

A Livable Community:

THE STORY OF DUVALL



BY
ALLEN MILLER and DON WILLIAMS



Duvall Wash

BROWN PHOTO

1915

A LIVABLE COMMUNITY:
THE STORY OF DUVALL

A history of the town of Duvall,
starting with the Snoqualmie tribe
that preceded the arrival of white people in the Valley
and concluding with
the city that emerged into the 21st century

by

Allen Miller and Don Williams

*Here's to Loretta,
Enjoy your book!!
Don Williams
June 2, 2007*

ACKNOWLEDGEMENTS

Two organizations, the Duvall Historical Society, and 4Culture, King County's Cultural Development Association, have made possible the publication of this book. From the Historical Society has come funding, as well as access to its sizable archival collection. From 4Culture, which along with its predecessors has for years supported the work of the Society, also came funding for this book.

Photographs that appear in this book come from two sources: Allen Miller's personal collection and the Historical Society's archives.

A Livable Community: The Story of Duvall is the seventh publication of the Duvall Historical Society. It is preceded by Jist Cogitatin' by Don Funk published in 1989; Wagon Wheel, First Volume published in 1992, Digging Duvall's Past by Allen Miller published in 1995; High Times published in 1997, Wagon Wheel, Second Volume published in 2001, and Duvall Immigrant by Ralph Taylor published in 2004.

Copyright 2007 by the Duvall Historical Society

Published in 2007

Printed by Snohomish Publishing Company, Snohomish, Washington



INTRODUCTION

In the pages that follow the reader will find an overview of the history of a region, of the people who lived in that region, and of the towns and other living spaces where these people spent their time. That history begins with the Snoqualmie tribe, whose people have resided here for centuries and who continue to add richness to the culture of the region. It continues with the arrival after 1850 of white people, often aided by the Snoqualmies in the white peoples' efforts to explore the Snoqualmie River Valley and to develop homes and farms here. After the Civil War homesteaders gained title to the land and began farming and logging in the area. Their primary means of travel was either by narrow trails through heavily forested areas or by ship or canoe up and down the Snoqualmie River.

In time large steamships, specially constructed to maneuver over the shallow portions of the River during most of the year, came to provide the primary form of transportation for the residents and for the supplies on which they depended. This access provided by the River to the outside world led to the establishing of the first town, known as Cherry Valley, down on the banks of the River. Here in time appeared schools, a church, a tavern, lumber and shingle mills, a bridge across the River, a meeting hall, and homes for the residents.

Mention of the lumber and shingle mills brings logging more directly into the story. By 1890 logging had become the major focus of the economy in the region, and logging contributed to much of the major development that followed during the following three decades. The area possessed a rich expanse of virgin fir and cedar forests, and the harvesting of these forests provided income for hundreds of people, not just the loggers but also the mill workers, railroaders, storekeepers, teachers, clergymen, and others on whom the community depended.

Yes, railroaders had come to the region, in the first instance for transporting logs from the forests either to the River or directly to mills further downstream. In time the railroads also transported people, not only locally but also to and from other parts of the United States. Between 1909 and 1911 both the Great Northern and the Chicago, Milwaukee, and Puget Sound Railway built tracks directly through the town of Cherry Valley.

With those new tracks in place, the town had to move. Not only did the town move; but it also changed its name to Duvall, in honor of the logger, James Duvall, who owned the land up on the hillside where the new town appeared. Duvall flourished during the first two decades of the twentieth century, providing a setting for a movie theatre, grocery and hardware stores, a gymnasium (that doubled as a dance hall on Saturday nights!), drug stores, a blacksmith shop, a shoe store, a tailoring shop, hotels, butcher shops, and many more.

Once the forests had fallen, however, the loggers and the millers left town; and Duvall settled down into a half century during which it grew little but at least maintained its identity. Farming replaced logging as the main economic activity of the region; and businesses, schools, churches and other undertakings that supported the farmers found their place in the Duvall of those times. Prohibition in the 1920s hurt some enterprises in downtown Duvall but gave impetus to the more creative individuals with land and facilities out in the countryside. The Depression of the thirties hit hard, but at least the

farmers had the food for feeding their families. World War II brought blackouts that complicated life for the chicken farmers, and it led to the building of a 12' by 12' structure where townspeople kept a 24-7 watch for enemy warplanes.

By this time the steamships that had brought people and supplies up the River had gone, and the days of the railroads were also numbered. Duvall's last train came through town on February 9, 1973. Autos, busses, and trucks took their place. Meanwhile the people of Duvall needed changes, including better roads, new schools, and a sewer system. From these needs arose some of the primary challenges facing community leaders in the second half of the twentieth century.

The late 1960s coincided with a national movement that made a special, and very rich, contribution to the history of Duvall. Members of this movement, called by some the counter culture and by others the hippies, sought the freedom of wide open spaces that areas around Duvall provided for them to seek out a new way of life. These new people, for instance, found enjoyment in the popular music of their time; and in addition to concerts sponsored one afternoon the dropping of a piano from a helicopter onto a field on the outskirts of town. That event is still remembered by the people of Duvall. Many of the "hippies" stayed in the region and became valuable members of the arts and business sectors of the community.

Growth after 1970 came slowly, but changes were in the wind. Population figures of 600 in 1972 rose only to 670 in 1978 and to 719 by 1979. People could sense, however, that a bridge across Lake Washington opened access for people to live on the eastside of the Lake in suburban communities and to drive to work in Seattle. In time those suburban communities would in themselves also provide employment and business opportunities. News columnist Oscar Roloff worried as early as 1972 that the Snoqualmie River Valley, this "pastoral place," this "last unindustrialized smokestackless valley in King County" would disappear!

The history of Duvall since the seventies reflects the efforts of city leaders and city residents alike to prevent Oscar Roloff's concern from becoming a reality. Population after 1979 did indeed explode; and by 1986 Duvall had become, with close to 2,000 residents, "the fastest growing city in King County." Those numbers have continued to grow and in 2006 were approaching 6,000. Still there remains the commitment to retain the character which Duvall's rural and small town history portray. Such is the challenge facing Duvall in the new millennium.

A lot of people and a number of key groups have made possible the publication of this book. The members of the Duvall Historical Society have played key roles, as have the City of Duvall, the Duvall Library, and the King County 4Culture organization. The contributions of Bob Kosters, who for decades put hours of work as a member of the Historical Society into recording and recounting Duvall's history, were vital to the writing of this book.

We conclude this introduction with a quick note about the authors. Allen Miller comes from a family with ties to Duvall's history going back many decades. He has written extensively about Duvall's history, including the book, Digging Duvall's Past, published by the Duvall Historical Society. Don Williams, a Professor Emeritus at the University of Washington, came to Duvall in 1988 and served for number of years as President of the Duvall Historical Society.

Here then is the story awaiting on the pages that follow. Read it and enjoy.

TABLE OF CONTENTS

	<u>Page</u>
Chapter One, The Early Years.....	1
Chapter Two, The Town Has Its Beginnings:1900-1913.....	10
Chapter Three, The Town Incorporates:1913-1920.....	18
Chapter Four, The Quiet Years: 1920-1950.....	25
Chapter Five, The 1950s and 1960s.....	37
Chapter Six, Changes Accelerate, The Decade of the Seventies.....	44
Chapter Seven, The Eighties--A Time of Continuing Growth.....	54
Chapter Eight, From the Nineties Into the New Millennium.....	66
Bibliography.....	77



A View of Cherry Valley from the Swing Bridge



Steamer Pulling Logs Down the River



A Road Between Monroe and Cherry Valley



Cherry Valley's First School

CHAPTER ONE

The Early Years

Our history begins, as it should, with the Snoqualmie tribe, whose members lived in this region before the first white man or woman ever ventured into it. These people and their predecessors, in fact, have lived in this region for hundreds and thousands of years, controlling at times an area reaching east as far as the crest of the Cascade range, west as far as present day Whidbey Island, north as far as the town of Mount Vernon, and south as far as Chehalis.

The Snoqualmies (or their predecessors) had, for instance, a tool-making facility eight miles east-southeast of present-day Duvall dating back perhaps 8,000 years. (Valley View, 7/20/98, p. 1) Known to the Snoqualmies as Stuwe'Yuk, the village served as a permanent year-round settlement where the villagers manufactured "stone tools, using local jasper and trading for obsidian." Other items among the thousands found at this site include "a spear point, chipped from a piece of chert, a flintlike rock, ... a crescent scraper (a 1-inch piece of jasper with a curved edge that was used to help round posts or poles) and a thumbnail scraper (a piece of jasper probably used to scrape fiber and leather)." The settlement also provided a setting for drying salmon, for trading between tribes people in the mountains and those in the lowlands, and for controlling access to a nearby copper quarry. (Iwasaki, John, de los Angeles, Andy. Seattle Post-Intelligencer, 7/17/98, pp. 1,4) .

In the years leading to the arrival of the white man, the Snoqualmies maintained homes all along the Snoqualmie River, from present-day Fall City all the way to Monroe and beyond. Their more permanent structures were longhouses, ranging in size from forty to sixty feet wide and fifty to one hundred feet long. They also had what Katherine Forgue Barker calls "hurry-up" houses, which they used during their food-gathering and other trips. These "hurry up" houses had three walls, made of cedar planks and a roof pitched high in the front and lower in the back. The fire pit sat at the high end of the building, and cedar and cattail mats hung along the side provided protection from inclement weather. These structures were easily installed and taken down and fit nicely into the canoes. (Letter, Barker to Don Williams, 6/2/04)

Tribal fishermen and hunters would drift in their canoes and dugouts down the Snoqualmie River on trips that brought them into the area in which present-day Duvall appears. Here they established temporary camps, using the aforementioned "hurry-up" houses. They also had a "Stomping Ground" in an area east of the Pole Line Road in present-day Duvall. (Letter, Snoqualmie Tribe to the Duvall City Council, 7/7/82) The River, of course, served as a primary route when the Snoqualmies traveled to and from Puget Sound, so they passed through what became the Duvall area frequently.

Salmon provided a primary source of food for the Snoqualmies, but they also found in the Valley other food items. On land that they cleared they raised potatoes and other garden items. (Katherine Forgue Barker interview, Jennifer MacKenzie, 2002, p. 3) The root/bulb of the lackamas or camus grew abundantly here, as did native

blackberries. The Snoqualmies had ways of drying these food sources that made them available year around. (Hill, 1970, pp. 155) The abundance of deer and elk in the region added to the native diet.

When white people began working their way into the Snoqualmie River Valley they usually did so with help from the native people. Samuel Hancock, for instance, had native help in traveling upriver by canoe in 1851 as far as present-day Fall City. From there he portaged around the Falls and continued another two miles up the Valley (Snoqualmie Valley Reporter, 3/24/93).

Relations between the Snoqualmies and the whites, as one might expect, often proved difficult in the early stages. White settlers pushed aside native peoples who had lived there for centuries. A person has to wonder, in fact, at the eventual willingness of the Snoqualmies to help the newcomers, help that in some instances meant the difference between starvation and survival for the whites. (Barker interview, 2002, p. 3)

Trouble did arise in 1849, for instance, over an attack by the Snoqualmies on a nearby fort, quite possibly aimed not at the whites stationed there but at members of the Nisqually tribe inside. A white soldier died as the result of this attack, leading later to the execution of two natives. (Hill, 1970, p. 157)

Six years later Tribal Chieftain Patkanim allied himself with the whites. On January 22, 1855 he joined other tribal leaders at Point Elliott in ceding all of the land between Elliott Bay and the Canadian border to the Americans. Under the terms of that agreement the Snoqualmies were to move temporarily to the Tulalip reservation north of present-day Everett, a reservation intended for use by the Snohomish tribe. Some Snoqualmies remained, however, in their native valley; and others returned from Tulalip when promised land at the new site did not materialize. Never did the Tribe receive the amount of land specified in their treaty with the white man, leaving them in many ways a landless people.

Patkanin's successors continued striving for the promised reservation. At a meeting in Carnation in 1940 tribal leaders consulted with attorneys in an effort to gain passage of Senate Bill 3060 aimed at helping the Snoqualmies. Nothing came of this effort, but in March of 1944 Chief Jerry Kanim (sometimes spelled Kenum), with the approval of the Commissioner of Indian Affairs, purchased in behalf of his people 10,240 acres northeast of present-day Carnation.

In the 1950s the federal government started removing the tribal status from some groups, including the Snoqualmies. There followed a struggle that didn't end until October 6, 1999, when the Snoqualmie Indian Tribe finally received its Federal Recognition. (Barker letter, 6/2/04)

White farmers started moving into the Lower Snoqualmie Valley, often as homesteaders, in the late 1860s and early 1870s. Mr. and Mrs. C. Stackpole arrived here by canoe in 1870. As was so common at that time, they managed to complete the trip because they had native help, help that also made possible their early farming efforts. Here the Stackpoles and other newcomers found a flat valley covered with alder, crabapples, vine maples, and thick underbrush. A person could easily become lost wandering through this thicket away from the River, and Mr. Stackpole took care not to venture far from its shores. Meanwhile Mrs. Stackpole lived with the reality that the

nearest white woman to her home lived far downstream in Snohomish. (Kosters, Wagon Wheel, 2001, p. 1)

The 1975 "Significance" statement prepared by the National Register in certifying the historic Dougherty House describes the land to which these settlers came:

The Lower Snoqualmie Valley, along the river, was good farming land. A few families moved in among transient Indian settlements in the late 1860s and early 1870s. Farmers homesteaded the land and sustained their families on produce brought out of the farm. Home gardens, fish and game supplied their needs, with a bit more for bartering for things they could not produce themselves. Indians were plentiful but peaceful. Settlers sometimes employed them for land clearing and for hauling by canoe. (Item Number 8, p. 2)

The Significance statement also contains a description of the living quarters of those early settlers:

Settlers were often people of limited means. Funds for a homesteader's first-year supplies, or down payment on some land for later buyers, often took all the cash available; the family had to live in a tent. The tents were low pitched roof rectangles made of duck which was supposed to keep out the rain -- but didn't. If a settler had a little more money, he erected a rough board shack or half-tent. It usually had a board floor mounted on stumps sawed flush with ground level, a few big rocks laced strategically with the flattest sides up and leveling approximated but seldom achieved. Plank siding went about three or four feet up from the flooring; this supported a light framing of the sides and a ridge pole. A canvas tent was stretched over this upper frame. (Item Number 7, pp. 2-3)

Among the people coming to the region during this time was Francis Duvall, who arrived as a homesteader in 1871 and gained full title to his property on October 15, 1875. His brother, James, for whom the present city is named, appeared a few years later and joined Francis in farming the property. (Wagon Wheel, 1992, pp. 65-6) Other families coming to the region during this time included the Radcliffes, the Frazers, the Hanisches, the Pinkertons, the Funks, and the Doughertys.

Until bridges started appearing at the very end of the nineteenth century, persons wanting to cross the River either needed canoes, rowboats, or dugouts or they took advantage of ferries operated by the Duvalls and other early residents, including Leo Leyde, Herb Leake, and Tom Hopkins. This need for ferries became especially acute when the settlers became increasingly dependent on wagons and teams for transporting goods that had to cross the River. (Miller, 1995, p. 6)

By 1875 steamships had made their way to the Lower Snoqualmie River Valley, the Fannie Lake reaching a spot near present-day Carnation in that year and a "light draft stern-wheeler" named Nellie reaching Fall City a year later. Allen Miller describes the Nellie as stretching some eighty feet in length, with a 19-foot beam, and drawing only 21 inches. This shallow draft enabled ships such as the Nellie to navigate the River during low water times. The list of ships cruising up and down the Snoqualmie River during those times is large and includes the Alki, the Black Diamond, the Black Prince, the Brick, the Cascades, the Chehalis, the Cherry Valley, the City of Bothell, the City of Denver, the Eagle, the Echo, the Edith R, the Grace/Gracie G, the Glide, the J.H. Vincent, the Loma, the Lucerne, the Mame, the May Queen, the Pearl, the Skagit, the

Wild Duck, the State of Washington, the Swinomish, and others. A few of these ships conducted excursions up and down the River, sometimes complete with a live band performing on board. (Miller, 1995, pp. 25-7)

Of special note was the Eagle, which, according to Bob Kusters, "took the cake with a chain drive, six-foot beam, and forty feet long." Built in Fall City and captained by a man from Fall City named Reese, the Eagle with "its endless chain drive was so noisy that she didn't need a whistle and could be heard from Snohomish to Fall City when she started to move." (Wagon Wheel, 2001, p. 2)

Travel up and down the River had its perils, especially when the water level dropped. Ships would catch on embedded snags and at other low spots in the stream. In fact, only crafts with especially low drafts could navigate in the summer. Those laden with milk headed for facilities further downstream from Cherry Valley would, for instance, run aground and need quick attention so as to protect the milk from spoiling. Reports from those times are full of stories of ships mired at one point or another.

At other times of the year high water could also pose problems. George Taylor tells of "his Uncle Jesse Dutcher going down the river with a load of potatoes when Jesse was sixteen years old. The boat overturned at the forks and Jesse lost his life on the 30th of March 1887." (Kusters, Wagon Wheel, 2001, p. 2) Floods occurred then as they do now (and may have caused Jesse Dutcher his life), one flood in 1871, for instance, costing farmers both livestock and homes.

By the same token, the river steamers became a critical element in the development of the Lower Snoqualmie River Valley. Farmers such as the Dutcher family and store owners received their supplies from ships coming up the River, while the farmers shipped their crops downstream to larger markets on Puget Sound and elsewhere. The ships' boilers meanwhile required large quantities of wood, often supplied by farmers and loggers living along the River.

The National Register describes the farming that took place in the 1890s:

By...the early 1890s, hay grain, potatoes and some dairying had become the main farm products. Most farmers sent milk to the condensery in Monroe to be processed into evaporated milk. The Doughertys separated their own milk and sent the cream (first sour, then sweet) to markets in Everett every morning. Valley farmers shipped their hay to Seattle, the big market "on account of all the horses used there in city work," according to the Doughertys. (Item Number 8, p. 2)

Settlers also engaged in logging, as described in the National Register:

Before professional loggers moved in, settlers needing cash would occasionally log off some land. They would skid logs to the river and float them to the mill in Snohomish. Mills paid cash for logs and sometimes that cash meant the difference between starvation and defeat or managing to make a go of homesteading. (Ibid.)

As the settlers cleared more and more land in the Valley, they gained large pastures in which they raised livestock.

In time a small community, called Cherry Valley, started to materialize along the River bank. The name emerged when the local postmaster, Lucius Day, realized that he needed a name for the new town, looked out his window at two cherry trees in full bloom, and thus made his decision. Population by 1896 had reached 136. (James Warren, Seattle Post-Intelligencer, 7/16/86)

A school, built of one huge cedar log, appeared in 1875. William McDonald donated the log, as well as the acre on which community members built the school. From this single log, they even had "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." (Miller, 1995, p. 28) The school in 1885 had fourteen students when David Craddock arrived as the teacher. Miller describes the life of Craddock, the teacher:

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. (Ibid.)

Following the building of the school there came a saloon and then, in sharp contrast, a Methodist church, both built on land owned by a sometimes Catholic, sometimes atheist James O'Leary. Miller tells the story of the building of the church:

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.... 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 2 1/2 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. (1995, p. 42)

In 1892 Bob Crossman built his Valley House, a hotel/saloon and livery stable located near the mouth of Cherry Creek on the northern edge of the area. Extremely popular in the years to come with loggers and with travelers using it as a halfway house on their trips through the region, the Valley House played a big role in Cherry Valley life. During the years to come a winding dirt road built between Snohomish and Fall City and a railroad operated originally by the Millett and McKay Logging Company intersected near the Valley House, contributing to its popularity and availability to a wide range of visitors. Don Funk describes some of Valley House's visitors during its heyday:

The loggers bringing their pay checks down to the Valley House each weekend, made for a hot time in the old town many a night. The staid citizens of the valley looked with censure at the 'goins on' at the Valley House, and the story is told of one local (and highly respectable) rancher who one day borrowed a pickup

6

wagon and team from a man who just couldn't get by the saloon without stopping. As Respectable Citizen drove up the valley road he dozed at the wagon seat, letting the rein dangle -- and suddenly, to his horror, discovered the team had, from long-standing habit, stopped right in front of the saloonThe patrons inside the saloon saw a very red-faced driver frantically back up the team and take off down the road on the double. (1989, pp. 9-10)

Hunters and sports fishermen also used the Valley House in later years as their residence while seeking the wild game, waterfowl, and fish that abounded in the area. The Valley House burned in 1915.

Cherry Valley in 1893 built its second school building, called by Don Funk "the little white schoolhouse," at a cost of \$714.50. Located a half mile south of the earlier building and constructed by a Mr. Bancroft, it included a one-acre schoolyard. (Funk, 1989, p. 19) Edna Anderson Wallace has described life at this second school:

The children walked or rode horseback and some crossed the river by canoe. The length of the term varied, but was usually six months, seldom nine. The teacher did the janitorial work also. Popular games at recess were anti-over, hop scotch, run sheep run (for which the woods offered great hiding places), and pom-pom pull away. Nellie Thayer Miller, Pearl Addleman Funk, Leo Dougherty, Albert Denolf, and Florence Pickering Edstam from Novelty attended this school. Two teachers were Seena Ballard Clark and Margaret Johns Funk. The building was torn down in 1920. (Wagon Wheel, 1992, p. 42)

Allen Miller has also described life in this second Cherry Valley school:

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. (1995, p. 29)

Arthur and Pauline Hix in 1905 opened the next Cherry Valley building, a general store. Having first settled in Monroe, the Hixes decided, with the encouragement of their Methodist minister, Mr. Ruhl, to move to Cherry Valley. "(P)eople would like it," Rev. Ruhl told Arthur. So he and Ruhl traveled from Monroe to Cherry Valley in "a little cart drawn by horses, (on) just a little path...." While in Cherry Valley Arthur met teacher Jennie Getty, who helped him explore the area. (Jennie was a relative of the later millionaire J. Paul Getty). Upon returning to Monroe Arthur warned his wife, "(T)here will be days when you won't see anybody." Pauline, to be quite truthful, would just have soon returned to her home and relatives in Daleville, Indiana; but she persevered and with her husband opened the store in Cherry Valley. The property on which they built their store had originally belonged to James O'Leary, who later gave it to the Methodist Church, who sold it to the Hixes. Their enterprise served a

vital need facing the growing residential population of that time. (Hill-Bowe interviews, 12/82, pp. 3-4; 4/15/94, pp. 1ff)

Obtaining supplies for his store did not prove easy for Mr. Hix. His journey would start with a walk from Cherry Valley to Kirkland, where he would board a ferry into Seattle. From Seattle he would travel north to Everett, where he ordered his groceries. That task accomplished, he would board a ship such as the Black Prince, which would take him up the River back to Cherry Valley. Several days after he had ordered the materials, river steamers would deliver them to the Hix store. (Wagon Wheel, 1992, p. 41)

During 1905-7 the County built a bridge crossing the River in Cherry Valley. With its primary foundation located in the River itself, the bridge swung open when ships came up or down stream and swung shut when residents wanted to get from one side of the River to the other. Thus it came to be known as the "swing bridge," called by Miller "literally the Valley's biggest swinger." (1995, p. 7) Local residents, including the Dougherty boys, would watch and listen for ships approaching the bridge and run down to open it when the ships came through. As described by Miller, the bridge had protective wooden screens on its upriver side intended to protect it not only from wayward boat and ship traffic but also from the logs continually drifting down the River. This protection did not always prove successful. Miller, drawing on information given him by Meredith Owen, describes a particularly bad log jam occurring at the bridge in 1913:

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 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 was repeated until the river was clear. (Ibid.)

