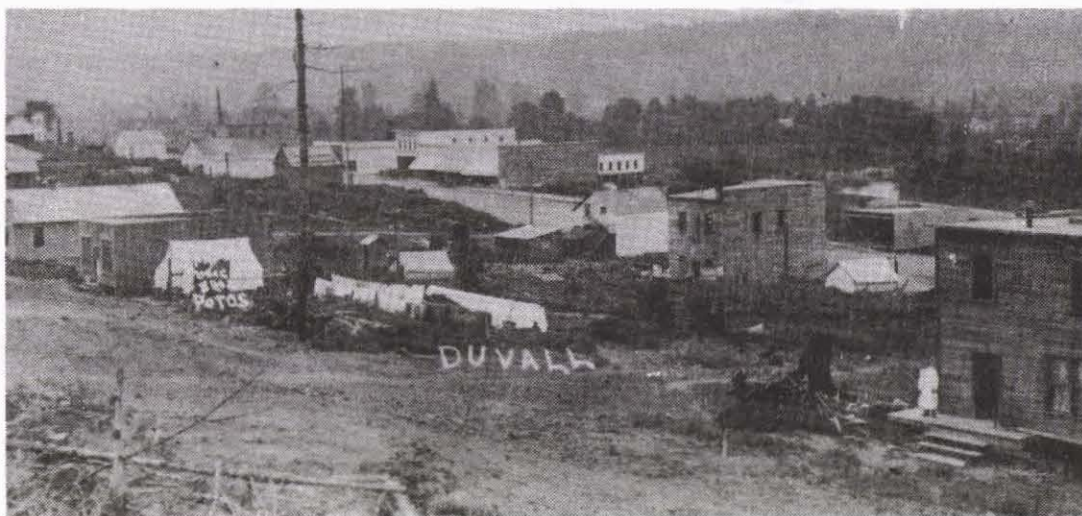
This week, let's take a walk along First Avenue in early day Duvall and look at the shops and buildings that were located along that street. Pausing at the Wallace Isom home, we look at the lot on the southeast corner of the intersection. Right there, in 1913, stood the Duvall Free Methodist Church.

At the end of the block, on the southeast corner, stood a two-story building that served as a meat market. Operated by Jeff Couillard, the upstairs served as a town meeting and dance hall, known as Couillard's Hall. After the town was incorporated in 1913, Mr. Couillard served as Duvall's first town marshal.

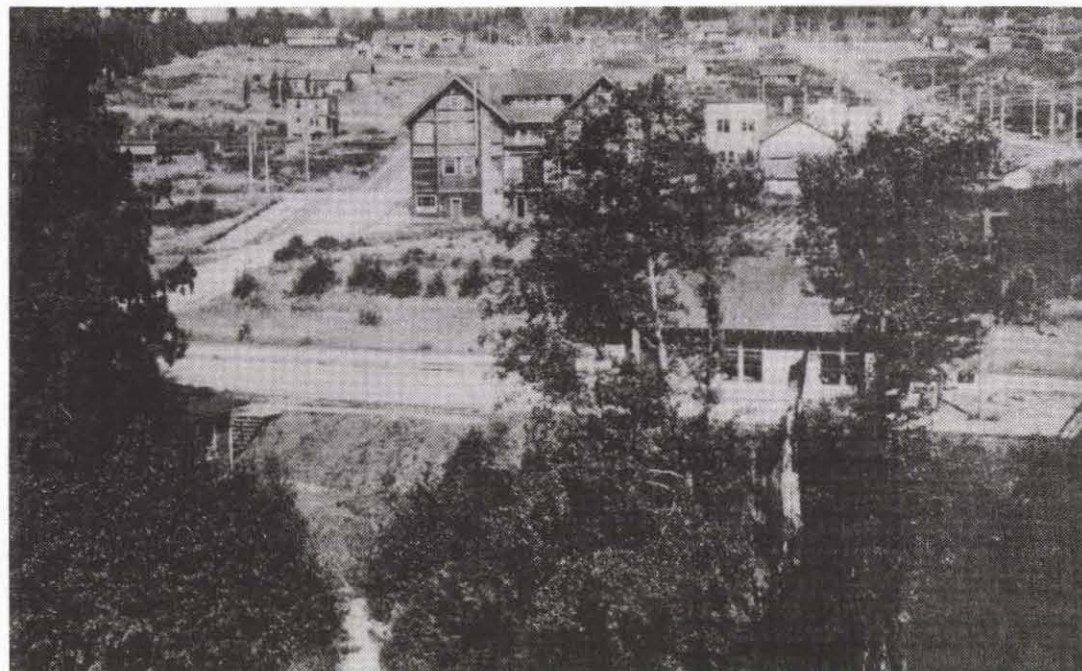
When Duvall was first platted, the county road from Tolt was supposed to enter Duvall at the First Avenue level, instead of at Main Street as it does now. It was because of this that many of the earliest merchants located their stores on this street. First Avenue was, for a time, as important as Main Street.