One additional structure appeared in Cherry Valley during this period. Grange members in 1910 constructed a community hall, located some 300 feet below the bridge. A short while later railroads worked their way through Cherry Valley, and the

Grange Hall, the Methodist church, and the Hix store were moved - as was the Dougherty house.

About the same time as Cherry Valley appeared on the scene, another community developed a few miles to the south. George Boyce settled there in 1871 and named the site after his home town in Novelty, Missouri. In 1884 English immigrants Alfred Pickering and his wife settled in Novelty and awhile later built a general store there. The store, which changed ownership several times in the ensuing decades, over time sold -- in addition to groceries -- "cattle feed, hardware, household goods and farm machinery." (Miller, 1995, p. 32)

In the 1890s the people of Novelty built their first school. Among those attending the Novelty school in 1893 were Walter Peterson, Bertie Pickering, James McKay, William and Lonnie Adair, and Leo Leyde. (Ibid.) Johnny Clark shared with Allen Miller an incident occurring at the Novelty school:

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 got one leg shorter than the other!" Despite their handicap Novelty won. (1995, p. 33)

A second, larger Novelty school appeared in the summer of 1905 and a third in 1912. Also in 1905 telephone service was extended from Cherry Valley to Novelty.

The region's first bridge across the River appeared, not in Cherry Valley, but in Novelty. This bridge, built in 1899 at a cost of \$6,000, drew the envy of the people in Cherry Valley, who had to wait another seven years for their own structure.

In addition to the schools, the bridge, and the Pickering store, the Novelty community eventually included a church, two railroad tracks, a milk station, and, according to Ralph Taylor, "a grange hall and quite a population on the hill." (Taylor tape, 1979, p. 1) In about 1906 the members of the Novelty Lutheran Church, who had been meeting further southwest in Vincent, built them a church in Novelty. Conducted originally in the Norwegian language, the services continued for about fifteen years and included an altar done in white and gold and an inscription written in Norwegian on the altar declaring "I stand at the door and knock."

The store originally started by Alfred Pickering continued standing into the 1950s, when it finally closed. With its closing the last building in what had once been the town of Novelty stopped functioning. (Wagon Wheel, 1992, p. 71)

Before concluding this chapter we want you to become better acquainted with some of the people who lived in the Cherry Valley area during those early years. One such person, James O'Leary, moved to the region sometime between 1883 and 1886. He paid Hannah Dodd \$725 for a 162-acre farm that William Long had originally homesteaded in 1876 (The National Register, 1975, p. 3, says O'Leary paid \$1500 for the property.) O'Leary first lived in a log cabin on the farm, but by 1888 he had built a proper home. Later that year he built still another home, "a second fine two story house immediately in front of the older house." (Johnston, Helen Bennett. Wagon Wheel. 1992, pp. 23-24) This second house O'Leary built in anticipation of a marriage that never materialized. He subsequently sold this second house in 1891 (without ever living in it) to Frank Waxburg for \$8,000, who sold it to Elbridge Sibley in 1893 for \$10,000, who deeded it back to O'Leary in 1895, who sold it finally to John Dougherty for \$2,500 on December 6, 1898. Around 1900 O'Leary married and moved to Seattle. (National Register, Item Number 7, p. 3)

The Dougherty family arrived in Cherry Valley on board the steamer, Echo, in 1893. John Dougherty, born in Dubuque, Iowa in 1853 and Kate Dougherty, born in Ireland in 1858, married in Seattle in 1882. They later moved to Utsaladdy on Camano Island, where John worked as a bookkeeper for the Utsaladdy Lumber Mill, at that time thought to be one of the largest lumber mills in the world. John lost his job in the financial panic of 1893 and three months later brought his family to Cherry Valley, this

at the invitation of Father McCauley , who had a home on Cherry Creek and made it available to the Doughertys. The year 1899 finds them living in the former O'Leary home. (National Register, Item 8, p. 1)

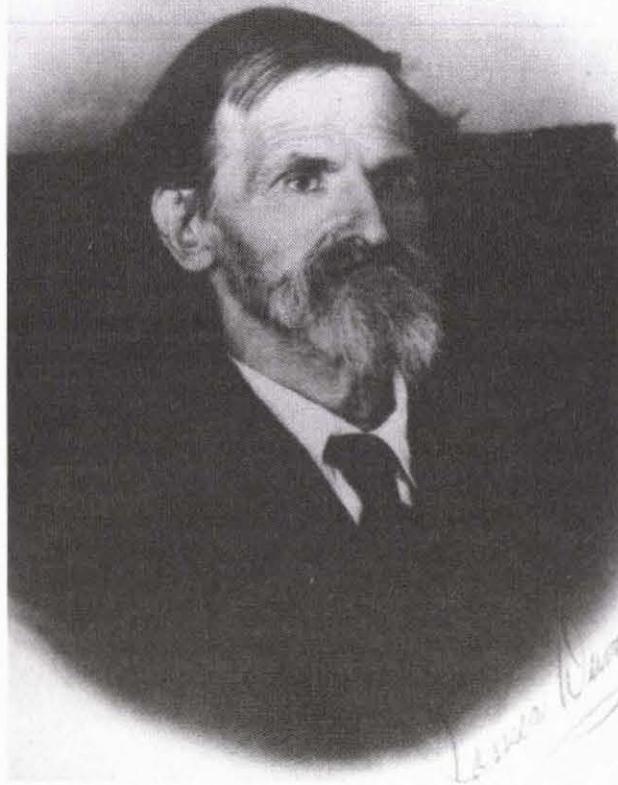
By 1900 the last of John's and Kate's eight children had been born. The first five -- James, Joseph, Mary, Kathleen, and John, Jr. -- were born in Utsaladdy, Margaret in Seattle after John lost his job in Utsaladdy, Leo in the McCauley House, and Vincent in what came to be called the Dougherty House. Three years after Vincent's birth in 1900, his father died, leaving Kate with the responsibility of raising and supporting the eight children. This she did well, and all eight of her offspring matured successfully into adulthood. Two of them, Kathleen and John, Jr., gave over their lives to the Catholic church, Kathleen becoming Sister Mary Edna and John a Jesuit priest. (Ibid.)

The Dougherty home very early became a setting for services of the Catholic Church. The priest, when he came to the region before the opening of a permanent church in Duvall, would often hold services in the Dougherty's parlor. Residents also came to the Dougherty home for their mail, Kate having been chosen to provide this service because of her reputation as "a fine capable woman." She received no salary but had some income from the sale of stamps. (National Register, Item Number 8, p. 8)

One more person -- James Duvall -- requires careful attention before we close this chapter. As mentioned earlier, his brother, Francis, gained title to the property in 1875. He built a riverside cabin on his property, "settled his family, and planted fruit trees in a small orchard." Francis's property consisted of 180.74 acres, land on which part of the city of Duvall was later based. (National Register, Item Number 8, p. 3) In 1887 his brother, James, gained title to the property. James lived for awhile in Everett where he did some logging. When he returned to Duvall and acquired his brother's property in 1887, James devoted his full energies to logging. His logging camp emerged at the top of the hill on present-day Third Avenue. Here James kept his black Durham bulls, of which he was very proud, animals weighing around 1800 pounds and capable of moving the downed logs to the skid roads onto which which the logs tumbled on their way to the River. Later residents of the town remember well the skids, covered with a "liberal coating of grease," skids that because of their coating remained in place long after James Duvall ended his logging operations. (Miller, 1995, p. 44)

James Duvall married Annie Dyer, a Tulalip Indian, and they had four children -- George, James, Lena, and Olive. A year after Olive's birth in 1889, her mother died and was buried in the Cherry Valley Cemetery. James a few years later needed money to preserve the mortgage he held on his property and embarked for the Yukon territory in Alaska. He returned to Duvall briefly, but in 1909 sold his property to the Cherry Valley Townsite Company and left the area, never to return. (Kosters, Wagon Wheel, 1992, pp.65-6)

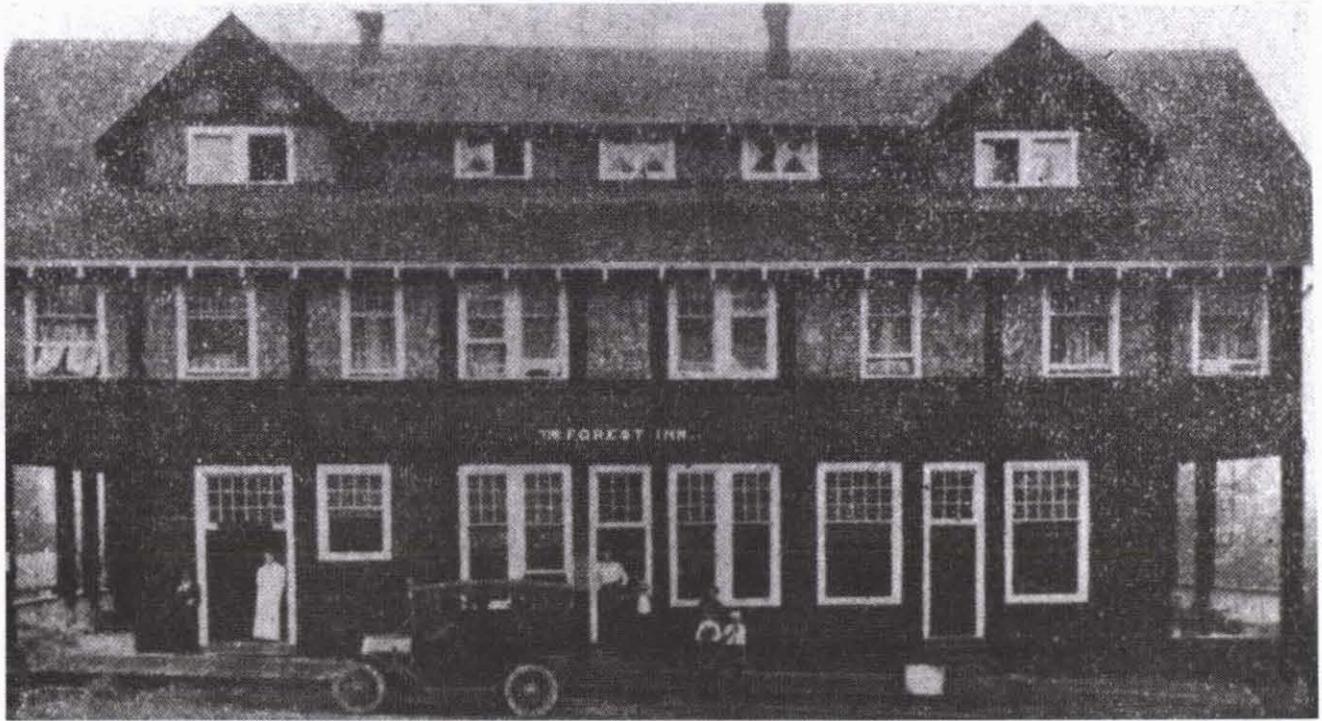
In the chapter that follows we shall tell the story of one of the most exciting periods in the history of Duvall. For one thing, the town of Cherry Valley had to move to make way for two intercontinental railroad companies that built tracks through the town. In the process Cherry Valley became Duvall. The logging in which James Duvall and many others engaged brought wealth and excitement to the region, and railroads appeared not only for the moving of logs but also for the moving of people. Hotels, a movie theatre, an athletic pavilion that served on weekends as a dance hall, and a host of other enterprises arose, giving Duvall one of the most vibrant periods in its history.



James Duvall



Duvall Shingle Mill



Forest Inn



Duvall's Muddy Main Street

CHAPTER TWO

The Town Has Its Beginnings: 1900-1913

The arrival of a new century brought the promise of exciting new growth, not only to the Lower Snoqualmie River Valley but to the people of America as well. New machines developed in the United States generated products exported around the world. Skyscrapers appeared in the larger cities. Millions of immigrants arrived, bringing with them cultural features that changed the character of the nation. Railroads expanded, bringing change to many corners of the land.

The development of the village of Cherry Valley into the townsite of Duvall was the direct result of the announcement of a plan to build a railroad line into the Lower Snoqualmie River Valley. Opportunists began to envision the benefits of a transportation line into the Valley as early as 1906 when the Snohomish Valley Railway Company was formed to build a railway line from Everett to Monroe, south through Cherry Valley, and ending in Tacoma. This ambitious project never got beyond the early formation stages. In the meantime the transcontinental Chicago, Milwaukee and St. Paul Railway announced its intention to build a branch line through the Valley in 1906 also, while they were still in the early stages of building their main line extension to the Coast.

When the "dreamers" were separated from the "doers" and construction actually commenced, starting with the Everett and Cherry Valley Traction Company branch of the Great Northern Railway from Monroe in July 1909, things began to happen. The James Duvall homestead, known as the "Duvall Property" came up for sale in 40-acre tracts in February of that year.

Jack Bird, of Monroe, acquired a 40-acre parcel extending from present-day Bird Street to, roughly, Stella Street and, afterwards, bought out an adjoining 40-acre parcel from Stella Street to Coe and Clemons Creek. He promptly sold a 100 foot right-of-way to the Everett and Cherry Valley Traction Co. (Great Northern Railway) in April and immediately began preparations to plat not only a town in Cherry Valley, but one in the village of Tolt also. Money from the railroad right-of-way allowed Bird to purchase the remaining 40-acre tract to the north of Bird Street. A Seattle engineering firm, Reitze, Storey and Duffy, were employed to survey and to lay out the new town. Business lots, 25 by 100 feet, were staked out; and streets were located and roughly graded.

The old village of Cherry Valley lay right in the path of the railroad and so, in late October, it was announced that Arthur Hix's pioneer store would be moved to a location in the new townsite. It was soon decided also to move the church and parsonage to the new town. Other historic buildings re-located by the construction of the railroad were the Dougherty house and the log home built by Lucius Day, located near the county line. Mr. Day was a farmer who came to the Valley in the mid-1870's from Kinnickinnic, Wisconsin and later served, as mentioned in the previous chapter, as Cherry Valley's postmaster.

Alex Stewart, chief engineer in the construction of the railroad branch line, visited the new townsite in late October, 1909 and offered some suggestions to improve the layout of the streets. Consequently Stewart Street was named for him. Jack Bird took in E. Milton Stephens as a partner in the Cherry Valley Townsite Company, thus the origin of the names of those two streets in both Duvall and Carnation. In looking for a name for the new townsite, serious consideration was given to the name "Virginia" for the daughter of John T. McChesney, an official of the railroad. Although not accepted for the town itself, her name was applied to one of its streets.

Not One. But Two Railroads

In the spring of 1910 the Chicago, Milwaukee and Puget Sound railroad began construction on their branch line commencing from Cedar Falls (called "Moncton" at the time) down the Snoqualmie, Cherry, and Snohomish valleys to Everett. This announcement to build a second railroad through the new town caused a delay in officially opening the new townsite to the public, as the additional right-of-way required for the Milwaukee yards made necessary the addition and relocation of some of the town's streets.

Early construction maps and documents in 1910 show "LaBird" to be the Milwaukee's choice for the name of the new town. Probably in honor of the town's original promoter, Jack Bird. Eventually the logical name "Duvall" was applied to the townsite, spurred on by the news in April 1910 that pioneer homesteader James Duvall was gravely ill and nearing death in the Pacific Hospital in Seattle.

The Town Opens For Business

The county road from Tolt entered the new town on First Avenue, instead of Main Street. Thus some of the earliest businesses were located on that street. Among the earliest business houses to establish themselves in this new town were Harty's Restaurant and Hotel on the northwest corner of First Avenue and Virginia Street. also Robert Aimer's Blacksmith Shop and A.H. Boyd's General Store located on Main Street in October 1909, when the town was named Cosgrove.

The following month saw establishment of J.B. Martel's restaurant, located on First Avenue, and Albert P. Manion's Hardware store located on the northwest corner of Main and Cherry Streets. Arthur Hix's store was located on its lot across Main Street from the new hardware store just before Christmas after a six-week journey from Cherry Valley. The Methodist Church that Reverend McNemee built in 1894 arrived a short time later, being set upon its lot at Stella and Main Street in mid-February 1910. While it was being raised for moving, the floor fell out of the parsonage building, resulting in the building's being demolished. A new parsonage was built on Stella Street up hill from the re-located church. At its former location the parsonage was mostly rented out to various teachers at the Cherry Valley School, as there was no resident preacher. With the coming of a real town the church was able to attract a full-time minister and the new parsonage served its intended purpose.

The Cherry Valley Community Hall, the last building moved from the old village site, wouldn't arrive until almost a year later, January 1911 -- mainly because its removal wasn't necessary for the building of the Great Northern branch, but it was in the way of the Milwaukee line a few months later.

An Era Begins. Another One Ends

The river boats, which had been so important to transportation up to this time, were making their final "hoorah" on the Snoqualmie River. In early December, 1909 the "Loma, of Everett" made several trips up-river to deliver supplies and merchandise to the new town merchants. A 40-ton shipment on Sunday, November 28th included a stock of general merchandise for Arthur Hix, 20 tons of merchandise, hay and feed for A.H. Boyd and Sons, and a stock of hardware and furniture for A.P. Manion. Once the railroads were up and running, few trips were made up-river by any more steam boats. Among the last were the Cherry Valley Logging Company's tow boat "Grace G" that -- as mentioned in the previous chapter -- broke up occasional log jams which formed at the county swing bridge, and the "Loma," which made the last trip upstream beyond Duvall in 1917 to freight potatoes for Carnation Farms downstream to their railroad spur near Stillwater.

Meanwhile, the business lots in the new town began to fill up rapidly. In the year 1910 Charles E. Mercereau built a barber shop on First Avenue, and Jeff Couillard built a meat market -- with a community hall on the second floor -- on the corner of First and Stella. When the town incorporated, the first town council meetings were held in Couillard's Hall and Jeff became the first city marshal.

The town's first doctor, Henry Gherken, arrived in 1910, locating his home and office along Main Street. Almost across from the good doctor's house was located another restaurant, the Popular Cafe, operated by Olive Duville, a recently - widowed woman from Mount Vernon. She advertised "Meals at all hours, 25 cents and up." On the second floor of her building were her living quarters and six or seven rooms that she rented out to some of the town bachelors. On the night of June 1st, 1913 her establishment entered the history books as the town's first fire. The building was a total loss. Mrs. Duville moved to Everett, working as a cook on Puget Sound steamers.

It was about this time that the official name "Duvall" for the new townsite came into use. The first known official document to mention "Duvall" as the town name was the dedication of the surveyed plat, dated August 31st, 1910 and signed by John and Ida Bird. An advertisement by the Cherry Valley Townsite Company in the Friday, September 9th edition of the Monroe Monitor newspaper carried the official notice of the town name to the public, stating, for the record, that the name selected honored the picturesque pioneer, James Duvall. The new name, according to the Monitor, had been selected by the railroad companies and the Townsite Company and had been approved and accepted by the postal department. With this, the Milwaukee railroad was forced to change the name of a small station north of Othello, Washington from "Duval" to "Novara" to avoid confusion of freight and express shipments to the two points.

Another large building project about this time -- and a testament to the hopes of the growth the new town would bring -- was the erection of a new two-story Cherry Valley Elementary School, opened in the fall term of 1910. This large, roomy building contained rooms for all eight grades, plus a lunchroom, manual training class and indoor lavatories. It replaced a four-room (originally two-room) building built in 1907 that then became the High School building.

Other 1910 businesses were S.F. Gainer's Duvall Hotel, a large commercial hotel located, in November, on Cherry Street, west of Main, near to the railroad yards. Mr. Gainer also did taxidermy and watch repairing. Duvall's first dentist, Dr. Leon D.

Noble, had an office located in the hotel. A livery barn was located behind the hotel in March 1911, operated by Dan Barry. Also, J.B. Martel relocated to Main Street, erecting a new building in December containing a restaurant, grocery store, and hotel rooms above. His old building, on First Avenue, was taken over by Charles Rehm as a temporary butcher shop and bakery.

1911 was the peak "boom" year for businesses locating in the new town. Among them were the re-locating of the old Community Club House from Cherry Valley in January. This building became the first movie house in town in 1913 when a Mr. Harte, of Tolt, started the Duvall Theatre Company, showing moving pictures on Monday and Thursday nights each week beginning July 21st. Joseph Franke located his home and shoe store building on First Avenue in March, and Lon Brown opened his confectionery store and pool hall the same month. We'll have more on this interesting personality in the next chapter, "The Incorporated Town."

The Independent Telephone Company strung a wire into town and opened an exchange on First and Stewart Street in May, 1911. Women operators, known as "Hello girls" because of their pleasant "Hello" greeting when they answered the line to ask to whom to connect your call, worked both day and night shifts.

Harry Dean, an Englishman, located another hardware store on the east side of Main Street, north of Stewart, about this same time. Meanwhile, A.P. Manion, the town's original hardware dealer, added a single story furniture annex building onto the north side of his two-story hardware building. The upper story of the hardware was known as "Manion's Hall" and was used by the early Oddfellows and Rebekahs as their meeting hall. Many dances were held here which shook the building to its very foundation. Downstairs, in the hardware building, pitchforks, scythes, axes, and other sharp tools were held upright in a display rack. The late historian, Ralph Taylor, attended many of the dances and would purposely avoid dancing over that portion of the floor, above the tools, lest the floor collapse and he be impaled. (Ralph Taylor reminiscences)

For the recreational interests of the growing town the Townsite Company erected an Athletic Hall (gymnasium) on the west side of Main Street, between Stewart and Cherry Streets. It became a popular gathering for Saturday night dances with music provided by local bands. These dances were often followed by a chicken supper at the Popular Cafe. Between the Athletic Hall and Brown's Confectionery Sherman J. Moody opened the Duvall Trading Company on May 10th, 1911, where he sold dry goods, clothing, and furnishings. "If Moody's have it - it's in Style" was their slogan.

In October a newspaper arrived in the new town. A single woman, Miss Mabel Dufford, fresh out of Journalism School, set up office at the far south end of Main Street. Her weekly newspaper, The Duvall Citizen, was published every Saturday with the first issue coming off the press on November 4, 1911. The printing machinery was operated by water power, from the city's pipes; and it caused the tiny building to shake and rumble when the presses were running.