On the southeast corner of First and Cherry stood the Skit-rall home. Here was the scene of one of Duvall's early tragedies. Early on the morning of July 18, 1915, 10-year-old Goldie Skitrall and her two cousins awoke to find the upstairs of their house on fire. Mrs. Skitrall was helping the children out of a back window, when Goldie ran back for her stockings and sandals. The little girl could be seen at the upstairs window, but was too frightened to jump. An attempt was being made to rescue her, when suddenly the upper floor collapsed. Her body was found afterwards, lying just inside the kitchen.

The present Bill Bright home, on the northwest corner of First and Stewart, was a part of the growing town's business district, serving as the telephone office, with Alice Hynes as chief operator and Jennie (Myers) George, who now lives in Tacoma, working as one of the operators.



THE TOWN OF DUVALL in 1911. First Avenue and Virginia Street are in the foreground; Main Street is below. The building to the right with a man standing on the back porch is Harty's Restaurant. The two buildings to the far left on First Avenue are Charles Rehm's meat market and Anderson's barber shop. Note the three tents being used as temporary homes.



TOWN OF DUVALL circa 1918 as viewed from the old Stewart Street Bridge, whose concrete piers still stand on each side of the river. In the foreground is the Milwaukee depot with the rear of Rehm's meat market and the front of Dean's Hardware store above. To the left is the huge Forest Inn, with Harty's Hotel on the hill above Main Street.

(Continued)

Half a block north was another meat market, operated by Charles Rehm until he opened a new building below on Main Street in December, 1911. The building was also used as Charles Rehm's residence for a time and also became a bicycle repair shop operated by the Chipman brothers.

Next to the meat market stood a barber shop and pool hall owned by A. F. Anderson; he also moved to a new building a block west on Main.

On the northeast corner of First and Virginia, above Erv Harder's Cash and Carry Lumber store, was located Harty's Restaurant, a two-story hotel building that was later owned by John Joyce.

While we are covering this section of town, we might mention that the Catholic Church building, up on Stella Street, was built in 1914 on land donated by Jack and Bernard "Buns" Bird. The church was finished on Feb. 1, and services were held for the first time on Palm Sunday, April 5, by Fr. Kelly of Monroe.

There were also a few businesses located on streets below town, west of Main Street. The short section of street behind the tennis court is all that remains of Riverside Avenue. West of this, extending from the foot of Virginia to the foot of Stephens was Railroad Avenue. Between these two streets, facing Stella, was Lierly's Creamery. Where Dave Harder's old lumber warehouse stands

marks the site of the Duvall Hotel.

The hotel was owned by S. F. Gainer, who also did watch repairing and taxidermist work. Dr. Leon D. Noble, Duvall's first dentist, also had an office located in the building.

Between the creamery and the hotel was located the Duvall Livery. Owned by D. F. Barry and later by Martin Six, local townspeople could stable their mounts or rent a horse and buggy for outings.

The Cherry Valley Townsite Company operated a lumber yard on the north end of the mobile home park and also located below town were the Milwaukee and Great Northern railroad depots, an assortment of railroad toolhouses, bungalows, coal and bunk

houses and a station agent's house, which sat on the riverbank behind the Milwaukee depot. Some of the rosebushes Agent Lucas planted in 1913 still remain to mark the site, adding some color to the riverbank each year.

That completes the list of stores and businesses that made up early Duvall. Next week a story about a locomotive that came to Duvall from Woodinville over the highway.

## Logging Lokies

By Allen Miller

Last week I promised you the story of the time when a locomotive ran from Woodinville to Duvall, on the highway at that, so here it is.

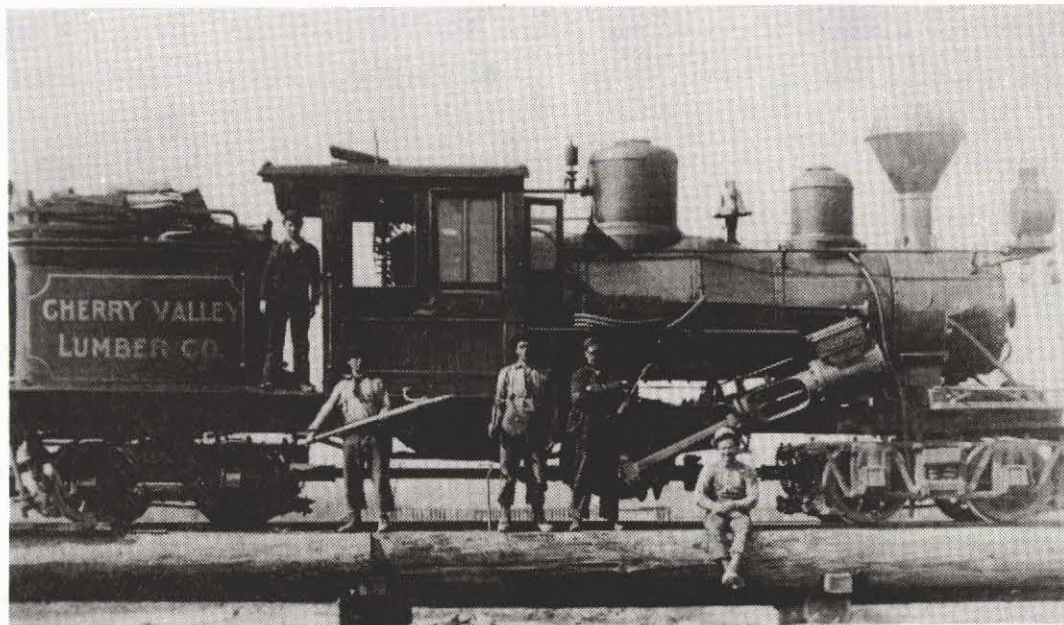
It was in the early teens and the Peterson Brothers had just finished logging off the hillside above the old Tegarden farm, just across the Valley, south of Chapman's gravel pit. The operation called for a more modern method of getting the logs to the river, so a railroad system was planned.

A locomotive was purchased in the Woodinville area and, although the Great Northern and Milwaukee railroads were running through the Valley at the time, the narrow gauge shay locomotive the Peterson boys had in mind could not be brought in over standard gauge track. Also, if the lokey were brought into Duvall, there was the difficult task of getting it across the river.

The Petersons used 10 tough Swedes, 120 feet of track, 60 railroad ties and three weeks time, and ran the lokey up over the hills from Woodinville to the Valley, right on much of the same route as the present highway.

The shay would run to the end of the 120-foot track, then the crew would take up the track and ties behind the lokey, bring it around and lay it down ahead, preparing another run. Slowly the locomotive inched its way to Duvall, 120 feet at a time.

three weeks of this, the lokey was on location, ready to go to work. Nowadays, you can jump into your car and drive to Woodinville along the same old route, covering the same distance in 15 minutes.