Miss Dufford took every opportunity to boost the new town in her paper's columns. She married a local man and sold the paper to her sister, Ruth Dufford, who operated it for about a month and then sold it in March, 1913 to David Peacock, an Englishman from Saskatchewan, Canada. By 1917 the paper had been sold to Monroe

attorney E.T. Bascom, who gradually merged its columns into his other paper, the Monroe Monitor.

In November, Joseph Franke opened a new building on Main Street for his expanding shoe business. Mr. Franke was a German immigrant who operated a shoe shop in Brainerd, Minnesota before coming to Duvall. There were enough "social" functions in the town by 1911 that a tailoring shop was opened on Main Street in November also. Located between the Hix General Store and the Blacksmith Shop, it was operated by F.W. Hoffman. "Overcoats and Suits Made to Order, \$18 and up, Fit Guaranteed," Mr. Hoffman told his customers. He would make trips to the local logging camps, taking orders and measurements. Then the customers would stop in on Saturday for final fittings. Mr. Hoffman caught cold on one of these trips and died of pneumonia in June, 1913. A couple of months later the shop was taken over by a man named John Turner.

The railroad lines were completed in 1911 also, with the Great Northern opening their depot and beginning regular service on May 15th. Lincoln G. Waggoner, a night telegraph operator from Monroe, was appointed the station agent. Their train service was classified as "mixed", which meant basically a freight train with a couple of passenger coaches added onto the rear. Service was slow, as the freight end of the business required switching at all of the spurs into various mills along the way. But people were not in a hurry like they are today, so the service filled a need.

There was a small one-stall engine house and turntable located at the end of the line in Tolt, and the train made two round trips per day to Monroe, tying up overnight at Tolt. The Chicago, Milwaukee and Puget Sound began freight operations over their branch as soon as the rails reached the town. The first carload of freight for Tolt arrived in that town on April 26, 1911. The rails reached Duvall in May and the work of laying the side tracks began May 7th. It is claimed there was a carload of freight waiting for that side track the day before it was finished.

By July the line was completed into Everett, and tri-weekly (three times a week) freight service was established August 18th. The line was officially opened for daily freight service November 18th and J. Roy Lucas, the local agent, worked out of a temporary boxcar depot until Duvall's station building was erected and opened to service January 8th, 1912.

Because the line had been finished in the wet winter months, passenger service was delayed until the new roadbed could properly settle. Therefore, a regular daily passenger train was not placed in operation until April 21, 1912. Passenger service was kicked off in grand style with a special "get acquainted" excursion operated on Wednesday, April 24th, sponsored by the Everett Commercial Club. The special train ran from Everett to North Bend. After the Milwaukee line was opened, these special trips were sponsored by the G.A.R. (Grand Army of the Republic), the Monroe Commercial Club, the School Teachers, and the Highlanders.

There were also a couple of Grand Excursions to Lake Keechelus, over the summit of Snoqualmie Pass. One, sponsored by the Oddfellows in 1913, attracted over 1400 passengers and had to be pulled by two trains. Another in 1914, sponsored by the Loyal Order of Moose, carried about 400 people. Besides an outing on a beautiful high mountain lake otherwise inaccessible to most ordinary folk, the other attractions at Lake Keechelus were: swimming, fishing, boating, meals at the Keechelus Inn, a

chance to ride a motorboat across the lake, music, and a newly-built dancing pavilion. Alas, a year or two later the U.S. Reclamation Bureau built a dam at the east end of the lake to control the head waters of the Yakima River for irrigation purposes. Also the Milwaukee built a two-mile-long tunnel and re-located it's line over the summit, all of which ruined or eliminated access to the lake via the railroad and promptly ended the excursions.

Regular passenger service on the Milwaukee line consisted of a ten-wheel type steam locomotive, an express/mail car, and a couple of coaches. Making one round trip per day, it passed through Duvall going down the Valley at 11:00 a.m., returning from Everett in the evening. It passed through again at 7:10 p.m. In the fall of 1913 the steam train was replaced with a self-propelled gasoline motor car with seating for 77 people. In May 1916 the passenger service was doubled with the addition of another round trip motor car. Passenger trains now arrived down the valley at 10:52 a.m. and 7:35 p.m. and up the valley at 9:52 a.m. and 5:52 p.m. The trains going towards Cedar Falls would continue on through to Seattle.

This service continued for a couple of years and then was reduced back to a single car making the round trip again by the summer of 1918. In the fall of 1920 steam service was again placed on the run as the motor cars were converted to trolley crew maintenance cars for the newly-electrified main line. The Milwaukee also ran a way freight train in each direction that offered the chance to buy a ticket and ride in the caboose if you were just going out to one of the local logging camps or were in no hurry to get where you were going. There were also a branch line log train and a local log train known as the "Stillwater Logger" that handled Cherry Valley's logs exclusively between the connection at Stillwater and their log dump near Snohomish. At the height of it's service there were 12 to 14 trains per day (passenger, freight, or mixed), passing through Duvall on its two railroad lines.

A big part of the new town's economy was dependent on the logging and lumber industry at this time. L.T. Smith started up a shingle mill just north of the townsite, where the present "Taylor's Landing" boat launch is. Other shingle mills in the immediate area of the town were Cunningham and Bergstrom (C.B. Mill) at Rocky Point, about four miles north of Duvall, and the large O'Neal Gowen Shingle Company mill located at the original mouth of Cherry Creek. Also in the same area was a small sawmill operated by Harrison Bacus. They cut dimension lumber, siding, and flooring. West of town were Douglas and Baxter and the Getchell mills at the foot of Ring Hill.

Also, there were several logging operations in the hills surrounding the town. Cherry Valley Logging Company operated camps at Cherry Valley and Stillwater, employing a few hundred men. High Rock and Pendleton's operations were north of town, in Snohomish County. Commonly known as "High Rock Logging Co.," the real corporate name was "Stephens-Bird Lumber and Logging Company" and was owned by the same partnership that formed the townsite company. T.M. Ring Logging Company was located west of town, on the hill that still bears Thomas Ring's name. The importance of Ring's payroll to the fledgling town is reflected in the fact that streets in Division Two were named "Ring" for Tom Ring, the owner, and "Richardson" for Russell Richardson, the superintendent.

The statement that 1911 was Duvall's final "boom" year for growth was not meant to imply that the town's growth stopped. 1911 was merely when the town's

growth hit its highest point. In November, 1911 there were twenty-seven different businesses represented in the new town. From July to October that year 90 carloads of lumber went into the building of homes and business buildings in the town. From across the Valley could be seen the gleam of new lumber and heard the sound of many hammers.

Finishing up the year of 1911, Charles Rehm opened his new meat market on Main Street in December and C.E. Mercereau's new barber shop and pool hall appeared just north of the present Duvall Tavern, replacing his temporary shop on First Avenue constructed a year earlier.

The year of 1912 also saw much growth, starting with Will Lierley's "Duvall Creamery," opened in January and located south of the Duvall Hotel and the Livery Barn, facing Stella Street. Mr. Lierley came to Fall City from Nebraska with his brother and their widowed mother in 1904. He was operating a creamery in Arlington before coming to Duvall. That same month a 20-foot addition appeared at the rear of A.H. Boyd's General Store to house a bakery for the hungry town. The livery barn changed hands in April, Dan Barry selling out to A.D. Lewis.

In mid-1912 the showpiece of the town, the spectacular "Forest Inn," was opened for business. Under construction since mid-1911 the three-story Bavarian-style building cost \$10,000 to build. The first floor contained a bar, kitchen, dining room, pool hall and large lobby with reading table and fireplace. The second story contained 18 rooms, each with running water, and a large balcony along the back of the building overlooking the Snoqualmie River. The third floor contained three apartments occupied by the two owners, James Wallace and Louis Speaker, and their families. The third apartment was rented by the Sherman J. Moody family, who owned the dry goods store. The building also contained a basement, part of which was used by the local Moose Lodge. The rest was occupied by the offices of the Cherry Valley Townsite Company and the Cherry Valley Shingle Company, secretary Roy Comegys and his assistant, Miss Gladys Muzall.

The next business to open was a drug store, at the north end of town, opened by Emil Clausen in June. A second tailor, named Woodmark, set up shop in the back room.

By this time there was enough money and trade circulating in the town to attract a bank. Up to this time most merchants did their banking in Monroe. Mr. Clifford Peerman, who ran a business freighting supplies into the new town, reminisced about his return trips when he would take the merchants' cash receipts back to Monroe for deposit into the bank there. Often he would have hundreds of dollars in cash; but, despite traveling by horse and wagon alone and unarmed, he was never held up or bothered in any way. Once the railroads were up and running Mr. Peerman's freight business promptly went out of business. (Cliff Peerman reminiscences)

The town made an attempt to attract a banker named Coleman from Kent at the beginning of 1912; but, at the last minute, he decided to stay in Kent. A few months later Mr. C. Beadon Hall and his sister arrived in town and opened the "Duvall State Bank." Originally the bank was set up in temporary quarters in the Duvall Shoe Store building on June 6th, with the new concrete block building opening in November. The town's first attorney, W.F. Meier, set up office hours in the Duvall bank every

Saturday beginning in February, 1913. It may have only been a coincidence, but the town erected a small jail building on Stella Street that same month. It was built of 2- by- 4's laid flat, one upon the other, making for solid four-inch thick wood walls. Also in February, R.H. Aimer, the town blacksmith since 1909, sold his shop to L.D. Smith. A.O. Lund who was, we believe, a brother-in-law to Lon Brown, had operated a second hand store between Rehm's meat market and and the barber shop. He closed out in December, 1912 ; and in May, 1913 Miss Verna Wurzer opened a music store. And, while we are mentioning the barber shop, Mr. Mercereau sold this business to A.F. Anderson in March.

1913 was a banner year for the new town. With the coming of the New Year, the growing hamlet could truly call itself a "town." An election in December, 1912 allowed the citizens to incorporate.



Duvall's Bank, ca. 1916



Duvall, Looking East, ca. 1918

CHAPTER THREE

The Town Incorporates:1913-1920

On the international level, historians dealing with the second decade of the twentieth century focus largely on World War I. Conflict over the 1914 assassination of Serbian Archduke Franz Ferdinand grew until Austria-Hungary, Germany, Russia, France, and England had all become engaged in the war. By 1917 the United States had entered the battle, and a year later the war ended. From this turbulence there emerged new governments in Austria-Hungary, Germany, and Russia; and Poland and Czechoslovakia appeared. New forms of government gained strength, patterned in some cases after American democracy. Here in the United States new towns appeared and new leaders stepped forward.

Duvall's first City Council meeting was held on the evening of January 7th, 1913 in the back room of Brown's Confectionery and Pool Hall. Lon Brown, the new Mayor, called the meeting to order; and Roy Comegys was appointed City Clerk. The first ordinance passed established the regular meetings of the Council to be held at 8:00 p.m. on the first Tuesday of each month and the place of meeting to be Couillard's Hall. Jeff Couillard was appointed Town Marshal at \$50 salary per month.

Lon Brown, the first mayor of Duvall, was an interesting personality. Born Alonzo C. Brown in Pennsylvania about 1877, he came to Washington state when a young man and landed in Granite Falls mining gold and silver. In a local store he met Miss Petra Lund, a young girl from Norway, whom he married in 1908. Jack Bird, of Snohomish, convinced Lon and the Mrs. to locate in the new town of Duvall. He arrived in March, 1911 in a wagon loaded with household goods and a wallet bulging with the considerable sum of fifty dollars, cash!

With Bird's financial backing Lon built Brown's Confectionery and pool hall on the site of the present Duvall Plaza, between Minaglia's gas station and the hardware store. Lon was a great promoter and civic booster and was always looking for ways to improve and better the community. He was an excellent opportunist, too. A fine example of this instinct was a series of three unusually cold winters in a row, beginning in 1914. Lon got one of his bright ideas and set to work hiring a crew of idle men in town to build an ice house on Stella Street. He then set the crew to work sawing and harvesting ice at Long Lake and Round Lake, west of town. Burying it in sawdust from the shingle mill, he sold it around town the following summer. This ice also fostered an ice cream business with his own special brand called "White Lilly".

After being elected mayor his attention really turned to promoting the town. "There were three things", he said, "that every town needed: a band, a baseball team and a home-talented fair." He bought three lots on Main Street, across from his store, and began erecting a large building which he offered for use as an agricultural exhibit for his latest promotion, the "Snoqualmie Valley Fair." A bandstand was erected in front of the agricultural building, and the new "Duvall Brass Band" began practicing for the coming event, which was scheduled for September 18, 19, and 20, 1913. The event

was well publicized, including building a new front on the Athletic Pavilion, across which an advertisement for the fair was painted. The sign was painted by none other than Harold Taylor Weeks, a young railroad clerk who was helping out at the local Milwaukee depot. In later years Harold Weeks became a local celebrity as a songwriter. Among his most noted works were "Hindustan", "Little Cabin in the Cascade Mountains," and the University of Washington fight song, "Come on Washington."

Even the local railroad companies became involved. The Milwaukee agent, J. Roy Lucas, would stamp the freight bills with an advertisement promoting the fair. The Milwaukee railroad also offered a silver set as first prize for the best family cow. The Great Northern provided a handsome silver cup as their prize for the best display of grains, grasses, and vegetables. Some of these entries were also selected for display in the railroad's exhibit cars that were shown at points all along their system.

The Governor Comes to Duvall

Although the fair was an overwhelming success, what really put it over the top was an appearance, on Saturday afternoon, September 20th, of State Governor Ernest Lister, who gave a speech from the bandstand on Main Street. The governor attended at the request of Mrs. Herb Leake, who wrote him in mid-July when plans for the fair were being finalized. When he arrived Jack Bird used the opportunity to take the governor on a tour of the Valley, including Snoqualmie Falls, with the main purpose being to impress upon the governor the need for a Western Washington Agricultural College to compete with the one at Pullman. And the perfect place for this institution of higher learning? Why the beautiful Snoqualmie Valley, of course. The promoters had the governor's ear for so long that it was 3:30 p.m. before the governor returned and delivered his speech, which had originally been scheduled for one o'clock.

Governor Lister's term spanned some of the most turbulent periods of social reform in our state's history. Discontent and revolt in the timber industry, teamsters and shipyards, spurred on by radicals inciting the working class, led to his calling out the National Guard during the outbreak of World War I to preserve order. The strain eventually took its toll on his health, and he was forced to step down in early 1919, turning the affairs of state over to the Lt. Governor. Lister died in June of that year in Swedish Hospital. There was such an outpouring of public mourning that Seattle Mayor Ole Hanson remarked: "Now the fallen governor's attackers will crowd each other for seats on the mourner's bench." His presence at the Snoqualmie Valley Fair was Duvall's "Day in the Sun," however; and it wouldn't be until 1951, at the dedication of the present Duvall bridge, that another State Governor would honor the town with his presence. In succeeding years the annual attendance and bad weather contributed to a decline in the fair's popularity. In 1918 it was moved southward to the town of Tolt where it died out after a few more runs.

After the 1913 fair Lon Brown finished construction of the large building used for the agricultural display. He opened it to the public on Christmas night as the "Duvall Theatre." "Tillie's Punctured Romance" was the featured movie of the evening. Lon's venture into the moving picture business was so successful that he later operated theatres in Tolt, Redmond, Granite Falls, and Snohomish.

On at least two occasions the movies being shown were considered important enough that the Great Northern railroad ran their train from Tolt on a

special schedule to Duvall, making stops at Stillwater and Novelty, to allow everyone in the area a chance to see them. Once was Wednesday night, July 14, 1915 when Rex Beach's "The Spoilers" was shown. Another time was during a bad snowstorm on Sunday, February 20, 1916 for the showing of "Battle Cry of Peace" by J. Stewart Blackton.

Lon would sometimes promote his attractions by placing a calliope on the back of a Model T truck and hire a driver and someone to play while the truck drove all over the Valley carrying signs advertising the latest coming attraction. Lon's success in business can best be summed up by his slogan, which was even printed on the wrappers of candy bars he sold. It was: "I lost a customer once, he died."

The Town Progresses

A couple of important changes made in early 1913 are worth mentioning, both occurring in the month of February. First, the blacksmith shop changed hands, Robert Aimer selling out to L.D. Smith. Mr. Smith then operated the shop for its remaining years. In November, 1914 a machinist named Henry Seager came to work in the big mill. When the sawmill operation failed to start up, Mr. Seager built a foundry at the northwest corner of Main and Stephens Streets. He sold out to L. D. Smith in March, 1916. The age of the automobile had arrived by then, so Smith moved his blacksmith equipment to the foundry and began doing automobile repair work and sold gasoline. He then moved into sales and opened a Chevrolet agency.

Also in February L.T. Smith (no relation to L.D. Smith), had his shingle mill foreclosed by the townsite company. The mill was reorganized as the Cherry Valley Shingle Company. From its beginnings in 1911 this mill played an important part in the economy of the town. Generally running both a day and night shift, it provided much-needed employment to about 40 men when it was running at its full capacity of 200,000 shingles every 24 hours. Besides a local market, many carloads of shingles were shipped by rail to points all over the United States.

Because the mill was manned both night and day, it played a part in the town's fire protection, too. A hose cart and 400 feet of 2-1/2 inch hose comprised the fire fighting equipment, stored in a hose house at Main and Stella streets. A hand gong at the hose house alerted the volunteers to a fire. There were, however, two electric fire alarms -- one at Main and Cherry and another located in the telephone exchange. These were connected to a gong at the shingle mill which, when sounded, would prompt the blowing of the mill whistle, summoning the 17-man fire crew.

The town well was also located at the mill, and a dynamo provided the town's first electricity in 1912. Located at the present site of the Taylor's Landing boat ramp on the River, the concrete foundation for the mill's engine is still to be seen. Closed several times over the years due to downturns in the economy and lumber market, it closed for good in the mid-1920's when local cedar markets dried up.

While on the subject of mills, there was another one that played a different role in the economy of the town. Built by Stephens and Bird, (the townsite fathers) through their High Rock Logging Company, it was located north of town, on the John Riese (later known as the Coy Brother's) farm, across the River from the Roney farm. It was large for a local mill, the main building the length of a full city block. There were

several boilers to power all of the machinery, which included a full sawmill, shingle mill, lath mill, and planer. Its official name was the "Duvall Lumber Company" but was dubbed "the Big Mill" almost from the start. For various reasons the mill's opening kept being postponed until, finally, all hope of large scale employment vanished. The mill was opened for a brief time in the mid-teens, closing in October, 1916. A couple of years later the Cottage Lake Lumber Company began trucking their rough cut lumber from their Bear Creek mill to the Duvall Big Mill to be finished on the planer and then shipped out by rail from the Milwaukee railroad spur into the mill. By 1923 the mill began being dismantled and sold piecemeal, some of the equipment going to the new Stillwater Lumber and Shingle Company mill on Stillwater hill, which would later become known as Swan's Mill.

In 1928 the stern wheel "Black Prince" came up river to the mill site to load the mill's remaining machinery onto a barge. This was the last riverboat to ply the waters until a snag removal project by the Army Corps of Engineers in 1961. While loading the barge the river level dropped sufficiently to require that the Black Prince had to return another day to retrieve the barge when a rain storm brought the river level back high enough to take the loaded barge back downstream.

The "Growth Spurt" begins to slow down

By the mid teens business growth in the town had pretty much come to an end, with existing businesses making improvements and trying to keep pace with the changing technology of the industrial age. Many of the town's merchants were trading in their old delivery wagons and horse teams for International trucks and Overland automobiles. Gasoline pumps began competing with hitching racks and water troughs along Main Street as L.D. Smith, A.H. Boyd, A.P. Manion, Seager's Foundry and even the Novelty Store all installed pumps in front of their stores.

The growing passion with the automobile led to many campaigns for better roads in the country; and Duvall was no exception, with the first annual "Good Roads Day" work party organized in April, 1912. The Milwaukee railroad furnished 20 carloads of gravel for filling and grading the approaches to a huge wooden overpass that was built by the railroad companies to carry traffic over the two busy railroad lines. It was located between the county swing bridge and the present Cherry Valley Road leading up to the elementary school. This road was essentially the north end extension of Main Street at that time. The next day 110 wagon loads of this gravel were used on the Good Road's Day project, which involved regrading the road past the school.

Ironically, the railroad lines were among the biggest promoters of good local roads, the idea being that better roads would bring more people to the depot to buy tickets or transact telegraph, freight, or express business. In reality they were cutting their own throats, as better roads soon practically eliminated local passenger business.

In 1914 a new improved road was constructed from Duvall to Novelty. In 1916 the same thing was done on the road to Woodinville, across the Valley. 1917 saw the paving of Duvall's Main Street for a distance of one mile south of town.

In 1918 a new "high iron" bridge was built across the Snoqualmie River at the foot of Stewart Street. The concrete piers for this bridge can still be seen on each side of the River, south of the present bridge. This bridge replaced the wooden swing bridge

located at the old Cherry Valley village site that was built in 1906. Although no more boats would ply the river above Duvall during the lifetime of this bridge, the waterway was still designated "navigable," and thus the new bridge was constructed high enough to clear any boats passing beneath it. The old wooden swingbridge was soon closed off to automobile and horse traffic, but it was still used by pedestrians for a time. When the flooring became unsafe for foot traffic it was taken up. Meredith Owen recalled, however, that "some of Duvall's young daredevils would still cross the River on the outer floor beams, hanging onto the railings for support." (Meredith Owens conversations) Eventually, the entire bridge was removed, except for the concrete center pier, which was dynamited out in the 1940's.

As early as 1911 auto stages began operating out of Duvall, competing with the local railroads for transportation to Seattle. Brown Brothers, Mike Lutes, and Earl Dingwall all operated their own "Duvall-Novelty-Kirkland Auto Stage," making connection with the ferry across Lake Washington to the big city. The trains could make better time, especially during the winter; but the autos had a more direct route, so the trip, in terms of time required, was about the same either way you traveled.

Lawlessness Comes to Duvall

Crime also arrived in town, with break-ins reported at both depots and robberies at Clausen's Drug Store, Lon Brown's Confectionery, and Boyd's General Store and Post Office. The grandest robbery, however -- the one that would still have people talking about it decades later -- occurred on the evening of December 18, 1915. It was Saturday evening; and, in those days, the bank and many stores were open until 10 or 11:00 p.m. because of the many loggers and mill workers coming into town with their paychecks. At 6:30 p.m. on the moonlit night four men entered the Duvall State Bank, rushed cashier C. Beadon Hall with guns blazing, and demanded "Money, and Quick!" Amid stray gunshots and frantic cries from the robbers to "hurry up", Mr. Hall shoved \$450 worth of silver dollars, half-dollars and two-bit pieces into a sugar sack thrust into his hands. Leaving the bank, the robbers ran down to the Milwaukee railroad tracks and headed toward Novelty. A posse comprised of Bert Gainor, Charlie Johnson, Walter Johnson, and Town Marshal Sam Moore pursued the fleeing men, exchanging shots as they progressed along the railroad grade.

Finally, one of the robbers headed for the River, and the other three continued along the tracks toward Novelty. The posse followed the lone outlaw to the River bank where he fired a few shots at the posse and then jumped into the River. As he neared the opposite shore the posse opened fire; and, in the dim light, it was thought he was struck in the head and sank from sight. Nearby was found a Mackinaw coat and the sugar sack containing \$360 worth of the stolen money. Bloodhounds were brought from the Monroe Reformatory and they tracked the other robbers for a ways towards Finken (Novelty) Hill but lost the scent. A few weeks later a .32 Colt automatic pistol was found in deep water at the River, and for weeks there were reports of seeing strange lights down along the river at night. But no trace of the robbers was ever found.

World War I

The Great War in Europe was growing at this time, too. Most Americans did not want America involved in a foreign war even after the sinking of the Lusitania, a British luxury ship, on May 7th, 1915 by a German submarine, killing over 1200 passengers including 128 Americans. Woodrow Wilson was re-elected president on the slogan "He

kept us out of war." By spring 1917, however, the United States declared war on Germany to keep the world "safe for democracy." (America Enters the Great War-online)

These were tumultuous times, at home and abroad, for with the entrance of the United States into World War I in April, 1917 there also came a huge labor strike in the lumber industry. Sitka spruce was badly needed for airplane construction for the War effort, and riots ensued in the effort to end the strike and resume production, culminating in the governor having to call out the National Guard to deal with the growing unrest. Also the U.S. Government Spruce Division was formed as a branch of the military. Soldiers (many from North Carolina) were dispatched to various log camps, including Cherry Valley's on Stillwater Hill, to raise production levels of airplane spruce.

Another facet of World War I was the takeover of the nation's railroads by the United States Railroad Administration (U.S.R.A.), which brought about many changes in local railroad operations. Meant to prioritize the movement of men and equipment for the war effort, U.S.R.A. proved impractical and inconsistent with "good railroading." In short it was "...a hell of a way to run a railroad." Changes to local operations brought about by the U.S.R.A. were the closing of the Milwaukee Road depot on McDougall Ave. in Everett and it's employees working out of the Great Northern offices during the war.

The Milwaukee passenger car operated out of the Northern Pacific depot in Everett's Riverside district, and the local Milwaukee freight train originated out of the G.N. Delta yard in Everett and tied up overnight at North Bend instead of Cedar Falls. The U.S.R.A. also brought about the beginning of the end to Great Northern operations in the Valley, by ordering the abandonment of its own line and setting up running rights on Milwaukee's branch. Train service on the line, which had triggered such growth in the Valley when it was constructed in 1910, ceased to exist on July 31, 1917. The following day, August 1 the little G.N. local, affectionately known as the "Cherry Valley Limited," began operating one round trip per day over the rails of the Milwaukee line from Tolt (which had just been re-named Carnation) to Monroe.

One year later, by August 31, 1918, the rails had been pulled up, and G.N. depots at Duvall and Tolt torn down. Soon the Great Northern trains were removed entirely, and Great Northern traffic was handled by Milwaukee train crews until 1948, when the "Big G" discontinued all service in the valley. One of their last customers was the Grange Store in Carnation, located on one of the last remaining pieces of original Great Northern trackage. They mixed their own blend of cattle feed and received shipments of various grains and beet pulp on a spur track that ran from the Milwaukee branch located on the other side of town.

By 1921, when the operation of the nation's railroads was returned to the carriers, they were in pretty poor shape from heavy use and little maintenance. It was a hard lesson, and when World War II broke out the railroads were allowed to run their own operation. Record numbers of troops and weapons were moved much more efficiently when left to the people who did it for a living.

A special train running over the Milwaukee line about this time is worth a mention. The so-called "Trophy Train" operated nation wide at the close of World War I. Displaying more than 1200 pieces of small arms, ordnance, and even a French

Mosquito Tank on seven rail cars, the train arrived in Duvall at 11:20 a.m. on Monday, April 28, 1919, remaining one half hour on it's way to Everett, Bellingham, and Seattle.

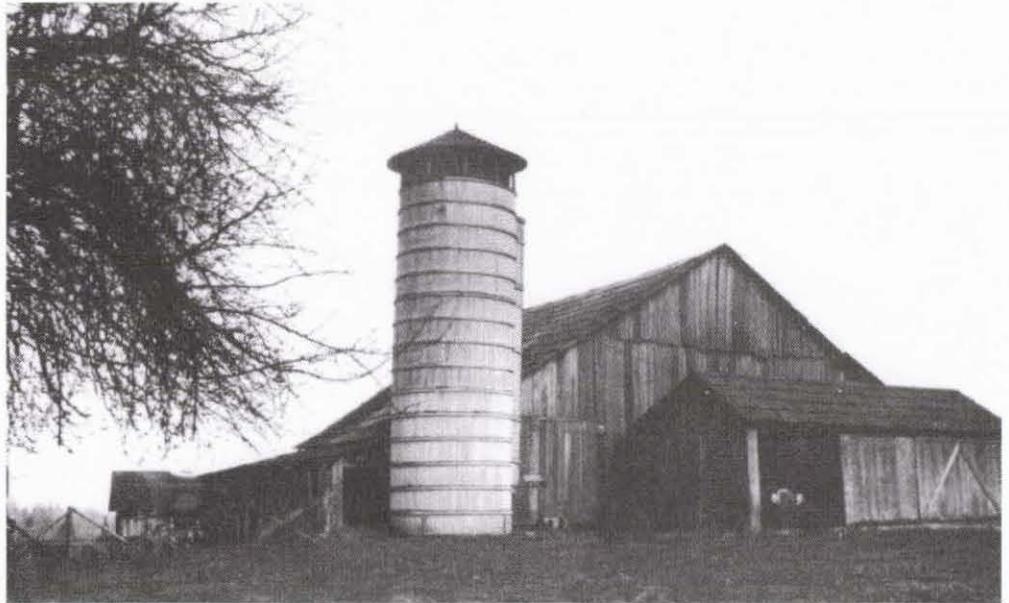
Among the many men of Duvall who were enlisted into World War I, Allen Miller tells of his great uncle, Alva Miller, who went to France as a cook in the Army in 1917. Allen's grandfather Harry Miller (Alva's brother) and Al Myers were aboard a ship headed to France when the Armistice was signed. Their ship was turned around without notice; and, when it docked, to the surprise of the troops, it was in Newport News, Virginia instead of France. Allen has his Grandpa Harry's dog tags from World War I. (Reminiscences of Harry Miller)

The end of the Great War brought new troubles to Duvall and the nation with the outbreak of the influenza epidemic of 1918-19. Known as "Spanish Flu" or "La Grippe," it became the most devastating epidemic in recorded world history, resulting in the deaths of somewhere between 20 and 40 million people worldwide. More people died of influenza in a single year than in four years of the "Black Death" Bubonic Plague that ravaged Europe from 1347 to 1351. Brought home with the returning troops, the epidemic spread rapidly. At Duvall the deaths came so frequently that the Duvall Theatre building was used as a temporary morgue until the bodies could be taken to proper authorities and mortuaries.

These, like most troubles, would eventually pass; and life went on in the small town of Duvall. At the close of the decade the citizens prepared themselves for the challenges ahead. It would be a long period marked by slow growth, population-wise and economically. As more and more of the lumber resources were logged off, the large lumber camps began to close. A number of bad fires would thin the town of some of it's finer buildings, too. And improvements in the reliability of the automobile would result in more cutbacks in railroad service.

By the time of the depression Duvall, like its predecessor village Cherry Valley, was relying mainly on the farming community for a livelihood.

Dougherty
Farm Barn,
1940



Corner of Main &
Virginia Streets –
Catholic Church in
the background

Christian Reformed
Church in the
Foreground; Holy
Innocents Catholic
Church further up the hill



CHAPTER FOUR

The Quiet Years, 1920-1950

With World War I behind them Americans returned to their quest for prosperity, a journey that accelerated as the decade of the twenties progressed. There followed the Great Depression of the 1930s, and then World War II in the 1940s.

These were quiet times in Duvall. Population figures which had reached 250 in 1918 had increased only to 262 by 1956, 39 years later. Loggers by 1920 had removed most of the trees near Duvall, and with that change came an end to the boom times that had prevailed in recent decades. Farming once again became the major occupation of residents in the region. Being farmers, Duvall people had food on their tables during the Depression; but they did not completely avoid the economic difficulties of those times. During World War II their men went to battle while those at home maintained a spotter cabin on the outlook for enemy planes. They also blacked out their windows at night in keeping with wartime government regulations. By 1950 the steamships and railroads which in previous decades had provided transportation in and out of Duvall had given way to cars, busses, and trucks; and improved telephone systems made contact with the outside world all the more possible.

The 1920s

Turning to the 1920s from the national perspective, we find manufacturing output increasing during this decade by 60%, "creating a new landscape of cars and roads and houses, a novel wilderness of electric lights." Refrigerators and washing machines began to appear, and grocery stores offered such mass-produced delicacies as Rice Krispies, Lender's Bagels, and Mounds Bars. (National Geographic. Eyewitness to the 20th Century, 1998, p. 89)

The scene around Duvall did not completely follow this national trend. Logging and milling activities, as mentioned above, declined after 1920. The Cherry Valley Logging Company, for instance, moved to Stillwater; and logging camps moved to sites on Stossel Creek, Lake Joy, and elsewhere. (Clifford Peerman tape, 10/30/80, pp. 25-28) The years 1925-27 marked the decision at the Cherry Valley Shingle Company to go out of business. As explained by Allen Miller, "it just couldn't get cedar anymore. All the cedar in the valley was pretty much logged out by then, and to get more cedar for the mill they'd have to buy it from long distances, and it wasn't feasible." (Jennifer McKenzie interview with Allen Miller, 7/13/02, p. 6) In the words of Ralph Taylor:

Duvall had many hard years, (a) sort of constant downhill trend.... In fact, it was never prosperous after the shingle mill and the logging camps left the valley....(T)he values of property diminished in Duvall and there was very little building going on. Lots did not sell for much. I've heard that as low as \$25 a lot. A

lot of people bought them for back taxes. And some of them they used for pasturing cows. (Taylor tapes, 1980, p.9; 1978, pp. 2-3)

An analysis of the 1920 census conducted by the U.S. Department of Agriculture showed that 15,363 King County residents considered themselves farm people. (Carnation Enterprise, 1/30/25, p. 4) Dairying became the primary farming activity in the Duvall region with "probably sixty families or so that were dairy farmers with 25 cows or so in a herd, ...all milked by hand." (Taylor tape, 1980, p. 9) Dairy farmers gave careful attention to their cattle and constantly sought ways to improve production. Classes at the high school in Duvall brought instructors from the dairy specialists' unit at Washington State College and from King County. Topics discussed ranged from "Winter Feeding of Dairy Cattle" to "Breeding of Dairy Cattle" to "Permanent Pastures and Forage Crops for the Dairy Farm." (Carnation Enterprise, 9/21/28, p. 4)

Florence Rupard told of her experiences delivering milk during this period:

(M)y aunt brought out her best cow and chickens and dog and we had a milk run. So I had three customers and I was nine years old....Then it got larger and larger and so I had unbleached muslin sacks... (E)ach sack held eighteen quarts. Each sack I packed all over the hills, clear up on the Pole Line. And so I disfigured my hands as well as my back, but those days they thought nothing of child labor. (Rupard tape, no date, p. 2)

The decade of the 1920s also saw farmers beginning to plant alfalfa for feeding their herds. An article in the March 26, 1926 issue of The Carnation Enterprise scolded King County farmers with the news that they were importing more than three quarters of a million dollars worth of alfalfa a year. "Grow your alfalfa and keep the money at home," the newspaper advised. Banks in Duvall and elsewhere in the Snoqualmie Valley, as well as in Seattle, encouraged the growing of alfalfa, offering prizes to farmers who planted this crop. It later developed that alfalfa did not grow well in the Valley.

Much as the earlier town of Cherry Valley during the late nineteenth century provided for the needs of farmers who came to the region, so too did the Duvall of this later period serve the farmers and other residents. Here, among other things, they came for their mail and needed supplies and services, their children came for schooling, and churches provided guidance in their daily lives. Arthur Hix, whose store the railroad authorities in 1909 had moved from Cherry Valley to Duvall's Main Street, in the 1920s sold them newspapers, candy, groceries, grain, and kerosene. Across Main Street to the west stood Jones' Hardware, which --in addition to selling groceries, grain, and feed -- also in 1920 took responsibility for the post office, a responsibility it continued for the next two decades. People needing car repairs went to Anderson's Garage and for gas either to Anderson's or to Duvall's first service station operated by James Barrigan, or after 1928 to Mr. Gustafson's station. Other businesses included Mr. Mercereau's barbershop, the Forest Inn, the movie theatre, a boarding house, Boyd's Grocery, Gladys Taylor's Traveler's Cafe (next door to Hix's Market), the blacksmith shop, the Franke shoe store, offices for Drs. Strang and McKibbon, and the Duvall State Bank. (Wagon Wheel, 2001, p. 114)

Perhaps the most devastating news of the 1920s occurred on November 6, 1925 when fire destroyed four buildings in the downtown business district, including Mr. Jones's hardware store, a dry goods store, a restaurant and pool hall owned by Lon

Brown (who by this time lived in Snohomish), and an empty building to the west, the property of Roy Comegys (Monroe Monitor, 11/11/25). Unfortunately for Mr. Jones, he had just received shipment of his Christmas goods, all of which were destroyed. (Carnation Enterprise, 11/6/25, p. 4) Allen Miller has described the fire:

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. (1995,p. 47)

Fire crews came to Duvall from as far away as Monroe, but they could not get there in time to save the buildings. Mr. Jones quickly rebuilt his hardware store, however, and it remained a site for hardware stores for decades to come.

The 1920s also brought with them the experiment with Prohibition, an experiment that had an impact on Duvall. On the one hand, facilities such as the Forest Inn depended to a degree on their income from the sale of liquor; and they suffered under Prohibition. On the other hand, stills flourished; and people in the region in search of libations knew where to go. Lee Johnson has described the situation as he remembered it:

Whiskey, hard cider, and wine seemed to be obtainable for those who wanted them. Some women seemed to use a lot of Lydia Pinkham's Compound, largely comprised of alcohol. There were lots of sheltered creeks such as Bear Creek and Cherry Creek where the nearby residents were big consumers of grain, malt, and sugar. (Wagon Wheel, 2001, p. 68)

Modes of travel in and out of town, whether in search of forbidden beverages or not, ranged from horses to railroads to automobiles. Two hitching racks and a watering trough met the needs of horses arriving in town, but now they were joined by a Chevrolet agency managed by a Mr. Blaustein. Residents could buy an "Oakland Six" automobile for \$895, choosing between the 3-passenger roadster or the 5-passenger touring car, either model selling for the same price. (Wagon Wheel, 2001, p.21) People needing gasoline for their cars had access after 1928 to a station built by a Mr. Gustafson. (Wagon Wheel, 2001, p. 128)

Travel through the Snoqualmie Valley increased during these years, according to an article in the Snoqualmie Valley Record (7/24/24, p.1) Among these visitors were people from Canada, New England, and even the southeastern United States. Some of this travel benefited from a new bridge across the Snoqualmie River at Novelty built in 1920 at a cost of \$6000. Some of the savings on the new bridge resulted from the \$8 per day salaries paid, for instance, to carpenters C. Schuler and Horace Chipman and the \$6 a day paid to other local bridge builders. Among the local builders of this 1920 bridge were people with familiar names, including Dougherty, Funk, Miller, Pickering, Quaall, Ronnei, Samzelius, and Wallace. (Wagon Wheel, 2001, p. 116)

Students getting to school during these years did not always have access to steamships, cars, trains, or even horses. Instead they walked. Most of them attended the Cherry Valley School, a multi-storied structure housing grades one through twelve. A gymnasium was added in 1921, and in that same year the boys basketball team won

the county championship. (Wagon Wheel, 1992, p. 45) A year later the girls' team won the County championship, coming within one point of winning the state championship. (Wagon Wheel, 1992, p. 32) The gym also served as an auditorium for school assemblies and community meetings. The school motto in 1922 called for students to "Climb through the rocks" and "be rugged." (Ralph Taylor tape, p. 23) Also during the early 1920s the Cherry Valley PTA had its start. (Wagon Wheel, 1992, p. 45) By 1929 school enrollment had reached 162. Seven teachers had responsibility for these students. (Bagley, 1929, 1:814)

Other schools in the region included Novelty and Cherry Gardens (opened in 1922 for 13 students) (Wagon Wheel, 2001, p. 11) Novelty High School had closed in 1918-19, and students after that date started coming to Duvall. A fire in 1922 at the Novelty elementary school required students for awhile to come to Cherry Valley. Within a year a new school had been built back in Novelty. (Miller, 1995, p. 33)

Two major churches served the community in the decade of the twenties. Holy Innocents Catholic Church, dedicated in 1914, continued to serve its community during the decade of the twenties. The Evangelical Methodist Church, whose original 1886 Cherry Valley building the Great Northern railroad authorities had moved to Duvall in 1910, built themselves a new structure in 1923. (Miller, 1995, p. 48) In the meantime the decline brought on by the departure of logging interests led to the closing of two other churches, the Free Methodist Church in 1920 (Wagon Wheel, 1992, p. 75) and the Novelty Lutheran Church ca. 1925 (Ibid. , p. 71)

1924 marked the arrival in the area of Edward H. Wright, who through the years played a prominent role in legal affairs in the region. Born in Tecumseh, Nebraska on March 24, 1871, Wright received his legal education at Drake University and undertook his first practice of law "in a tent on the Cherokee Strip in Oklahoma." He and Cora took residence on a farm on Cherry Creek in 1924 and moved to Duvall in the 1940s He practiced law originally from his home on Cherry Creek and later established an office in what had originally been the Franke Shoe Store. Their daughter, Martha, became a talented stage performer and starred in the Broadway stage version of "South Pacific." (Bob Kusters, 1992, p. 73; Lisa Allen, Valley View, 9/26/89, p. 1)

Most every decade in Duvall's history will include references to flooding, and the 1920s are no exception. A severe flood in 1921, for many years considered the most serious in Duvall's history, (Miller, 1995, p. 18) led to logs and other debris floating upstream.

The 1930s

General histories of the 1930s pay particular attention to the Great Depression, which had a powerful impact on the lives of most Americans. The prosperity of the 1920s had led Americans to invest heavily in the stock market. Many of these investments they made in the form of brokers' loans. When, in October of 1929, the market dropped dramatically, people who had rushed to buy stocks now rushed to sell them. The resulting stock market crash led to one of the most serious financial collapses in American history.

Because the economy of the Duvall region at this time drew largely from agriculture, people there at least had access to the food from their own gardens with which to feed their families. Johnny Clark's family is typical of the experiences of those

days. They lived entirely on the food they had raised. Beyond food for the table, however, supporting a family could prove difficult. Johnny one year planted ten acres of potatoes in hopes of selling them at local markets. The potatoes did not find a market locally, however, and eventually arrived by box car in Texas, where they sold for little more than cost. (Wagon Wheel, 2001, p.69)

Helen Sinn recalled this period as her family experienced it:

We had no money but mother was resourceful. She sold eggs and had customers for the butter she made. Father made a yoke (Dutch style). When mother returned home she was never empty handed. For the eggs and butter she sold at Hix's she got groceries. We also had a root cellar where we kept potatoes and other vegetables as well as canned fruit and meat. Canned fruit was mostly wild blackberries. (Wagon Wheel, 2001, p. 83)

Ralph Taylor also wrote about life in the Valley during those years. "...(T) he ups and downs of economics did not seem to drastically affect Duvall," he wrote. "It had a steady economy of 'just getting by.' One could work six months and lay off six months, grow a garden and raise a steer or milk cows and chickens and get by." (Duvall Immigrant, "Ramblings in Retrospect," 2004, p. 2)

Money for transactions in town was not plentiful; and merchants such as Arthur Hix helped their customers with exchanges of supplies in return for foods brought to the stores from local farms. Mr. Hix also helped with charge accounts extended to the limits, but this could lead to problems at the local bank, which offered him loans for his store with the understanding that he would not charge any more groceries but go cash. (Hill-Bowe tape, 4/15/94, p. 62)

One way of making ends meet involved selling foodstuffs door to door. Toward the end of this decade Hi Wallace began door-to-door sales of fresh and cured meats. His family operated a butcher shop on their farm on River Road, and Hi began deliveries as a way of increasing sales. Customers remembered his friendly manner. As Bob Kusters put it, "(H)e always had a smile and a kind word for young and old alike." Frank Waugaman during this period also started delivering Golden Rule bakery goods door-to-door, a practice he continued until 1948. (Wagon Wheel, 2001, p. 71)

Ward Roney, Sr. stands as one example of how farmers coped with these times. Happy as a farmer, but wanting "to make something of himself," Ward worked for the railroad, earning enough money to study law at the University of Washington. During this time he lived at home and continued a daily schedule of milking the family cows in the morning, boarding the Index stage to the University, then returning home for the evening milking. Also while attending the University Ward obtained his pilot's wings, developing a skill he later used in World War II. (Ward Roney, Jr. tape, 2/3/99, pp. 2-3)

While the Hix Market survived the Depression, the same could not be said for many other Duvall business establishments. Duvall's best-known hotel, the Forest Inn, did not fare well. As mentioned earlier, Prohibition had cut seriously into their profits. The 21st Amendment ended prohibition in 1933, but that action came too late. Meanwhile, more and more people who might in the past have stopped at the Forest Inn on their way to Seattle now found that better roads and better cars enabled them to drive on to the big city with no need to stop in Duvall. By 1930 the Inn had "become run down under a series of disinterested owners." Late one night in 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." (Miller, 1995, p. 45) Thus died one of the important buildings in downtown Duvall.

Some positive changes did occur during the thirties. Dr. Joseph Yowell began his practice in Duvall in 1932, a practice he continued until his death in 1951. Yowell came originally from Kentucky and interned in Tacoma. He and his wife, Helen -- a nurse -- delivered many babies during their time in Duvall, charging \$25 for the service during the Depression. (Lisa Allen, Valley View, 9/26/89, p. 1) Duvall in 1932 elected an all-woman City Council, headed by Mayor Mabel Bourke. Under her leadership the City "planted trees on five streets in town and put in sidewalks on Stewart and Stella Streets." Council members working with Mayor Bourke were a Mrs. Stapleton, Mrs. George Anderson, Mrs J.R. Miller, and Mrs. William Roney. (Wagon Wheel, 11/01)

Duvall people living in the region in the thirties especially remember the joys of swimming in the River during the summer months. A sandbar along the River's bank served their needs nicely; and, while the swimmers lacked dressing room facilities, they did not let this inconvenience prevent them from gathering in great numbers for the fun and social life which meant so much to the Duvallites of that era.