CHERRY VALLEY Logging Company's locomotive number 2 (the two-spot). This gear-driven logging engine was used during the company's earliest years. It was involved in several wrecks and was stranded at old Camp 4 for several weeks once when a trestle burned out. This picture was taken on the log dump about 1909.

(Continued)



Prior to this time, the Petersons sent their logs to the river down a huge chute that came down the draw of the hillside just south of the Rolf Peterson home, crossing the highway through a small bridge and coming down to the river across from the old Fern Collet farm.

They would sound five long blasts on a whistle before letting a turn of logs loose, which would rumble down the chute at a high rate of speed and hit the river with a mighty splash. Sometimes the logs would stick into the riverbank on the opposite side or into the river bottom, then a donkey engine at the bottom of the hill would pull the logs loose and start them on their journey downriver to Everett.

The Petersons' railroad grade came down the hill behind the Pink Marty home, heading south above the old Leiper gravel pit (now Chapman's) and down to a log dump on the river between Teegardens' and Rolf Peterson's. Part of this log dump can still be seen at low water, and Pink Marty tells me that their old water tank for filling the locomotive still stood up above the gravel pit until fairly recent years.

Why all that work just to get a locomotive out here? Well, logging trucks hadn't been heard of then, and the volume haul of railroads was by far the most economical at the time. To the logger, the locomotive was the most valuable piece of equipment in the woods. She could be used to load logs onto cars with a "parbuckkle" system, and she unloaded cars at the dump with a "jillpoke" or "McKnight" unloader. Equipped with cable and drum on the pilot, the locomotive could even do its own yarding. Sometimes the locomotive even saved lives and property when she was used to pump water from a creek or lake to put out a forest fire.

Although many of these early locomotives were bought second-hand and looked like rolling junk piles, they got the job done. Usually the engine was kept headed uphill at all times, running backward coming down grade and running forward when going back up into the woods. This made it easier to keep the crownsheet of the boiler covered with water (thus preventing a dry boiler explosion), and it also allowed the engineer to keep an eye on his train during the most important period of activity. As the train came down the hill, three or four brakemen would ride the swaying loads, alternately setting and releasing the hand brakes on each car, keeping the train's speed in check. If the brakies didn't keep a close watch on their train, the loaded log cars, each one much heavier than the locomotive, would get away from them and come down the grade out of control.

Albert Denolf recently related a story about his uncle, who was fireman on the Cherry Valley Logging Company's "two-spot," a 45-ton Climax lokey that they used in their early years. They were coming down the hill with 14 loads on disconnect cars and had the brakes set on the rear three cars to hold the train back. Suddenly, the train broke in two in the middle, and the locomotive and seven cars began picking up speed despite the engineer's liberal use of sand and the engine brakes. It soon became obvious that the train was a runaway and the crew began to abandon the train. Albert's uncle climbed down the steps on the north side of the engine and prepared to jump, but the train was passing a steep cut on his side, so he hung on. As the train came out of the cut it crossed a trestle, so he still couldn't jump. As they came off the trestle, the train had now picked up considerable speed, but the fireman decided it was now or never and let go. He went head

over heels through the blackberries and cinders, but just after he jumped, the train plowed over the bank above the two barns on the old H. L. Allen farm. When the locomotive came to rest, all that was left was the boiler.

Although not common, runaways did happen occasionally on the Valley's several logging lines, sometimes with tragic results. A wreck on the Forks Logging Company killed one man on the engine just north of the county line, below the old Biederborst place.