Much as the arrival of the railroads several decades earlier had brought an end to steamship travel up and down the River, now in the 1930s the expanded use of cars and trucks and the discontinuing of railroad logging reduced the demand for rail travel in the area. Great Northern had left in 1917, and now the Milwaukee line in 1930 discontinued passenger train traffic through Duvall. Milwaukee did, however, continue offering bus service through the Valley connecting with its main line in Cedar Falls. By 1936 Milwaukee had closed its depot in Duvall. Only freight trains remained. (Miller, 1995, p. 24) Ralph Taylor later wrote a poem about the demise of Duvall's railroads:

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 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. (Ibid., p. 24)

This decade also marked the end of rafts of timber floating down the River from Duvall. Ray Freeman wrote about this 1934 event in the July 5, 1988 issue of the Woodinville Weekly. The "fishtrap piling," Ray wrote, was headed for Alaska. (p.'9)

People attending school in the 1930s remember well the experiences they had and the teachers they met during those years. Lee Johnson especially remembers a Miss Poyhonen, who taught seventh and eighth graders at Cherry Valley School. For some of these students the eighth grade represented the last year of compulsory

schooling, making this an especially demanding group to control. Miss Poyhonen did it well:

We knew where she stood; she was on to us. She had put her desk at the rear of the room. If we wanted to see if she was watching, we had to turn. Passing notes was nearly impossible. If we tried to watch her, she began watching us. (Wagon Wheel, 2001, p. 126)

When graduation time for Lee Johnson's class came in May of 1932, they had themselves a class picnic:

We walked a mile or two on a country road to Cherry Creek. We played in the water with our clothes on. We lunched and some boys were encouraged to spill their cigarettes into the creek when Miss Poyhonen discovered them.

After the picnic, we marched en masse back to Cherry Valley School, Washington State Dist. #14. There Miss Poyhonen gave us our Certificates of Graduation. All of us passed! (Ibid. p. 127)

The 1930s also marked the closing of Stillwater School, most of the students transferring from there to Tolt in 1935.

A new church, the Duvall Christian Reformed Church, appeared in Duvall during the 1930s. Prior to this time Duvall people of this denomination traveled to Sultan or Monroe for their services; but in 1934 a group of them, mostly farmers of Dutch extraction, started church services in the old Cherry Valley Grange Hall at present-day 15515 Main Street in Duvall. From this beginning there emerged a decision to build a new church at 26512 Stella Street. With the help of donated labor, church members held building costs to \$2,072.91. Comfortable seating was provided for 96 people. Services began in 1937 and continued until 1951, when church members merged with the larger congregation in Monroe. (Wagon Wheel, 1992, p. 75)

Duvall's public library also emerged during the 1930s. Lon Brown had announced in the January 6, 1912 edition of the Duvall Citizen (p. 1) that he was opening his "Circulating Library," but not until the thirties did a proper public library evolve. The Duvall Civic Club played the major role in this development. The group from its beginnings in 1929 had undertaken as one of its early projects the establishing of a free circulating library in Duvall. As a beginning the members donated their own books. They also sponsored a basket social that brought them \$25. With that small sum they journeyed to Seattle, where they managed to buy 70 used books on a wide range of subjects. An empty restaurant came available and served as the first site for the new library. More books came from patrons and from the discard collections at libraries in Seattle and Redmond. Meanwhile the Civic Club sponsored social parties at the library, charging an admission of fifteen cents or the donation of a book. (Valley View, 8/1/94, p. 1)

As momentum for the library increased, more people became involved. Men in town formed a "men's auxiliary" and proceeded to develop plans for a new building, to be constructed on two acres of land donated by the City of Duvall. The "men's auxiliary" developed plans for the library, and FERA workers helped with its construction. Donations of "cedar shakes, a door window, hinges, nails and lumber from a building being demolished" made possible the completion of the 32' x 42' library

building and its opening in 1935. Ownership the Civic Club gave to the City. In Tove Burhen's words, "The library, a warm and cozy place with a pot bellied stove and a couch for comfortable reading was very popular. It was open two afternoons a week, with 900 books circulating." (Ibid.)

Despite the challenges of the Depression, Duvall emerged from the 1930s with a highly-respected medical doctor, a responsive city government, a well-regarded school system, a new church, a vital and productive Civic Club, a new library, and confidence in the future. Another war lay ahead, and the people of Duvall played their role in the winning of that battle.

The 1940s

Adolf Hitler rose to power in Germany during the 1930s, and by 1940 his annexations of lands taken from Germany after World War I and his invasion of Poland had precipitated a war that by 1941 threatened the entire European continent, as well as Great Britain. Americans sided increasingly with the British and were under strong pressure from Prime Minister Winston Churchill to aid in Britain's defense. An earlier alliance between Germany, Italy, and Japan, followed by an air attack on Pearl Harbor on December 7, 1941 by the Japanese, led to the United States' direct involvement in World War II, an event that dominates the history of this decade.

Duvall men, including the aforementioned Ward Roney, Sr. shared in the fighting of that war. A member of the National Guard since 1940, Ward found himself aboard the Queen Mary not long after Pearl Harbor bound for Australia. Once there he started flying missions into the Northern Territories, only to suffer an engine malfunction leading to a crash landing. Aborigines rescued him, a shaman set his broken back and broken hip, and "packed him around in a kangaroo skin for six months until he thought (Ward) was well enough to go back to civilization." Ward's family back in Duvall spent six long months wondering what had become of him. Finally word arrived that Ward was safe. (Ward Roney, Jr. tape, 1999, p. 4)

On the home front blackouts were ordered, posing a special problem for local barn owners. Windows, doors, and cracks required covering. Tar paper and flaps made from gunny sacks served this purpose. Ruth Bellamy recalled the problems her uncle had with his chicken house during those blackouts:

My uncle, Avery Miller, was next door; and he had a big chicken house and lots of laying chickens in this house -- laying hens. And they had to be kept on a schedule for laying, so he wanted the lights to come on at 4:30 in the morning. So he had to black out the chickenhouse and, I suppose, take it down in the daytime, because the chickens had to have their schedule so they'd lay their right amount of eggs. (Bellamy tape, 2/9/99, p. 10)

Rationing extended beyond food to gasoline and shoes. Bob Kosters mentioned daily requests on the local radio stations for "fat droppings, aluminum pots and pans," and for the purchase of war bonds. (Wagon Wheel, 1992, p. 84) Bob also told about:

... the little building (about 12' x 12') erected up on the hill on 3rd and Stewart Street. This little building was put on a lot owned by Velma Hix, and built by Mr. Bredenberg with local volunteer help. The building had a rocking chair, cot and a telephone in it. The building was to be used as an aircraft spotter station for the

civil defense department. Local women volunteers, doing eight hour shifts, 24 hours a day, tended the spotter station. Upon spotting any aircraft, a description of the plane would be phoned into headquarters. (Ibid.)

Among the volunteers who worked at the spotter station during the war years were Verle Bowe, Velma Hill, Mrs. Bennett, Florence Rupard, Mrs. Yowell, and Mae Kosters. The building survived more than fifteen years, its final resting spot possibly having been Taylor Park.

Residents of the area who were of Japanese extraction, including the Sato family, were forced to leave. President Roosevelt in February of 1942 signed Executive Order 9066 which unfortunately identified Americans of Japanese extraction, despite their loyalty to the United States, as enemies requiring removal from their homes and farms. Families left behind any property they owned. Fortunately, in the case of the Satos, they found renters for their property during the war and were able to return to that property after it ended.

These difficult times of the 1940s coincided with other changes in life in the Valley during that decade. Joseph Franke, who had opened his shoe store on Main Street in 1911, closed it in 1943. Some people explained Mr. Franke's decision partly on the basis of his German-sounding name, which may have hurt sales; but he had reached the age of 73 and probably felt ready to retire. (Wagon Wheel, 2001, p. 108) Property in Cherry Valley that until this time had belonged to the Carnation company was sold in 1940 to Craig Spencer, who named the property "Cherry Valley Pastures" and raised beef cattle on "the only major beef producing farm in the valley." (Wagon Wheel, 1992, p. 48) Bob Kosters, whose family had moved to Novelty in 1940 married Mae Spoelstra in 1944. The Kosters in 1948 moved to Spoelstra family property on River Road and there in the years that followed farmed and raised their family. (Wagon Wheel, 1992, p. 76)

Gilbert Jones, who had since 1925 operated the post office from his hardware store on Main Street turned it over in 1940 to Velma Hix Hill, just across the street at her father's market. Velma continued as Duvall's postmaster for the next 36 years. (Wagon Wheel, 1992, p. 34) 1940 also marks the hiring of Anna Bredenberg as Duvall's Librarian. She received payment of \$35 a month for her services. (Civic Club Bulletin, ca. 1980) McDougall's Mercantile Market (formerly Mr. Boyd's store) during the forties added freezer lockers at the back of their store, where Duvall families could store frozen foods of a wide variety (Bellamy tape, 2/9/99, p. 11) Emmit Minaglia in 1945 became the sole owner of Duvall's "most prominent" gas station. (Wagon Wheel, 2001, p. 128), and in 1949 John Anderson started the Duvall Towing Company (Cascadian, 12/12/79, p. 1)

Duvall's early fire department operated from behind the bank building. It consisted of "a cart and a hose that could be used on Main Street and First Avenue." Velma Hill has described how fire emergency calls would come to a special phone at the family home. Upon receiving the calls a member of the family would rush across the street "and beat an anvil with a metal rod." (Wagon Wheel, 8/2004)

In 1946 Duvall established a "new" fire department, located at 15536 Main Street, later the site of the Duvall City Hall. Mayor Ken Hix, himself an ax and ladder man with the all-volunteer fire department, in that year appointed Emmitt Minaglia the

town's first fire chief. To assist them in their duties the Department had acquired a 1914 vintage American La France fire truck. Mayor Hix described the truck in an article appearing in the October 20, 1946 edition of the Seattle Times:

Some might say the truck was an overaged surplus commodity, but we say it's just well broken in. We got it for \$500 and when the Everett boys learned we were all volunteers working on fires for nothing but the excitement of it they tossed in axes, ladders, hose(s) and even some helmets.

Larry Burns and Claude Firth gave the truck a fresh coat of bright red paint, using as they called it "speed paint, ... so slick it won't slow the truck down a lick." (Ibid.) This vehicle, as the Mayor implied, had seen better days, but it played its role as best it could in the years that followed. Parked at first at a local service station, the truck later moved to the station on Main Street (Harder, 1994, p. 260)

Duvallites wandered far and wide for their entertainment in those days. Television had not yet arrived, so Bob Kosters told of traveling to the Aurora Speedway north of Seattle to watch the races and finishing the night at the nearby Playland Amusement Park. Minstrel shows at the Monroe Reformatory were popular. Picnics and parties took place at the riverside in Duvall but also at Cottage Lake. Baseball fans could go to Seattle Rainier games in Seattle or listen to Leo Lassen's descriptions of them on the radio. Closer to home "cow pasture baseball" attracted girls and boys of all ages. (Wagon Wheel, 2001, pp. 130-131)

Wandering "far and wide" became a problem for people in the Duvall region during Kenneth Hix's 1944-47 term of office as the City's mayor and that of George Anderson, who followed him in 1947-48. "There were two bridges then," Hix later recalled, "one went halfway across the valley. Then you had to get out a canoe across to the other bridge." County funds eventually made possible demolition of the wooden trestle across the Valley toward Woodinville and installation of the present bridge. Street grading and ditch digging connected with sewers and the water system also posed problems for drivers during this period. (Lynn Mitchell, Woodinville Weekly, 1/12/82, p. 6)

Another part of social life during the 1940s involved something called the charivari. (pronounced "shivaree") People who missed their friends' wedding ceremonies might schedule a charivari a day or two later. As Bob Kosters described these events:

Plans would be made and at the appointed time, the group would gather some place so we would all arrive at the newlyweds' house at the same time. Each one brought noisemakers of some sort, such as pots, pans, wash tubs, firecrackers, sirens, etc. Then the noise would start and continue until such time as the newlyweds would come to the door (sometimes in a rather surly mood) and invite the group in for a party, or as happened at the last one we attended a sum of money would be given to the group, if we would go someplace and have our good time some place else. This group of about thirty decided to go to the Smith Bakery in Kirkland and spend the wad on hamburgers, banana splits, and milkshakes. The last couple of dollars was used for candy bars. (Ibid.)

1945 marks the beginning of the annual Night in the Klondike celebrations. Taking place in the Grange building presently located at 15615 Main Street, these

events featured booths on the ground floor where people dressed in clothes reminiscent of Gold Rush days held forth. Walking upstairs, celebrants would find music and dancing. Night in the Klondike continued through 1957. (Wagon Wheel, 1992. p. 79)

Six-party telephone lines provided another form of entertainment. As Ward Roney, Jr. put it, whenever you needed to catch up on the latest gossip you needed only gently to lift the receiver. "(A)t least," he commented, "you got the latest news that way. It was quicker than the newspaper." (Roney tape, 2/3/99, p. 9)

Turning to schooling in the 1940s we find a number of changes taking place. The Cherry Valley School in Duvall discontinued its high school program in 1941, students after that date attending school in Tolt. Not everyone wanted to attend the high school in Tolt, however. Ward Roney, Jr. and some of his "buddies" chose instead to go to Monroe for their schooling. As Ward put it, "(M)aybe the girls were a little cuter and probably a little few more of them down there in Monroe." (Ibid., p. 8) Ruth Bellamy enrolled one year in Bothell, then spent a year in Monroe, followed by a year at Tolt, culminating in her senior year back at Monroe. Snohomish county school busses came only to the Snohomish County line, requiring students to find their own transportation to that point. Ruth and her brother rode their bicycles. (Bellamy tape, 2/9/99, pp. 5,6) Florence Rupard remembered Ward Roney, Jr., Dolores Clayton, David McCabb and the Dykstra and Herman girls all attending Monroe High School. Some would drive to the County border to catch the bus; others rode cars all the way to Monroe (Rupard tape, no date, pp. 19-23)

Riding busses brings to mind the experiences of Florence Rupard. The driver of the bus on which her son rode was having trouble controlling the students, with the result that Florence volunteered to ride in the back seat as the bus disciplinarian. When one of the students asked her what she was doing on the bus, she "grabbed him by the coat collar in the back and ... marched him to his seat and ... set him down real hard....I said, 'That's your seat and you sit there from now on.'" Behavior on the bus improved considerably in the days that followed. (Ibid., pp.13-16)

In about 1942 Novelty's School #3 closed, and students transferred permanently to Cherry Valley School in Duvall. Ring Hill students, who had been attending the Cherry Valley School, moved about this time to another, making room for the Novelty students. Thus ended schooling in Novelty. This last Novelty school building sold for auction awhile later for \$1,000. (Wagon Wheel, 1992, p. 80)

On April Fools Day in 1949 the area experienced an earthquake that measured 7.1 on the Richter scale. Bob Kosters that day had a truckload of gravel he was delivering to the Black farm (later the Burhen property) south of Duvall when the quake struck. Bob has described the experience:

(W)e had just raised the bed (of the truck) when the quake struck. The truck was on very soft ground when we noticed the fence on the lane move in front of the truck, which seemed to be tipping over. As I jumped from the truck, the fence moved over again, giving me a little room to get out. Standing in front of the truck, I watched as the fence and a small tree continued to move about, and the truck wheels began to sink. The quake lasted about a minute, but it took at least an hour to get the gravel off the bed and the truck out of the mud. (Wagon Wheel, 2001, p. 23)

Summary

Earthquakes notwithstanding, we have labeled the years in Duvall between 1920 and 1950 the "quiet years." The period began nationally with the economic boom of the twenties, continued with the depression of the thirties, and concluded with the World War of the forties. While these obviously were not "quiet years" at the national level, Duvall in the aftermath of the logging boom of 1895 to 1920 did undergo a period of relative calm. Farming provided the primary economic activity for the region, and population numbers changed little.

This is not to say that Duvall during those thirty years remained static. Travel, which had drawn heavily in previous decades on steamships and the railroads, turned now to cars, trucks, and busses, leading to the near disappearance of the steamships and limitations on rail traffic to an occasional freight train. Auto dealers, car repair shops, and gas stations took the place of blacksmith shops, shoe stores, and tailoring shops. Hotels disappeared. The Methodists built themselves a new church, and the Christian Reformed denomination became established in Duvall. Schools in Novelty and Stillwater that still existed in 1920 had disappeared by 1950, and high school students from throughout the region mostly matriculated in Tolt.

While population numbers after 1950 did not immediately explode, other changes did continue to occur. Recording those changes was a local newspaper, the Carnavall Reporter, which kept track of the news in Carnation and Duvall. Bridges across Lake Washington brought new residents to the Eastside. Talk arose of a freeway through Duvall leading toward Stevens Pass. While the freeway never materialized, changes did occur. People in Duvall began to realize that their way of life -- not unlike the experiences of earlier decades -- would not remain the same.

CHAPTER FIVE

The 1950's and 1960's

The 1950s

The United States emerged from World War II as one of the major nations of the world. Prosperity flourished as farmers and factory workers moved to the suburbs. McDonald's and supermarkets grew in number, and television sets began finding their way into American homes. Wars in Korea and Vietnam turned America's attention away from Europe and toward Asia..

Duvall in the 1950's, on the other hand, didn't differ all that much from the 1940's. The town's population remained largely the same, and business growth was nominal at best. There were, however, some noteworthy improvements, one being the establishment of a local hometown newspaper, the first since the Duvall Citizen ceased publication in 1918. It was started by Gil and Elizabeth Hackenbruch and was named the Carnavall Reporter, the name "Carnavall" being a composite of two of the towns the the paper served, Carnation and Duvall.

The printing office was set up in the old Duvall Shoe Store building, built by Joseph Franke in 1911. The Hackenbruch husband and wife team did a good job of reporting the local news and boosting the town. A series of articles written anonymously by Don Funk describing early life in the town did much towards inspiring others to preserve our local history. Some of these articles the Duvall Historical Society later published under the title Jist Cogitatin'.

Trips to the Reporter building also enabled youngsters to buy comic books while the presses were merrily rolling away. The whoosh-clunk of the linotype machine was another interesting facet of the operation.

Another notable business adventure starting in 1953 was the development of the Hunza Farm on the property previously known as "Little Carnation," now the State Game department hunting range, north of Duvall. Owned by Floyd Hampson, the name "Hunza" came from the high mountain region of Asia, in Pakistan and Afghanistan near the Chinese border. This region was known for longevity of life among its inhabitants, whose long lives were attributed to a grass tea they included in their diet.

It seems that the soil in Duvall matched exactly that found in the Hunza region, and the owners of this new operation planted grass that was later dried and used in the production of health food products. A dehydrating plant was built alongside the Milwaukee railroad, north of town, which is presently the Polar Panels building.

Hollywood celebrities Bob Cummings and Art Linkletter were the health gurus of the day, and both were invited to Duvall to see the dehydrating operation for themselves. Supposedly Bob Cummings came, but Art Linkletter passed on the opportunity. The "dreamed of" opportunity to put Duvall on the map as the fountain of

youth never really materialized, and soon the dehydrating plant was being used to dry peat moss from the Lake Joy area for lawn and garden use.

Another milestone event which occurred in the 1950's was the building and dedication of Duvall's third (and present) bridge over the Snoqualmie River. This new bridge cost \$400,000 to build, compared to \$35,000 for the old "high iron" bridge built in 1918 and perhaps \$8,000 or \$9,000 for the swing span drawbridge constructed at the old Cherry Valley village site in 1906.

The new bridge was dedicated in August, 1951 with a parade starting in front of the old Cherry Valley School and down the hill to Main Street. At the head of the parade was a horse and buggy with pioneer merchants Mr. and Mrs. Arthur Hix as Grand Marshals, driven by their son, Kenneth. This event also brought the first visit of a State Governor to the town since the appearance of Ernest Lister at the Snoqualmie Valley Fair in 1913.

On the lighter side, there appeared in the winter months of 1954 a talking crow that captured the attention of the whole town. No one seems to know where he came from or who taught him to talk, but he was a quick learner and soon had many of the local children's names down pat. A familiar prank he seemed to like playing was to call out a child's name, such as "Paul, Paul, oh Paul," and then that child would run all the way home, thinking his mother was calling him, only to find out it was Mr. Crow up to his old tricks again. He became quite brave and landed right on Allen Miller's head one time. As Allen reached up to grab the crow it gave him a hard bite on the webbing between his thumb and forefinger as a deterrent to any thoughts of capturing him.

The crow one day flew down in front of a boy who was walking along the school trail eating toast. The crow took the piece of toasted bread out of the boy's hands, flew up into a tree and cackled a sarcastic "Thank You" to the startled young man.

Not long afterwards the lifeless body of Jim Crow was found in a tree in someone's yard. There was speculation that someone had maybe poisoned him, because there was growing concern that he would eventually injure a child with his brazen fly-by's and buzz bomb tactics. But, perhaps he just came to the end of his trail in the little town of Duvall.

1956 marked the end of the line for the old two-story Cherry Valley School building, as a modern new brick building (a big part of the present school) was built and placed in service for the opening of the fall term in 1957. The old school building was sold, the top floor removed and the building remodeled into an apartment building that still exists. This passing of the old to the new prompted the annual Old Cherry Valley School Reunion picnics that are still held each August by those who attended and dearly loved the old building opened in the fall term of 1910, when the town was first being developed.

Other interesting developments that occurred in the 1950's include a helicopter landing on the corner of First Avenue and Stewart Street on the afternoon of October 18, 1956 that caused quite a stir. People arrived on the scene unable to find the pilot. He was eventually located in the restaurant. It seems he was returning from a surveying job in Chelan County and decided Duvall would be a good place to drop in for a bite to eat. Also, the same week, the Duvall Bank was robbed of \$15,000, and the robbers

made a clean getaway, despite a \$5,000 reward posted the following week. This was the first robbery since the 1915 attempt.

Roy Miller became Duvall Fire Chief, succeeding Emmitt Minaglia, in January, 1957. Under Miller the Fire Department instituted the tradition of decorating the town each Christmas, and they re-acquired a 1914 American LaFrance fire truck for use as an auxiliary truck. Allen remembers this vehicle well, as it was kept in the family barn on 2nd and Stephens Street. He played in the front seat as a young kid. Also, a badly needed emergency car (ambulance) was acquired through local donations during this time.

Don Funk operated a restaurant called the Duvall Coffee Shop in the old Hoffman Tailor Shop. Allen's favorite burger was the "Bull Burger," having probably more to do with the name than any other factor, believing that he was eating meat from a bull rather than a cow. Another fare was called "The Monster Burger," but we won't speculate here on what the ingredients might have been. In 1958 Lucy Framnes became the new owner of the Duvall Coffee Shop. Before long she also became the owner of the Valley Restaurant, located in the building built by Mr. Martel in December, 1910. She sold the former and put all of her efforts into the latter. Although the sign outside read "The Valley Restaurant," it would always be referred to by the locals as "Lucy's Restaurant."