About the last of the locomotive loggers in the Lower Valley was Grover Lazarus. Starting in the Griffin Creek area of Horrocks in 1919, he then moved down east of Carnation in the mid-1920s and then moved to Duvall in 1929. He built his logging railroad from a point on the Milwaukee line north of the bridge, through the present Depot Trailer Park, crossed the highway south of town and went up through Taylor Park, following Coe and Clements creeks and passing alongside the big rock down in the park. Most of the grade can be seen through the park, and his railroad continued back into the woods beyond the pole line, where Lazarus logged out the stands of timber left by Cherry Valley Logging Company 17 years earlier.

Lazarus finished up in 1934 and scrapped out the railroad. His old shay locomotive sat abandoned and rusting away below town for many years until it, too, was scrapped.

Now diesel log trucks haul all of the logs out of the Valley, and the truck's air horn has replaced the sound of the locomotive whistle echoing across the hills. Another part of the good old days that are gone forever.

# Thanks For The Memories

By Allen Miller

It has been great fun doing the "Digging Duvall's Past" articles these past 10 months and I have met many new friends during my research. I would not have been able to gather the information needed to write those articles had it not been for the assistance of a great many people who contributed information, leads, photographs and stories. I would now like to thank all those who contributed to this project by mentioning their name and their contribution, so that they may be recognized for their part in preserving the Valley's history.

First of all, I wish to thank my grandmother, Nellie Miller, for patiently answering all of my many questions on Cherry Valley and early Duvall, and for identifying the children on the Novelty School photos. To Merideth Owen goes a hearty thanks for loaning me many of the early day photographs of Cherry Valley that were used in the articles. To Ralph Taylor, Duvall's official historian, goes a sincere thanks for his help and encouragement and his generous loan of his historical tapes as I sought further subjects to write about.

To Joyce Funk and Nellie Roetsicoender for their loan of the "Jist Cogitatin'" articles, a series of newspaper stories on the Lower Valley written by the late Don Funk in 1957, from which much of the information for my articles was drawn.

A special thanks to Elizabeth Hackenbruch, who loaned me copies of the old Duvall Citizen (1911-1917) and Carnavall Reporter (1953-1963) newspapers, which contained a wealth of information on what happened and when.

To Mildred Pickering, Wes Larsen, Gunnar Johnson, William Quaale, Margaret McCormick and Harold Solberg for their contributions of pictures and stories about Novelty, Vincent and Stillwater schools. To

Mabel Mackey of Carnation, for trying so hard to find a picture of the Stillwater School building.

To Rose Norenberg and Ruth McGlauflin for loan of the Duvall Library's historical items. To Clifford Peerman for his stories of the Cherry Valley Logging Company goes a big thanks and also to Leo Dougherty, a wealth of information himself. Leo explained how the old swing bridge operated, and he should know, as he used to operate it! Leo also answered many other questions and showed me how to find Cherry Creek Falls and an abandoned trestle above the Community Club that I probably never would have found on my own.

To Hi and Edna Wallace, thanks for answering the many questions I put to them, and thanks to Ward Roney for the information on last week's airplane article and also the Leak's Grove information.

To Eric and the late Margaret Adolphson for information and photos of Novelty; to the late Colin Brown of Washougal for the many excellent photos of Duvall and the shingle mill. To Bob Kusters for pinpointing landmarks and to Mae Kusters for loan of photographs and for showing me the old sunken ferry boat in the river, thanks.

To George Anderson for his information on Lazarus Logging Company and to Pink Marty for calling my attention to the logging railroad grade above his farm, goes a big thanks.

To Laurie Cadigan of the Weyerhaeuser Company archives goes a special thanks for digging out the old records on Cherry Valley Logging Company and also some very excellent photos that were used in the logging article. Albert Denolf deserves a thanks for loaning me a beautiful photo of Cherry Valley's old Climax locomotive and also an amusing story along with it.

Also a big thanks to my wife Mary, who talked me into doing the articles in the first place. And to anyone I may have missed, I offer a heartfelt thanks for your important contribution.

I hope that you have enjoyed reading these articles on the Valley's past as much as I have enjoyed writing them, and that it has given you an insight as to just how unique this area's history is. If you are a newcomer to this area, maybe it has given you a chance to compare our history with that of your area; if you are a native to the Lower Valley, it may have given you a chance to see how things were in your grandparents' time; and if you are a full-fledged old-timer, it probably brought back a few memories or maybe you even read a story about yourself. In any case, I thank you for your many fine compliments along the way and for your continued support of preserving our Valley's history.

If you see a guy with camera and note pad sneaking through your lower fields or in the woods just across the property line, don't shoot! It's probably me looking for another clue to our past.

And while we're on the subject of giving thanks, I think the staff at the Valley Record deserves a big thank you for making these articles possible and for doing an outstanding job of making room for my sometimes too lengthy articles, and for the fine work in bringing out the details in the photographs used in many of the articles.



## DIGGING DUVALL'S PAST



1915-1916

# CHERRY GARDENS

\$30 to \$60 an Acre—Liberal Terms

**Location** On the main land in King county, 18 miles northeast of Seattle, and easily accessible to the city, via good roads.

**Soil** Rich, deep, perfectly balanced clay loam, from three to seven feet in depth, underlain with a moisture holding clay subsoil.

**Crops** All grains and vegetables and grasses native to the Pacific slope grow here in great profusion. Raspberries, strawberries, loganberries, blackberries and other berry crops, apples, pears, cherries, grapes and other fruits can be produced in abundance. Chestnuts, English walnuts, butternuts and hickory nuts are also raised.

Potatoes, cabbage, beans, peas, lettuce, cauliflower, and various root crops do well. There is good land here for the raising of celery and onions, and ideal sipes for the production of well matured tomatoes.

**Opportunities** For hog raising, dairying, fruit raising, market gardening, poultry raising, and diversified farming these lands are unexcelled.

**Water** There are running streams on at least half of the tracts, and some of these are excellent trout streams. Water is to be had anywhere at a depth of eight to ten feet. During the driest months of the year these lands are always green with plant life, owing to the sub-irrigation.

**Development** The first division of 715 acres of new addition of 1700 acres has been opened to settlement. Already many thrifty little homes have been established here in the past few years, and many others are in course of development. The lands, which have been cut-over, slashed and burned, are easily cleared and placed under cultivation. The district is attracting progressive farmers, who know land values.

**Markets** Seattle, with her population of 325,000, the greatest market in the Pacific Northwest, and

her sister cities of Tacoma and Everett, offer many avenues for the sale of farm products at good prices.

**Transportation** The Chicago, Milwaukee & St. Paul Railway and the Great Northern Railway, with several trains each way daily, offer excellent transportation facilities.

**Schools and Stores** There is a good store and good school on the land, where enough acreage has been set aside for experimental gardens for the children. Duvall, the nearest postoffice, also offers good trading and educational facilities. Here is situated an excellent high school, with a manual training department.

**Endorsements** This land has been inspected and recommended by the Immigration department of the Chicago, Milwaukee & St. Paul Railway and others. As to our responsibility and financial standing, we refer you to the Northern Bank & Trust Company of Seattle.

**The District** There are many big thriving farms in this district, including the 400 acre ranch of H. L. Allen, a resident of 37 years, and the now 400-acre stock farm of the Carnation Milk Company, both of which adjoin Cherry Gardens.

**Prices and Terms** Cherry Gardens are divided into tracts of 5 to 30 acres each. The land is priced at \$30 to \$60 per acre. Purchasers can arrange with the company for the building of modern bungalows, ready for occupancy. Ten per cent. cash, and easy monthly payments give you the ownership.

**Free Auto Trips** Our automobiles will take you to Cherry Gardens any time. Our furnished bungalows provide living accommodations, so that you may stay over night, and thus take enough time to select the kind of land best suited to your requirements. Write, call or phone for further information.

**Heckenkamp-Germain Co., Owners**

1020 Green Bldg., Fourth and Pike, Seattle, Wash. Phone Elliott 1965