A succession of other owners tried their hand at the restaurant business in the old Tailor Shop building, including Alice Tiffany, who had two daughters working as waitresses whom Allen thought were very attractive. Alice later moved her operation to a new building near the Laundromat. Next the Coffee Shop was known as Ike and Mabel's Cafe and finally became the original, and legendary, Silver Spoon.

Don Funk opened a Second Hand store in the old community hall building. Filled to the ceiling with all sorts of "neat stuff," it gave younger folks a look at the everyday gadgets of a bygone era and proved the old adage, "one man's junk is another man's treasure."

Another unlikely place to view relics of Duvall's past was at the town's other general store, MacDougall's Mercantile. Old logging implements (crosscut saws, peavey's, etc.), and farm tools (scythes, hay forks, etc.) hung from the uppermost portions of the high walls, a throwback to a time when these items were as much in demand as the groceries and staples of everyday life.

MacDougall's had plenty of interesting things in everyday use, too, including an overhead spool of string on a dispenser, butcher paper on rolls for wrapping orders of sliced bologna and cheese, and pop machines that dispensed soda in glass bottles that were cooled by circulating water and opened by means of an attached bottle cap remover. A popular pastime for a bored Duvall youth was to ask Mac to dump out the bin that caught the old bottle caps. The next couple of hours could be spent sitting on the railing of the present Duvall river bridge, snapping bottle caps into flight like miniature Frisbees and watching them sail down into the River way below.

Somewhere today, under the sand and silt of the Snoqualmie River bottom, north of the bridge, is a veritable treasure of vintage bottle caps from long-discontinued brands of soda, as well as early takes on present brands. The bottles didn't end up the

same way, however, as they were returnable for cash! Kids living in town, used the bottles as their primary source of income.

When one was hungry for some candy, a search of the roadside ditches would usually produce three or four empty pop bottles, worth three cents each, which could be exchanged for a small sack of penny candy or a candy bar, all in one chunk. A more ambitious project involved loading up the red wagon with cases of empty beer bottles, worth a penny each, and hauling them down to Fern's "Valley Tavern." A couple of trips could net almost two dollars, making one feel like a millionaire!

Another thing common to those days was the telephone party line, where two or more families would share a common phone circuit. Each person's ring was slightly different so that one would know whether to answer or not. Still, it was sometimes great fun to pick up carefully and "listen in." Allen adds, "When on a party line, too, it was common courtesy to put the receiver to your ear before dialing the number to make sure somebody else wasn't already using the line." Over forty years later he is still unable to break that habit.

By the late 1950's the railroad had pulled off the branch line log train, leaving just a single round trip freight train on the line. Running mostly at night, with an early morning return down the Valley to Everett, the Milwaukee's presence in town was practically nonexistent. The depot had been closed in 1935, or early '36, and was fixed up for living quarters for the local section foreman. By 1955 the building was up for sale; and local resident Ray Burhen, who had just returned home from the Korean conflict, managed to buy the building. Ray later did some remodeling to make it look more like the depot it once was. It has now been given to the town and sits proudly in McCormick Park.

John Fisher started up the T&F Canopy business in 1959 on the N.E. corner of Virginia and Main Street. This developed into quite a going concern and provided welcome employment to several Duvall youths. T&F canopies had quite a distinctive look and could be spotted easily. Allen recalls seeing them as far east as Iowa and Indiana. The last sighting was in Montana several years ago and must have been thirty years old at the time. John Fisher became mayor about this time and was responsible for installing all new water mains in the town and getting Duvall hooked up to the new Seattle Water Pipeline from the Tolt dam. Allen remembers doing wood shop projects in John Fisher's basement when he sponsored the local Boys Club.

Allen also remembers a few incidents from that time that were commonplace then but would be considered a liability nowadays. For instance, the town closed off Stella Street from First Avenue to the top of the hill at Third Avenue during heavy snowfalls, and the Fire Department opened a hydrant and watered down the hill to create a run for nighttime snow sledding. Nearly the whole town would turn out, with a bonfire going near the top of the hill. In another instance, a Zebra fireworks stand was located on a vacant lot on Virginia Street each Fourth of July. Allen's father, Roy Miller (who was or would soon be fire chief and should have known better) and Pink Marty once simultaneously set off dozens and dozens of aerial fireworks that were stretched along the sidewalks on both sides of Main Street between the bridge and the Duvall Tavern.

41 The 1960's

The decade of the 1960's started out with the town in trouble right off the bat. A high flood in December 1959 washed out a portion of the bridge over Long Lake, west of the Snoqualmie River bridge, near the intersection of the Snoqualmie River Road. A temporary "Bailey Bridge" was placed in service for the next 16 months. This was a narrow one-way bridge that had traffic signals mounted at each end, permitting traffic to alternate back and forth across the span. The damaged bridge was repaired and placed back in service in April, 1961. Despite the floods, farmers continued their efforts to improve the work on their property. The John and Ruth Coy family, for instance, were named by the Northwest Dairy Federation the 1960 Dairy Family of the Year. (WW12/2006)

An Army Corps of Engineers river cleaning project in the summer of 1961 brought the first river boat up the Snoqualmie River since the Black Prince in 1928. Once that operation passed beyond Duvall it became the first large boat to ply the waters above the town since the Loma in 1917. It was a derrick mounted onto a barge towed by a tug boat, pulling out snags and deadheads and piling them onto the banks.

Some notable changes that occurred during the early 1960's include Dave Harder's replacing Allen's father, Roy Miller, as Fire Chief, a position Dave would hold for thirty years. The institution of the annual Fireman's Pancake Breakfast began in 1961, a tradition that still holds today.

Business changes worthy of note include the Dehydrating Plant, which started up again in 1961, drying grass to be made into the Hunza health food product. Vi Link opened a Beauty Parlor in 1960, keeping the local ladies in tune with the popular hair fashions of the day. Alice Tiffany opened her restaurant business, "Tiffany's Fine Foods," in June, 1962. Dave Harder and Gill Hackenbruch opened a coin-operated "Laundrymat" at the north end of town in 1963. Also, Dave Harder bought out Jack Frommer's hardware business in 1962, forming the Duvall Hardware, which was an institution for many years to come. Bought up by the True Value chain in later years, it is interesting to note that the town's hardware business, until it moved, had been located on the same spot ever since A.P. Manion started the business in November 1909.

The volunteer Fire Department built a new modern fire hall in July, 1963. Also, the Evergreen Speedway in Monroe opened during the summer of 1963. This not only gave the people of Duvall a place to watch professional racing, but inspired some local hotshots to join the competition as well.

Temporary summer employment for Duvall's young teens was in the form of haying crews, working for the local farmers. Allen recalls working on such crews throughout the mid and late 1960s. "If you knew how to operate a tractor you could get in a few extra days raking the cut hay into windows." This was necessary to allow the hay to dry in the hot summer sun. After a day or two of drying the hay would be re-raked into another window to allow the hay on the bottom of the first window to be exposed to the sun and dry out. "When the weather was good," Allen continues, "Farmers knew they had plenty of time and crews could work from farm to farm, making a couple of weeks of income. If the weather started turning cloudy every farmer scrambled to get their hay in before the rain and hired every available body they could get, making for a short season and severely curtailing our summer income."

Out in the field heavy bales were "bucked" onto the beds of flatbed farm trucks and improvised trailers drawn by tractors. They were stacked in rows several bales high and hauled to the barn where they were taken up into the hayloft by a chain-driven elevator. Sometimes two crews were used, one out in the fields loading trucks and another crew in the barn, unloading. Whichever crew you were on there was a tendency to imagine that the other crew had the better part of the deal. In reality though, both positions were hard work. Out in the fields, cooling breezes were few and far between and usually only served to blow the dry air, dust, and seeds into your eyes and face. The barn crew might have been in the shade of a building, but the hay was choked with hay dust and felt no cooler than it was out in the direct sunlight.

These first excursions into employment taught Allen and his companions things like Social Security numbers and pay roll deductions. In fact, numbers began to play a important part in the 1960's, and some big changes affected the town. In June 1963 telephone prefixes were changed to numbers. The previous ST8 (STERling 8) prefix was replaced by the numbers 788. Also the postal zip code was ushered in the following month, with Duvall's tiny post office assigned the digits 98019.

The Great Piano Drop

The growing counter-culture movement of the mid-1960's brought the first "hippies" to Duvall on the beautiful Sunday afternoon of April 28th, 1968. The occasion was the much lauded "Piano Drop" sponsored by Seattle Radio station KRAB-FM and The Helix underground newspaper. The event was to raise money for both of these organizations, but the idea was the brainchild of Larry Van Over. The event was held on his farm up in Cherry Gardens.

Larry Van Over, locally known as "Jug" for his membership in the Willowdale Handcar jug band, was a local hippie artist who later gained fame as the spokesperson for the Oh Boy O'Berto sausage company. With the help of Paul Dorpat at Helix the great Piano Drop was organized, and an old upright piano was purchased for \$25 at St. Vincent de Paul. A helicopter and its pilot were chartered to bring the instrument to the event. A trailer was brought in and the band, "Country Joe and the Fish," provided the music. About 300 people were expected to attend the event. Actually there were more like three thousand enthusiastic participants in attendance. The music sounded great, echoing off the nearby hillside, and the hippies in attendance were interesting for the local teens to observe.

The drop itself was rather disappointing. The piano overshot the intended stump pile target, landed in the soft ground with a dull thud, and broke in half. The crowd immediately began tearing off souvenirs of the instrument. Allen recalls seeing one individual sitting along the road, playing a piece on the strings like a harp. All in all, it was a landmark experience for some of the local teens, but the older generation was just shaking their heads in disbelief. The event led to the first multi-day outdoor rock concert in America the following August, when the Sky River Rock Festival and Lighter Than Air Fair were held on Betty Nelson's "organic raspberry" farm on the Ben Howard Road near Sultan.

The piano drop also opened the door to two successive Rock Festivals held on Stan Carlson's farm outside of Duvall, where the Duvall Park soccer fields are now located. The first of these was dubbed the "Sunrise-Sunset Rock Festival" and featured

James Taylor, Guitar Shorty, and a few local bands. It was held on May 31st and June 1st, 1969. The era ended in style the following month when the huge Seattle Pop Festival, sponsored by Boyd Grafmyre, was held at Gold Creek Park in Woodinville on the weekend of July 25th. Bands in attendance were: The Doors, Chicago Transit Authority, The Byrds, Ike and Tina Turner, Vanilla Fudge, The Youngbloods, Chuck Berry, Albert Collins, Bo Diddley, Guess Who, Santana, Murray Roman, and Led Zeppelin, among others. A short time later outdoor rock concerts were banned and an era had come to an end. But, it was fun while it lasted. A sizable population of counter-culture hippies had by this time taken up residence in the area around Duvall, adding measurably to the cultural richness of the area.

Another event that comes to mind around this time was the break in and robbery of Hix Market and Post Office on a warm summer evening. The burglar set off an alarm in the home of owner Clifford Hill, behind the store, and Clifford was attacked with a hammer when he entered the store to investigate. Because of the Post Office being located in the building, the event brought the Federal Bureau of Investigation (F.B.I.) to our small town. This was a major event, considering that the town didn't even have a single, full-time, police officer at the time.

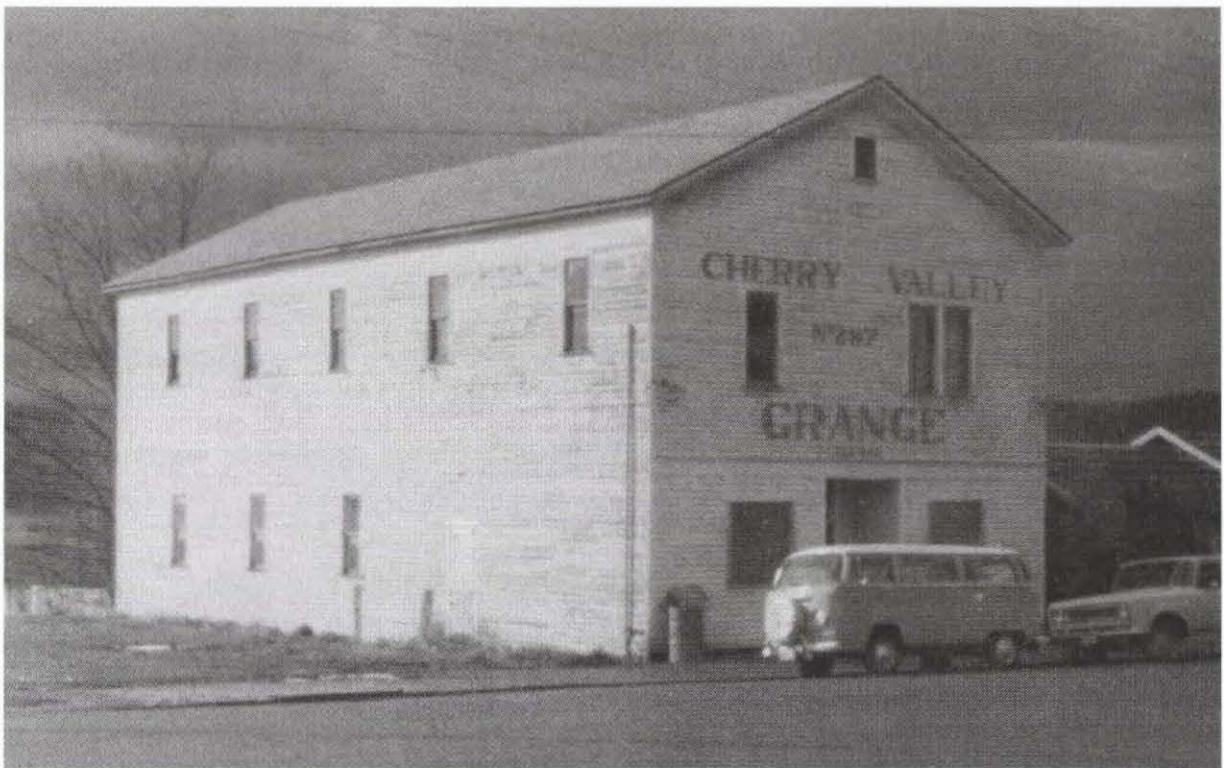
In this age of Imax, Internet, and video entertainment one might wonder what we did in a small town to entertain ourselves. There was television, of course. Children's programs included Wonda Wonda, J.P.Patches, Stan Boresen, Captain Puget and Brakeman Bill. At night there was a huge variety of western programs: Wyatt Earp, Maverick, Rawhide, Sugarfoot, The Rifleman, Gunsmoke, Cheyenne, and many more. Comedy and variety shows included: Red Skelton, Milton Berle, Jack Benny, and Dean Martin; and for fright fans there were One Step Beyond, Outer Limits, Twilight Zone and Nightmare Theater. Great animation and family entertainment could also be found on Walt Disney Presents.

The nearest movie house was the Mond Theater in Monroe, a nine-mile walk one way that Allen Miller made on more than one occasion. There were a tennis court behind the library, swings and a slide at the school play ground, and many, many vacant lots in town to explore and play games in. Allen recalls camping overnight with a few friends on the riverbank, below town, and then attending the annual Firemen's Pancake Breakfast first thing in the morning.

By today's standards it was primitive entertainment at best-- no video games, no Internet, no cable TV, just what channels you could pick up with a roof-mounted antenna. They were simpler times for sure, but people had lots of fun and happiness. As the decade of the '60's and the "Summer of Love" slipped away to begin the 1970's the little town began to grow, facing a whole new set of challenges that would be met and overcome by longtime residents and new arrivals working together for the good of the community.



Duvall Mayors: George Anderson, Ralph Taylor, Kenneth Hix, John Fisher, Lloyd Judd, Erv Harder & Bill Breen



2nd Cherry Valley Grange Hall; later site of the Silver Spoon Restaurant

CHAPTER SIX

CHANGES ACCELERATE: THE DECADE OF THE SEVENTIES

For the people of the United States, the 1970s brought numerous problems. A war begun in Vietnam back in 1964 had become increasingly unpopular by 1970, and demonstrations across the land had grown in number. One such demonstration at Kent State University in the spring of 1970 led to the shooting by National Guard troops of several students. An OPEC oil embargo in 1973 led to shortages, high prices, and long lines at the gas station. During 1973 and 1974 the Watergate scandal broke, leading to President Nixon's premature departure from the White House. The decade ended with fifty-two Americans held hostage in Iran, a symbol of the declining relationships developing between the United States and many of the nations in the Middle East. Americans during this decade, because of an access to television unprecedented in earlier times, followed these events closely and shared as never before in the challenges in which their nation engaged.

These challenges faced the people of Duvall and the lower Snoqualmie Valley during the 1970s. Duvall's population during this decade did not change appreciably, rising from 600 in 1972 to only 670 by 1978 and to 719 by the end of 1979. Nevertheless fears arose that this "pastoral place," this "last unindustrialized, smokestackless valley in King County" would soon disappear. (Oscar Roloff, Snoqualmie Valley News, 7/5/72) Perhaps illustrative of changes needed in this "last unindustrialized, smokestackless valley" was the need for a sewer system in Duvall. Sewage seeping down the hill onto Main Street and beyond offered voters little choice but to face a rise in taxes.

Trains finally stopped running through Duvall, the local train from Cedar Falls to Everett, Milwaukee Local No. 592, Engine No. 8002, making its last run on February 9, 1973. Duvallites were sorry to see the railroads go. Two years later the tracks were removed, and Duvall was eliminated from the railroad's timetable. (Miller, 1995, p. 4) The rails eventually found their way to a buyer in Spain, while ties remained in town, where a reputedly fearsome gentleman guarded over them until they could be sold. (Denny Redman interview with Don Williams, 2/1/05) Plans for building a trail where the tracks once stood began to evolve, and in 1976 the County purchased the abandoned railroad lines for a hiking/biking trail.

As the decade came to an end townspeople found themselves engaged in a dispute over an airfield that had appeared in their midst. These and other changes confronted the people of Duvall and the lower Snoqualmie Valley during this decade.

Challenges Facing the Farming Community

Declining attendance at Grange meetings during this decade reflected changes occurring within the farming community of the lower valley. One speaker even went so far as to question whether farming in the region had any future. Ronald Boyce, Director of the School of Social and Behavioral Sciences at Seattle Pacific University, addressed a group at the Duvall Library on the evening of Thursday, May 25, 1978. Calling King County "a tremendous commuter shed," Boyce took note of government plans to obtain farm development rights from resident farmers whose products competed with those in California. Given the need for housing space for commuters in King County and California's capacity to produce more than one crop a year, Boyce wondered about the future of farming in the local region. Local farmers interviewed after the meeting, declared, however, their intention to continue. Said Hi Wallace, "I'd stay dairying 'til I lost it all, if necessary." (Sammamish Valley News, 5/17/78 and 6/14/78, p. A-9)

Another farming issue of these times concerned the use of 2,4-D, a controversial weed control chemical. The headline in the November 1, 1978 edition of the Sammamish Valley News asked if herbicide spraying would be "weeded out," (p. A-11), and one seven weeks later called "One man's poison ... another man's weed control." (December 20, 1978, p. A-9) Fall City farmer Ben Iverson expressed concern for the harm done by the chemical not only to wildlife but also to humans. In time government officials banned the use of 2,4-D.

Changes in Downtown Duvall

Moving from the farms to downtown Duvall, we find the Hix Market, which began serving the people of the region in 1905, finally closing. Arthur Hix's son-in-law, Cliff Hill, had taken over the business years before; but his illness and eventual death in 1977 led to the closing of the Market. It goes without saying that the Hix family contributed mightily to the history and the survival of Duvall over those eighty years. The Hix Market site was subsequently rented to Emmett Minaglia, whose Duvall Auto Parts store had burned earlier.

Velma Hix Hill's thirty-six years as Duvall's postmaster, most of those years located at the Hix Market, also ended at this time. David Parmalee stepped in as interim postmaster and was succeeded in February of 1978 by Dwayne Kelloniemi. By this time the post office had moved to a new site at Second and Stella Streets. Some residents regretted the moving of the post office away from the Hix Market, arguing that the old site gave special character to life in town at that time.

In January of 1978 Rose Norenberg, who had served as Duvall's Librarian since 1956, retired. A room in the Library much used in later years -- including the site for City Council meetings -- was named the Rose Room in her honor. (Civic Club Bulletin, ca. 1980)

Numerous businesses joined the Minaglia auto parts store during the decade of the seventies. They include Tom Resek's Duvall Folk Music Shop, where he sold homemade Appalachian dulcimers; Clint and Cherie Hanson's Day 'n Nite Market at the corner of Main and Virginia Streets; Joe Moore's Lake House Restaurant on Main Street; Sharne Cerqui's Flowers by Sharne in Duvall Plaza; Steve and Mary Osterday's Duvall Shell at Main and Stewart Streets; Kim Drumm's Plaza Styling Salon; Dick and Marge Sharpe's Duvall Second-Hand Store; Bill Minaglia's new Union 76 station on the

site of his dad's old Duvall Motors shop; Mike McKee's Duvall Glass; and Doug Travis's Doug's Body and Paint Shop. As this list indicates, the character of old Duvall was changing, and residents in the region had many new services on which they could draw. The February 15, 1978 issue of the Sammamish Valley News recorded what may have been a new record when four applications for new business and occupation licenses confronted the City Council at a single meeting. (p. A-11)

People in Duvall still talk about the town's most famous restaurant, the Silver Spoon, which had its beginnings in 1970. Patty McTighe first opened the Silver Spoon at 15720 Main Street in the building that had begun in 1911 as Hoffman's Tailoring Shop. The 1970 building had two adjoining doors at the front, one to the restaurant and the other to a barbershop owned by Jim Hunt. Counter-culture people found the Silver Spoon attractive (Jim called it "the Long Hair Saloon"), but they had little interest in Jim's barbershop, which catered more to the old timers, who tended to do their eating at the other end of town. Denny Redman recalls hauling foodstuffs to the restaurant from Seattle in his 1948 Chevrolet pickup. Occasionally, strawberries and other items would fly from the rear of the truck before Denny could deliver them, but most items found their way to Duvall. (Donna Waddington interview with Don Williams, 12/4/03; Kurt Beardslee interview with Jennifer McKenzie, 1/7/01; Wagon Wheel, 3/04; Denny Redman interview with Don Williams, 2/1/05))

After awhile, Jim Hunt moved his barbershop across the street, and Denny Redman and Ronnie Hyde built a music room in its place. Seating in the room included backseats from two Hudson automobiles, a car Denny favored over all others. They also added a fiddle backs border around the ceiling of the restaurant. They'd found the fiddle backs in an old abandoned fiddle shop down at the Decker place off 124th. A piano added to the atmosphere. (Redman-Williams interview)

The Silver Spoon made several subsequent moves. Its most popular site proved to be the old Duvall Grange building at 15615 Main Street. As mentioned earlier, attendance at Grange meetings had declined by the mid seventies, making the hall available to Tito Galbrith, who now owned the restaurant and moved it to the new location. Donna and Ed Beeson purchased the Silver Spoon from Tito in 1977; and in the years that followed it became extremely popular, not only with the counter-culture people but also with Duvall oldtimers and with people from miles around. Here they could come for a tasty dinner downstairs, art shows and live music upstairs, and on Saturday and Sunday mornings freshly-baked cinnamon buns hot from the oven, often baked by Bunny McLeod. In good weather people stood willingly in long lines waiting for their chance to bite into the delicious buns. Usually a quiet place on evenings, Duvall came alive on week-ends with masses of cars parked around the restaurant (Wagon Wheel, 12/03)

City Government

Mayor Lloyd Judd headed City government at the start of the seventies. Judd, in fact, held two major leadership roles at this time, serving not only as mayor but also as the minister of the Evangelical Methodist Church in town. He also served as the Fire Department's chaplain.

Lumber store owner and City Council chairman Erv Harder succeeded Judd in the Mayor's office. Harder served in this position for the next ten years, only to return again as mayor between 1989 and 1993. Erv was not the only person to join city

government in the seventies and to stay. Sara Barry, for instance, began her long career with City government in 1977 as Harder's administrative assistant. And among the Council members joining the Harder team during this time was Jean Baldwin, thereafter a long-time Council leader and mayor between 1985 and 1989.

City government in the closing years of the decade of the seventies faced some serious problems. The City in August of 1977, for instance, presented a Three-Year Development Plan aimed at addressing some of these problems. This list included the following:

Lack of a doctor and dentist, substandard housing, substandard recreational opportunities, solid-waste disposal, water system below federal standards, streets and sidewalks, storm damage, lack of (a) professional planning assistant, lack of park lands, the need for revitalization and beautification of (the) business district, and the special problems of women in the community. (Cascadian, 8/3/77, p. 1)

In keeping with the call for parks, Duvall took several actions during the 1970s. On September 11, 1971 it dedicated Taylor Park on land that had been donated in 1913 by Ralph Taylor's uncle, Walter R. Taylor. In May of 1976 as a part of the national bicentennial celebration the City dedicated Taylor's Landing on the shores of the Snoqualmie River. Ralph Taylor had played a major role in making this land available to the City. In June of 1976 discussions were also underway for a County-owned ball park called the Duvall Neighborhood Park.

The County-funded ball park one mile south of Duvall proved slow in developing, posing problems especially for the baseball players. "It's kind of like playing ball in somebody's cow pasture," complained Coach Lloyd Baldwin in April of 1978. The County had purchased the land in 1974 but had needed most of the money in meeting the purchase price. Minimal construction began in 1976 and a \$30,000 grant in 1978 improved the situation, but the location of part of the field in the flood plain made changes all the more expensive. (Sammamish Valley News, 4/5/78, p. A-11)

In addition to its problem with the ball field, Duvall also faced the challenge, as mentioned earlier, of developing a sewer system. Preliminary research on the establishing of such a system had begun during the previous decade and continued into the seventies. Proposed federal grants at one time would have covered ninety percent of the costs for the new system, but before Duvall could receive the money the funds were frozen by action of President Nixon. A year later Nixon released the funds, but now new regulations arose requiring a regional comprehensive plan that would include Duvall. By the time the plan had been prepared, deadlines had passed. Inflation in subsequent months rose at an alarming rate, and more stringent government requirements led to an increase in the cost of the system from \$750,000 to \$1,500,000. The cost to town residents rose accordingly from \$460,000 to \$800,000. (Cascadian, October 23, 1974, p. 1))The Cascadian on November 20 of that year commented on the problem facing Duvall:

Although nearly everyone in Duvall recognizes the need for a town sewer system and that the installation of such a system will increase property values, the high cost of the project causes deep concern by some of the town's residents.

Efforts began anew aimed at finding additional grants that would reduce the expense for local homeowners. A County grant of \$50,785 in 1975, followed with the promise of another \$125,000 in 1976-77 made it possible for the City in April of 1977 to complete plans for financing the system, now anticipated to cost \$800,000. (Cascadian, 4/27/77, p. 1)

Police and Fire Protection

Funding for the Police Department also presented its challenges. While the City had provided police protection in earlier times, it had turned by the seventies to the County Sheriff's office for this help. Not always able to get the prompt responses from the County that they would have preferred, Duvall residents explored a return to their own department but found the price of increased taxes forbidding. (Sammamish Valley News, 8/22/79, p. A-8) In the meantime robberies at the bank and at Emmett Minaglia's Duvall Motors, Inc., vandalism, and a possible homicide in the Big Rock area found their way into local newspaper headlines.

Fire Chief Dave Harder, whose hardware store sat kitty corner to the bank, played a role in responding to the bank robbery. Receiving a call on the afternoon of Wednesday May 8, 1974 from Larry Whitfield in the adjoining office that a bank robbery was underway, Dave grabbed a double-barreled shotgun; and he and his brother, Mel, moved outside behind a stack of plywood just as the robbers emerged from the bank. At that very moment, however, who should pull in front of Dave and Mel in a slow moving car but their mother and stepfather, allowing the robbers to escape. Dave and Mel jumped into Dave's car, stopped long enough at the fire station to turn on the fire siren, and began their pursuit of the robbers. Aided by the two-way radio in their car, Dave and Mel were able to keep in touch with others engaged in the chase. At the top of the hill into Redmond the robbers stopped their car, turned, and started shooting at Dave and Mel. Proceeding on toward Redmond, the robbers shot one of that city's policemen in the chest. Finally, the culprits crashed "fifty feet into the woods, ... and took off." They were later captured. (Harder, 1994, pp. 151-3)

Harder's Fire Department stayed active and experienced growth during the seventies. Dave reports that he had around fifty-five volunteers working in the Department by 1976. "From there," he commented later, "we kept growing." (Harder, 1994, pp. 170-1) The May 8, 1974 edition of the Cascadian contains news that Department 45 and the City, with help from private contributors, had acquired an aid car costing \$20,000. Aid calls actually outnumbered fire calls, making acquisition of the aid car a vital step in the effort to provide a more reliable and extended service to people in the region. In 1976 the Department received three new fire trucks. Stations were also established on Mountain View and on Big Rock Roads. Under Chief Harder and his crew, the Department achieved what Ralph Taylor called "the high standards of today." (Cascadian, 5/14/75, p. 1; 12/21/77, p. 1)

Whenever floods hit the region the police and fire departments played vital roles. What Dave Horsey, at that time a reporter for the Sammamish Valley News, called western Washington's worst flood of the century occurred in early December of 1975. (12/10/75, p. 1) The Snoqualmie Valley felt this flood, streets and farmlands filling with water, marooning farmers in their homes, killing their cattle, and contaminating their milk. Rumors fly in moments such as these. One had the Tolt River dam collapsing, leading to the destruction of the town of Carnation. Other rumors had bridges in Monroe and Duvall collapsing and all electrical power to the region being

turned off. Happily none of these rumors proved true. In fact, the stability of the Tolt River dam led businessmen in Fall City to call for "a dam or dams" on the forks of the Snoqualmie River as a means of preventing future damage in the Valley. (Sammamish Valley News, 12/10/75, p. 1)

Schools

Critical to the future development of the Duvall region in any decade are its schools. The seventies started badly for education in the Lower Valley when two operations and maintenance levies failed. This decision by the voters led in 1972 to the District's closing Cherry Valley School and requiring students living in the Duvall region to go instead to Carnation Elementary School and Tolt High School. Cherry Valley reopened, however, in the autumn of 1973.

Later years in the decade produced more positive results at the polls. The 1977 operating levies passed, and the 1978 levy received an eighty percent approval rating. A \$3.49 million bond issue that same year for additions to all three district school buildings and a bus maintenance facility received a sixty-eight percent approval, with every precinct in the district voting affirmatively. (Cascadian, 5/24/78, p. 1) Complications arose later that year over the funding of the bond issue, but with time the construction did proceed.

Teacher contract negotiations also produced complications about that same time. Controversy over the elimination of preparation time, the extension of the number of classroom hours, class size, the calendar, and salary and fringe benefits led the Lower Snoqualmie Education Association to call a one-day strike in early September of 1978 the first in the District's history. Still at an impasse In October, negotiators turned to mediators for help. A new two-year contract followed. (Sammamish Valley News, 8/16/78, p. A-9; 8/30/78, p. A-10; 9/6/78, p. A-7)

The Airport Controversy

Controversy over one proposed unique feature of the Duvall of the seventies concerned the airfield located at its southeast corner. The Carnavall Reporter on April 4, 1957 had told of plans for building an international airport across the Valley on the plateau west of Duvall. Sea-Tac Airport, planners feared, would become inadequate in another five years; and the relatively-fog-free site near Duvall had come under consideration as a new location. Criticisms of the plan centered around noise problems and the effect the airport would have on property values. Eventually officials dropped this idea (only to have it rise momentarily again several decades later).

In 1959 the same newspaper announced that Murle Boshaw had begun construction of an airport on the opposite side of the Valley above Novelty. The "Air Age," according to the Carnavall Reporter, had arrived in the Lower Snoqualmie Valley. (12/3/59, p. 1) Rezoning hearings during June of the following year aimed at determining the type of airfield that would be constructed. Later in 1960 the County Planning Commission turned down plans for a commercial airfield at the site, leaving the door open for the private field then getting underway. Pilots of small private planes had started using the field. (Carnavall Reporter, 6/30/60, p. 1)

In 1968 Cal Evans became involved in a new airport development for the region. Drawing from examples such as Harvey Field in Snohomish and a similar development in Maple Valley, Evans proposed a field adjacent to which aircraft owners could build their residences, making it easy to get from their homes to their planes. By 1977 his ideas had reached the point where Mayor Erv Harder felt the need for an environmental impact statement specific to what Evans was now calling Cascade Skyport Estates. In Harder's words, "(B)ased on information received after the filing of declaration of non significance this proposal has been determined to have a significant adverse impact on the environment." (Cascadian, 10/19/77, p. 1) There followed time during which the community could offer its views on Evans's proposal, after which the Statement came to the Duvall Planning Commission and then to the City Council. Discussion of the proposal continued into the next year. A meeting in late February of 1978 attracted an overflow crowd. Sammamish Valley News reporter Sheila Sandiford described the crowd:

The room was filled and overflowing; every seat in the house was taken. Some sat on the floor, others stood in every available inch around the room's edge. Two doors were flung open so those standing outside could hear what was being said. (3/1/78, p. A-11)

Of the forty-eight people who spoke that night thirty-four took positions against the airport, expressing concern mainly for the quality of life in Duvall should plans for the airport proceed. Worry about the noise coming from low flying planes overhead stood high on their list. Wildlife and the region's rural character were threatened, in the view of these people. Chicken farmer Leonard Barron worried that aircraft flying overhead would seriously disrupt his flocks. "The decision the Council makes will affect the future of the entire area," Amy (Kersten) Nixon testified. People favoring the airport included pilots, who welcomed the chance to live so close to their planes. (Ibid.)

Thirty people attending a meeting in the new town hall in early March of 1978 formed a group, which they called "Concerned Citizens for Planned Growth." Intended to serve as a "watchdog on city and county government for the good of Duvall and the surrounding area," the group elected Carl Hoyer as its chairperson, Peggy Breen as vice-chair, Ruth Subert as secretary, and Velma Hill as treasurer. (Sammamish Valley News, 3/14/78, p. A-10) One of their major concerns was the airport. Other issues included criticism of a draft environmental ordinance that, from the perspective of the group, would "pave the way" for rapid development, leading to overcrowded schools, increased traffic, and added pressures on the Police Department and the sewage and water systems. (SVN, 3/22/78, p. A-10)

The Council at about this same time decided to postpone until April 13, 1978 their decision on the airport. At the meeting where they made this decision they also heard testimony from University of Washington Professor Jim Chalupnik, who, after conducting tests in the region, assured them that, "From a noise standpoint, development of this property to the fullest extent is not going to create any considerable noise impact." (SVN, 3/29/78, p. A-11)

At its April 13 meeting the Council accepted the final environmental impact statement. It then made the statement available to the public, giving the public seven days to review it, after which preliminary approval was granted. On June 7, however, the Concerned Citizens for Planned Growth filed a lawsuit in King County Superior Court calling for court review of the City's records relative to Skyport Estates. The

Concerned Citizens group, as explained by new president Peggy Breen in January of 1979, sought a more responsive city government. The Court in February upheld their suit, and the City reopened hearings in April of 1979. Developer Cal Evans during that month expressed his confidence that Skyport Estates would gain approval. (SVN, 4/25/79, p. A-7) Finally, late in October of 1979, the Council, acting on the recommendation of the Planning Commission, approved the preliminary plat for the airport.

Contention over the airport did not cease, however. About the same time the Council was approving the Skyport Estates preliminary plat, reports surfaced that Cal Evans had parked at the airport a C-46 twin engine cargo plane. Under the title, "Duvall visitor has a weight problem," the Sammamish Valley News reported that "the presence of the C-46 violated a city ordinance which prohibits the landing of any plane over 10,000 pounds gross weight on the airfield. (11/21/79, p. A-11) Evans promised to move it as quickly as he could complete the repairs he was doing on the plane.

The Concerned Citizens group also kept alive its interest in Skyport Estates, filing another suit on November 26, 1979. The City, from their perspective, had "failed to consider the total scope of the proposed action and the precedental value of the action." Their concerns included "the range of adverse environmental impacts identified in the environmental impact statement." Mayor Harder labeled the new action a "delay tactic" and worried about the \$10,000 the City would have to spend on the lawsuit, money that might otherwise go into street repair and upgrading City facilities and services. (Cascadian, 12/26/79, p. 1)

By this time Evans had begun losing interest in the development. Concerns had risen over sewage facilities, two members of the City Council had become quite outspoken in opposition to the plan, and a national fuel shortage made the timing bad for developing something this ambitious at this moment. So Evans decided to drop the idea. A few years later he sold the property, which eventually became the site for Duvall Highlands that included, in part, a mobile home park. (Brad Hazeltine interview of Cal Evans, 2004)

Other Highlights of the Seventies

Duvall also gained in that decade a new organization that called itself the Duvall Historical and Old Stuff Society. The group held its first meeting in the Town Hall at 8:00 p.m. on April 14, 1976, according to "representative" Pat Patterson. (Cascadian, 4/7/76, p. 1.) Among those attending that first meeting were Ray Burhen, Bert Eggstrom, Peggy Breen, Ruth Subert, Lee Green, and Vera Heavens. In its early efforts the Society focused on identifying old buildings in the region. Attention by 1979 had turned to the need for a museum, where mementos of Duvall's past could be stored. As Society member Ralph Taylor put it, long time residents would be reluctant to give away historically valuable objects to other, out-of-town museums, since those items would then not be available to local citizens for viewing. (Sammamish Valley News, May 30, 1979, p. A-9) Meetings of this group continued for decades thereafter and accounts of their activities will frequently find their way into the pages that follow.

The Fire Department's annual breakfast, begun in 1961, drew big crowds during the seventies. 1200-1400 people were expected at the 1975 event, and the numbers grew in subsequent years. Dave Harder has described these yearly events:

Once a year the firemen all got together. We held the breakfast at the fire hall and the wives and kids helped get the tables set up, and they helped to serve the food. Getting ready for the breakfast was a morale booster in itself. The firemen had their own aprons with the fire department insignia printed. They got to holler at the people and holler at each other.

We fed 2,000 people and used 500 pounds of ham, 60 dozen eggs -- scrambled,The firemen cooked the pancakes. 'Is Ed goin' to cook them pancakes again this year?' Well if you tried to take that pancake turner away from him, you'd be killed! We had gas grills galore. You just had to see it. (Harder, 1994,p. 195)

In addition to the firemen's breakfasts, Duvallites had other festive events they could attend during those years. This included the annual Duvall Days celebration (changed to "Duvall Daze" for one year in 1979 and again in 2005) and in 1976 the United States Bicentennial celebration. Marilyn Herzog chaired Duvall's Bicentennial Committee. Labeled "Festival USA," the program on that Saturday, May 15 day included the aforementioned dedication of Taylor's Landing Park, concerts by the Tolt High School band and chorus, an appearance by the Seattle University Colonial Guard, a special ceremony honoring Ralph Taylor, and a parade.

As a part of the Bicentennial celebration, Duvall City leaders on October 9, 1976 buried a time vault at the front of the new City Hall. This vault contains items "typifying Duvall life in the year 1976." Included in these items were:

... an official bicentennial document signed by President Gerald Ford, a letter from Governor Dan Evans, a map of the Duvall area, news clippings of the town government, a pictorial account of the 1975 flood and articles typifying life today - -- family portraits, coins -- and, of course, a TV Guide. (Cascadian, 10/13/76, p. 1)

Duvall residents will reopen this vault in 2076.

Looking to the Future

This attention to the Duvall of 1976 and to its future reflects the work of the City's planning department. Earlier criticism of the City called attention to its failure to have a qualified planner on its staff. In response the City by the middle of 1978 could look to Robin Yu for this kind of help. The level of community involvement brought on by the airport issue, while controversial, fit nicely with Yu's concept of a city's planning process. He wanted Duvall citizens to become involved in the process, and he had some serious questions for them to answer. Do people want Duvall, he asked, to become a bedroom community or more "a self-sufficient city with commerce and industry?" With two bridges and an improved highway system giving people better access to Seattle from the Eastside, Duvall could eventually follow other Eastside communities as another link in Seattle's bedroom suburbia. Or might unique linkages with business and industry give Duvall an identity of its own? In Yu's view two key questions surrounded the planning process at that time: How might Duvall remain rural and how could it best handle growth? (Sammamish Valley News, 7/12/78, p. A-11)

Yu's questions fit nicely with two articles that had appeared in the Cascadian newspaper having to do with the 1976 Bicentennial celebration. Duvall, in the words of the May 12, 1976 edition "maintains its role in the history of Western Washington by

providing one of the last links between the larger cities and the smaller settlements of the past." (p. 1) The Lower Snoqualmie Valley, it commented a few months later:

... is now undergoing vast changes as the Seattle metropolis spreads out and engulfs the countryside. Duvall still offers peaceful, country living with rich farmlands and natural recreational facilities being its main attraction to those who are looking for the life style of forefathers or need(ing) relief from the city rush. The question asked in 1976 -- this bicentennial year -- is what will another century of growth bring to Duvall. (10/13/76. p. 1)

This question arose time and again in the decades that followed.



Ralph Taylor



Duvall Days Parade down Main Street

CHAPTER SEVEN

The Eighties -- A Time of Continuing Growth

For the people of the United States the decade of the eighties brought some important changes. From the leadership of Democratic President Jimmy Carter Americans turned instead in the eighties first to Republican Ronald Reagan, who served for two terms, and then to Republican George H. Bush, who continued in office into the nineties. Women were finding their way into public affairs, Sandra Day O'Connor becoming the first woman member of the U.S. Supreme Court in 1981 and Geraldine Ferraro becoming in 1984 the first woman to be nominated for the position of Vice President of the United States. The eighties began with the United States and the U.S.S.R. engaged in a "Cold War" that by this time had spread around the world. The eighties ended with the close of the Cold War, symbolized, for example, by the fall in 1989 of the Berlin Wall that had separated East and West Germany. A new epidemic, named AIDS, raised alarm around the world in 1981. In that year, too, the first generation of personal computers was introduced. Voters in the state of Washington followed the national trend, replacing in 1980 their long-time Democratic U.S. Senator Warren Magnuson with Republican Slade Gorton, who continued in office throughout the decade and beyond.

Duvall's decade of the eighties is marked by considerable growth. The attractiveness of the Lower Snoqualmie River Valley, the low cost of housing, and the continuing improvement of transportation to and from the region encouraged more and more people to move to Duvall. The loggers and farmers of earlier times, joined in the sixties and seventies by the counter-culture hippies, now had larger numbers of a new group in their midst --suburbanites who worked in Seattle or somewhere on the Eastside and commuted to their homes in Duvall. Ralph Taylor commented on these changes. Cities, he declared, were expanding their boundaries into the foothills, and new people were arriving. "It seems," he commented, "like they were trying to get away from the cities to have fresh air and less populated places to live in." (McCormick et al tape, 4/81, p. 13)

An April 20, 1981 edition of the Journal-American described the people of Duvall as:

"... a mix of farmers in work clothes, teenagers in designer jeans, leftover flower children from the 60s -- a little wilted and older now -- and some others who look as if they don't belong here. They don't. They're the big city strangers who invade Duvall every weekend. They're here hoping to find the elusive treasure in the town's second hand stores, to look for property or to have a meal in the Silver Spoon, a funky restaurant that first enticed city slickers to this little town of 713 people 20 miles from Bellevue."

Duvall's census figures reflected this phenomenon. Maryanne Tagney Jones reported in the April 10, 1986 edition of the Valley Record a 25% increase in Duvall's population in just one year, from 1,148 people to 1,440. At this rate, Jones continued,

Duvall would far exceed the projected population in 2000 of 2,000 people. Growth in the Carrie Rae and Duvall Highlands Mobile Home Park contributed to this increase, and plans for the Parkwood Estates and for "one or two other proposed residential developments still to come" added further to the expectations. City Council person Ruth Subert pointed out, however, that Duvall needed to keep in mind -- as this growth continued -- the many additional public services that population increases would generate. "We've got to do something," she urged, "so that we can grow gracefully." (pp. 1,4)

The headlines for a story two years later in the same newspaper declared that Duvall was located in the "Path of Progress." A Puget Sound Council of Governments report noted that since 1980 Duvall had grown by over 130 percent and had become "the fastest growing city in King County." Population figures were approaching 2,000. City leaders faced the challenge, as never before, of preserving Duvall's "rural, country ambience" in the face of all of this growth (Valley Record, 2/4/88)

Farming in the Eighties

A story in the July 16, 1980 edition of the Cascadian newspaper shows a picture of the Roney family at the Roney River Ranch and tells about the history and the status in 1980 of the farm. Established in 1912 and the home over the decades of four generations of the family, the farm in 1980 housed Ward and Babe Roney and the family of their son, Ward, Jr. his wife Val, and their two daughters, Kate and Marilyn. Ward, Jr. at this time managed the farm.

A Journal-American article explained how farmers no longer found a market for their corn and pea crops. The "...only farms still prospering," it continued, "are about 10 to 20 dairy farms that dot the green valley below town."

Another story a few years later told of the Hi Wallace family and their farm, which was winning awards for its quality. When one authority a few years earlier had predicted the demise of farming in the Valley, Hi had vowed to maintain his farm, no matter what; and he was keeping his word. The Wallaces in 1983, in fact, were designated the King-Pierce Dairy Family of the Year. Hi died on July 7 of that year.

Dairying, as mentioned above, continued to dominate farming in the Valley; but its future remained clouded. As Ruth Bellamy commented, the country had "too much milk," leading the government to begin a buyout program for cows. (Bellamy tape, p. 33) Floods also continued to threaten farmers, one at the start of the decade requiring County disaster aid.

Changes in Duvall

Businesses in downtown Duvall continued to change and to grow. Charlotte Jackson in July of 1980 opened a shop which she named Corduroy Rose. Charlotte sold fabrics, offered custom sewing and alterations, and promised soon to begin sewing and quilting classes. (Cascadian, 7/2/80, p. 1)

Across the street from Corduroy Rose, the popular Silver Spoon restaurant held forth for another two years before moving to a site on the hillside north of town. The old site had proven hot in the summer and cold in the winter, a problem for diners and servers alike. Moreover, its proximity to the local Methodist church just across the street

made it ineligible for a liquor license. The new site, at 26425 Cherry Valley Road, provided access to a liquor license and room for more extensive kitchens, not to mention a beautiful view of the Snoqualmie River valley below. Unfortunately, the new setting did not attract customers the way the Grange site had. It lacked the character of the earlier building and was just simply too far from downtown. "We discovered," wrote Donna Beeson later, "that New and Improved was Expensive." The Restaurant closed in 1984. (Donna Beeson. The Silver Spoon Restaurant Cookbook, p. 8. Don Williams interview with Donna Beeson Waddington, 12/4/03)

The departure of the Silver Spoon to the Cherry Valley Road did not bring an end to the old Grange Hall in which it had enjoyed its most successful years. In place of the Restaurant, Sunny Ruthchild began preparing a new life for the building. Plans for the new facility, labeled "Sunny's," called for a consignment gallery containing craft work, an organic gardening shop, a cut flower shop, a feed store, and --of primary importance to the new owner -- a community gathering place. Coffee, tea, pastries, and healthy snacks were sold in the central area, helping to "set the atmosphere for people to gather round the wood stove and talk." Sunny's opened on Labor Day weekend, September 2-3, 1984. (Valley Record, 8/30/84)

A later story in the November 28, 1985 edition of the Valley Record included a photo of Sunny and a description of what had developed in her shop by that time. People thirsty and/or hungry could choose from Caravali coffee, specialty teas, local honeys and jellies, herb vinegars, and "20 different chocolate truffles." During the growing season one could buy flowers, vegetables, and trees. For the Christmas season Sunny was offering poinsettias, Christmas trees and ornaments, "greeting seeds," potpourri cards, bird seed, and bird houses. Also available were Indian art and Toulouse Lautrec posters, plus a host of other items. On the lower floor of Sunny's building Lisa Odgers, "fresh from Australia" and a "maker and importer of quality sheepskin products," opened a shop. (p.8)

The Silver Spoon story did not end in 1984. The Restaurant reopened in 1987, thanks to "the enthusiastic support and generous donations from long time Spoonies and young new Spoonies who knew the legend." (Cookbook, p. 9) Located back on Main Street on a site that had long served as the Duvall Truckstop Cafe, the Restaurant brought back the popular cinnamon rolls, music of the sixties, and much more. "We found good space," Donna wrote, "in 600 square feet for art, theater, live music (entertaining open mike nights, hosted by mouth harpist King Elwood), and impromptu yoga classes." (Ibid.) Four years later the Silver Spoon finally closed, a product this time of exhaustion and "the time to move on." (p. 11)

Taking the space formerly occupied by the Silver Spoon on Cherry Valley Road, Ginny and Walt Ludwig in 1985 opened Ginny's of Duvall. Ginny's featured "seats for 100 patrons in the main floor dining room, with a lounge on the lower level featuring a library theme, with old books and pictures that offer reminiscences of former Duvall days." Former Silver Spoon chef Lech Ilem provided menu items ranging from Saturday morning breakfasts to steak dinners to vegetarian cuisine. (Woodinville Weekly, 7/16/85) Ginny's also hosted in those early years a production labeled "The Shame of Duvall," performed by the Sno-Valley Players. Those coming to the play could also enjoy a restaurant meal, complete with cocktails and a dessert. (Valley Record, 5/8/86)

Another change occurred during the eighties on the property at the southwest corner of Main and Cherry Streets. This spot, which had served as the location of a

grocery store since 1910, became in 1982 the site of Duvall Books, which had moved from the site of the old Cherry Valley Grange at 15515 Main Street. The store served a valuable need for people in the region looking for used books, and it continued to operate for decades to follow.

Duvall's other source of books, of course, was the Library; and it received new attention in 1985. A committee consisting of city and Civic Club volunteers put together a block grant proposal aimed at developing an extension to the building. (Valley Record, 7/4/85) In September of 1987 King County Executive Tim Hill signed a Community Development Block Grant with the City of Duvall for the amount of \$66,770. This money made possible the building of the first phase of a 2,880 square foot addition to the Library. Included in the new plans were a "weatherproof shell," additional library space on the top floor, and a 1,440 square foot area on the bottom floor for use as a community meeting space. (Valley Record, 9/10/87)

One success story of the early eighties tells of Donna Todd's winning of a pink Buick Regal sedan, a prize for her top sales record with the Mary Kay cosmetics company. The former owner-operator of a beauty shop in Duvall, Donna wanted more time with her two young children and turned from the beauty shop to evening sales of Mary Kay products, a time of day when her husband could care for the children. As Sammamish Valley News reporter Mary Kenady wrote, "(W)hen you see that pink Buick flash through town, folks, you'll know it's another one of Duvall's success stories in action." (2/20/80, p. A-9)

Another story of the early 1980s tells of the arrival of the popular Family Grocer Store. Customers welcomed the new store, located on the east side of Main Street between Valley and Ring; and it, too, continued to function for decades thereafter.

Artist Bruce Edwards began during the early part of this decade making Christmas signs for installation along Main Street. Bruce had moved to the area after living with the Love family in Seattle for more than a decade. He found the sign-building helpful in becoming acquainted with his new community. These signs continued to appear well into the 1990s. (Edwards interview with Jennifer McKenzie, 7/15/01, p.11)

One change proposed by the Duvall Business Association in 1983 called on Sandy Hymmen and Ray Burhen to acquire "a steam-powered riverboat for the town." Called by reporter Gene Woodwick "an exciting salute of its past history," the plan called for moving from Duvall's historic country living theme to one focused on river boating. Diane Baker, the supporter of this move, called it "an opportunity for 'old-timers and more recent arrivals to pull together and make Duvall a prosperous town by developing its historical heritage to generate tourist dollars into the tax base." (Snoqualmie Valley Record, 12/8/83, p. 1) Riverboats, however, did not return to Duvall.

Duvall's riverboat history came to attention in the eighties, as did other elements of the community's past. A short time before Leo, the last member of the Dougherty family, died in 1983, the Dougherty Farmstead became the property of the Archdiocese of Seattle. On June 9, 1983 King County designated the Dougherty Farmstead a County Landmark. In an article and photograph appearing in the July 7, 1983 edition of the Valley Record Gene Woodwick described the atmosphere around the Farmstead at this time in its history:

The roses are blooming in the old Dougherty farmstead flower garden. Down in the pasture, the wild mustard and heavy seedheads of the grass nod against the handsplit cedar cattle shoot. Bees buzz their way through the wash house and old Darigold tickets yellow in the sun coming through the milkhouse window. (Section II, p. 1)

The Farmstead's historical designation complicated plans the Archdiocese had for the property, which focused on the building of a parish hall, rectory, and church. The County in response reduced the size of the landmark from 3.3 acres to one acre, but plans for a new church facility had to wait another two decades. (Valley Record, 1/26/84)

In the meantime Holy Innocents Church remained at its site at 26632 Stella. The year 1984 marked the seventieth anniversary of its founding in Duvall. A 9:30 a.m. Mass, followed by a fellowship reception both for the English- and Spanish-speaking parishioners, marked the event. (Woodinville Weekly, 4/3/84, p. 3)

Also in 1984 the Duvall Historical Society signed a \$1.00 a year, seven-year lease with the Archdiocese and began negotiations with the County for a \$12,000 grant aimed at restoring the Dougherty House. The County approved this grant in October of 1985. (Ray Burhen, Wagon Wheel, 4/01) A photograph appearing in the January 23, 1986 edition of the Valley Record shows Ray Burhen, Ruth Subert, Bob and Evelyn Weller, Ralph Taylor, Peggy Breen, and Vera Heavens in front of the Dougherty House as work began. The photograph makes clear the need for renovation on the structure.

Many hours of hard labor followed, led by local carpenter Ole Haug, who took the bid for the job and made contributions toward restoration of the Dougherty House for which the community shall be forever thankful. Under terms of the County grant Haug and those who worked with him (including Ray Burhen) had responsibility for stabilizing the house exterior and porches, repairing the chimneys and windows, installing a new shake roof, redoing the gutters and downspouts, and repainting the house. A second grant for restoring the milk house fell afoul of unfortunate government decisions, and changes in the personnel at the Archdiocese led by the end of the decade to a less productive period in restoration efforts. Fear arose that "the property could potentially be sold to an unfriendly purchaser." Fortunately, this did not happen; and in the chapters that follow the continuing development of the Dougherty Farmstead will unfold. (Ibid.)

The Historical Society made another contribution to the community during the eighties, this time in the form of a wooden bench for the front of the post office. Built by Joe Koffman's vocational agriculture students at Monroe High School, the bench served a useful purpose in that Duvall had no postal home delivery service at this time. Some residents as a result had to walk uphill for their mail and thus welcomed a place to rest once they had arrived at the post office. (Woodinville Weekly, 7/16/85)

Longtime Historical Society member Ray Burhen made another contribution to the region that culminated in 1982. Ray had since 1954-55 owned the old Milwaukee Railroad Depot located in the Depot Village Mobile Home Park just south of the bridge coming into Duvall from Woodinville. He had acquired it from the Cedar Falls station agent, after that man -- who had started taking the building apart -- encountered complications and agreed to sell the station to Ray instead. In 1955 Ray placed the depot on a new foundation, and there it sat. Over time vandals wrought their damage on the building, but Ray in the eighties set forth to finish its restoration. Editions of the Historical Society's publication, Wagon Wheel, appearing in May and September of

1982 tell of the opening of the Depot. "Come inside, " the September edition invited, "and see a part of Duvall's (h)istoric past."

1985 marked the one hundredth anniversary of the establishing of the Duvall Evangelical Methodist Church. Built originally in the little town of Cherry Valley, the Church had moved to its new location when the railroads forced the closing of Cherry Valley and the founding of Duvall. In 1923 church members built a new structure, and to this site on Sunday morning, August 18, 1985 people came to celebrate an important landmark in the Church's history. A special worship service and a buffet lunch were followed by two and a half hours devoted to "Fellowship and Viewing of the Past 100 Years." (Formal invitation issued by the Anniversary Committee) Ralph Taylor and Chester Hoberg chaired the committee that organized the anniversary celebration. (Valley Record, 8/29/85)

The Methodists during this time also explored the possibility of constructing a new church on a section of the Dougherty property. The City of Duvall in September of 1985 gave thought to annexing 33.43 acres of the Dougherty property for this purpose. Plans called for a sanctuary seating 500 and parking for 135 cars. Looking ahead ten years Church leaders anticipated eventual sanctuary seating for 1,000 and parking for 270 cars. (Woodinville Weekly, 9/24/85, p. 8, Valley Record, 9/26/85, Section II, p. 1) Letters from County officials expressing historical and agricultural concerns for the Dougherty property and reactions from city residents regarding environmental and traffic problems led the City in October to deny the request of Church officials. (Valley Record, 10/17/85, pp. 1,2)

The August 21, 1984 edition of the Woodinville Weekly reported that Dave Harder, after owning the store since 1962, had sold his Duvall Hardware Store to Francis and DeLayne Cox of Lake Marcel, at that time the owners of the Coast-to-Coast store in Redmond. Dave retained ownership of the appliance store next door, however, where he sold carpets, floor coverings, television sets, VCR equipment, cabinets, wood stoves, and appliances. (p.13) Two years later Dave sold the appliance store, realizing that with Duvall's growth he needed to devote full time to his responsibilities as Fire Chief. (WW, 9/16/86, p. 4)

Another longtime Main Street enterprise closed in 1986 with the retirement after thirty-six years of Barber James Hunt. Back in 1950 Hunt and his wife had taken a Sunday drive to Duvall, noticed it had no barbershop, and decided to fill that gap. Their decision was well received by the people of Duvall. Also a former assistant fire chief and member of the City Council, Hunt had by the time of his retirement many friends in the community. (Woodinville Weekly, 12/2/86. p. 5)

Toward the end of 1986 Gary Rutledge and Rick Stewart opened the Duvall Chiropractic Clinic in a new building on Main Street. Rutledge provided the chiropractic care, and Stewart the physical therapy. Rutledge saw "the two kinds of treatment complementing and augmenting each other" as patients sought "to remedy problems brought on by traumatic injury or chronic negative habit patterns." (Valley Record, 11/13/86) Dentist Sam Castillo opened a new building the following year, naming it in honor of Ralph Taylor, "because he has been instrumental in helping Duvall in many ways." (Valley View, 5/26/87, p. 8)

The 1986 opening of the Chiropractic Clinic gave signs that Duvall's "down town" was beginning to move south beyond Stephens Street. On April 23, 1987 the City

Council gave a conditional use permit to Mike Grady for the development of the Duvall Town Center. Located on the east side of Main Street just south of Stephens, the Center would include "a mini mart with a gas pump island and an additional 8,000-square-foot block of retail space." (Valley Record, 4/30/87)

Another part of the region's historic past, the Novelty Bridge, underwent repairs in 1980. Showing "signs of deterioration," the Bridge received new stringers and bridge planks, as well as new asphalt concrete resurfacing. During the Bridge's two-month closure, drivers had to use the Woodinville-Duvall Road instead. (Cascadian, 2/27/80, p. 1)

City Government

Duvall's City Council began the new decade with a comprehensive plan for the city's future, including "community goals and policies, land use designations, (and) street/utility and community facility plans." The Council set July 10 as the date for public hearings on the Plan. Robin Yu still served at this time as the City's planner. Included in the plan were retail facilities, light industry, a lower density residential area, and apartments. (Cascadian, 4/9/80, p. 1) A week earlier the Council had announced expansion of the commercial and industrial area.

The City was careful, however, in its willingness to make water and sewer facilities available to homes not within the city limits. A new ordinance printed on the front page of the August 6, 1980 edition of the Cascadian newspaper limited expansion of these systems to those sites willing to accept annexation into the City of Duvall.

The land involved in the controversial Skyport Estates project during the previous decade came once again to the Council's attention in 1982. Now proposed was a plan to rezone the property, setting aside seventy acres for single-family homes and thirty acres for mobile homes. The new development would be called Duvall Highlands. Some of the people attending Council meetings during this time had earlier opposed the airfield and now questioned the increase in population that Duvall Highlands would bring. Plans for the development nevertheless proceeded (Woodinville Weekly, 7/13/82, p. 6)

A January 9, 1982 Duvall Business Association banquet at the Silver Spoon honoring past Duvall mayors, City Council members, and city employees brought together a number of people mentioned in earlier pages of this history. Kenneth Hix recalled bridge problems that arose during his term of office during 1944-47, George M. Anderson mentioned the grading of streets and digging of ditches aimed at bringing the town's sewer and water systems into operation during his 1947-48 stint. John Fisher told of successful efforts during his term of office (1959-63) to bring a water franchise from the Seattle Water Department to Duvall. Ralph Taylor (1963-65) told of bursting wooden water pipes that accompanied the switch to the Seattle water system. Former mayors Bill Breen (1968-69) and Lloyd Judd (1969-75) turned their attention to the Duvall of 1982. Breen expressed his hopes that Duvall "still retain its small, countrified atmosphere and high quality of living." He also noted the need for a balance between a good economy, bringing in some small industry and yet retaining Duvall's identity as "a good place to live." (Woodinville Weekly, 1/12/82, p. 6)

Erv Harder served as Duvall mayor at the start of the eighties and continued until 1985. Joining him on the Council at the start of the decade were James Barksdale, Ann Engbaum, Glenn Grove, and Jim Hunt. When Erv resigned in 1985, the Valley View commented:

He is stepping down from his position as mayor with the knowledge that there are paved streets where just a few years ago there was gravel. There is a sewage farm, built with grant funds, and a comprehensive plan, including a main street revitalization program, that should guide the city's growth for years to come.

Erv, who also had by this time served as a 23-year veteran of the Fire Department and had since 1980 operated the Duvall Cash and Carry Lumber Store, also received from the Duvall Business Association in 1985 its Man of the Year award. (Valley Record, 8/22/85)

Jean Baldwin became Erv's successor in 1985. Under her leadership the Police Department underwent reorganization, the Fire Department merged with Fire Department District #45, and a new water tower appeared on the plateau near the Crestview Development. Erv Harder returned to the mayor's post in 1989 and continued until 1993.

Toward the end of the decade changes occurred within the City Council that reflected new attitudes toward Duvall's growth patterns. The November, 1987 election removed two people, Ruth Subert and Ted Ritter, who had favored "extremely controlled growth" and brought into their positions Mark Smith and Glen Kuntz, who "openly campaigned on a theme of bringing more commercial development to the city." Growth did continue to occur. Washington Natural Gas began installing lines in town, and a new 5,000 square foot post office was built in 1988 (Valley Record, 2/4/88)

Police and Fire Protection

During the first half of the eighties Duvall depended on the County sheriff's office for police protection. Response time could be a problem. Fire Chief Dave Harder recalls that during those years local residents with "a burglar at the window" might call the Fire Department because "they knew we could have thirty guys there real fast." (Harder, p. 172) Problems also arose over the cost of the County services.

Duvall in 1984 secured its own police department. During the early months of its existence the Department operated out of the back room of City Hall. This arrangement posed problems. One night, for instance, Chief Dave Tarrence found himself interviewing a suspect in the parking lot outside because an aerobics class was using the Council chambers at the time. Nor did the Department have space for its records.

These were busy times for the new Police Department, with "28 assists to citizens, other police departments and other law enforcement agencies, and with 20 checks of suspicious persons or vehicles." Also mentioned in this 1985 report were eleven "disturbances, four harassment or obscene telephone calls, three thefts or burglaries, two incidents of stolen property and two of domestic violence." (Maryanne Tagney Jones, Valley Record, 1/17/85, Section II, p. 1) The report a year later included the successful but dangerous apprehension of thieves who had stolen some explosives and a potentially dangerous but eventually safe recovery of a toddler "found marching

down Main Street late one night." (VR, 4/10/86, Section II, p. 9) On the other hand only one DWI call came to the Department during December of 1984, the result of warnings that drunk driving would not be tolerated in Duvall.

The Old Town Hall on Main Street proved a better location for the Police Department, and renovation efforts were well underway early in 1985. Under the new plans Chief Tarrence would have his own office, as well as "a small lobby, an office for the department secretary,..., an interview room, an evidence room, and a squad room....." Plans called for a police garage in the not-too-distant future. (Ibid.)

The Fire Department under Chief Dave Harder, the Mayor's brother, continued to grow during the eighties. Primarily a volunteer force in the early part of this decade, the Department by 1989 had funds necessary to begin hiring paid staff members.

The Department in 1980 announced a new program called the "Vial of Life." Interested participants could obtain from the Department a vial in which they would provide information about their medical history, their name, address, age, their physician's name, relatives or neighbor's names, and current prescription information. Such information, the Department explained, could save lives in times of emergency. (Cascadian, 8/6/80, p. 1)

Dave Harder resigned in 1989 after thirty-two years of service as Fire Chief. Numerous newspaper articles called attention to the event. Darlene Quayle of The Valley View identified among his accomplishments the "'marriage' of the City of Duvall and King County Fire District 45, and a sprinkler ordinance for buildings in the city." (12/26/89, p. 1) The Bellevue Journal American's Christopher Jarvis noted "the more than 7,000 calls ranging from house fires and drownings to car crashes" in which Harder was involved (1/8/90, Eastside, p. 1) "I don't know," wrote the Seattle Post Intelligencer's Jon Hahn, "if they'll find anyone more energetic, or more dedicated to firefighting." Hahn quoted Harder's comments about the department he was leaving:

We're growing, and it's putting pressure on everyone and everything. Last year we responded to about 500 calls -- and we've never missed one call in all these years -- but this year, there'll probably be more than 800 calls. We have a few paid firefighters on duty during the day, and we plan to have three more for round-the-clock on duty at the main station soon. But the volunteers don't want to be paid, and they also don't like the idea of a possible merger of fire operations with some of the surrounding districts. They keep saying: 'Don't worry; we'll handle it.' And they have, like nobody else I've ever known. (8/17/89)

All of the writers -- and Harder himself -- commented on the difficulty he faced in adjusting to his retirement. For a change of pace, he started a new business which he called "Mules for Hire," making his animals and the wagons they pulled available for a wide range of activities. He also built and decorated a barn on family property complete with campfire, barbecues, antique farming equipment, and a blacksmith area. The barn he made available for parties. (Bellevue Journal-American, 12/2/90)

63 Schools

The Lower Snoqualmie Valley School District began the decade of the eighties with the announcement that it had experienced the fastest growth rate in its history. The headline in a January 2, 1980 edition of the Sammamish Valley News declared, in fact, that Lower Snoqualmie was the fastest growing district in King County. "(T)he recent surge in population in the Snoqualmie Valley has increased school attendance figures to over nine percent," the article continued, "(s)retching the district's facilities to capacity and beyond." Enrollment had reached 1208, up 101 from October of the previous year. Until permanent buildings could be constructed, the District added three portables to the Cherry Valley Elementary School and two to the Carnation Elementary School. (p. A-9)

With all this growth there arose a question over the capacity of Tolt High School to handle further expansion. Pointing to all of the growth in their town, people in Duvall called for a new high school located somewhere in Duvall. Carnation people, on the other hand, urged School Board members to put money into renovation and expansion of the Tolt facility. This difference of opinion continued into the decade of the nineties. (Valley View, 1/24/89, p. 9)

An article appearing in the Woodinville Weekly on February 15, 1983 told of an undertaking by parents, teachers, and school administrators aimed at providing tape-recorded readings from textbooks used in mainstream classes. The recommendation that the recordings be made came from special education teacher Teri Helgeland. Choosing and editing extracts from 11th grade U.S. history textbook was football and wrestling coach Bill Grigsby. (p. 10)

Other Highlights of the Eighties

The annual Duvall Days celebrations continued throughout the eighties. News photos from the 1981 celebration show bubble gum contestants Nicki Blair and Krissie Specht demonstrating their skills, the Tolt High School Band, kids from "Duvall's only one-room school," hay riders, and a home-made tractor. A frog owned by Charles LeBens won the frog jumping contest with a leap of 7'5". (Valley Record, 5/21/81, p. 6) The 1982 Duvall Days parade featured a "colorful entry" from the Snoqualmie Tribe. The 1984 event included the awarding of a hand-embroidered \$6,000 quilt to the winner of a raffle. The quilt, named "Birds, Trees and Wildflowers of Washington," resulted from some 960 hours of effort on the part of Rose Brock, Sandy Rowe, Mary Osterday, and Sandy Denney. (Valley Record, 5/10/84, Section II, p. 4) Grand Marshals in 1987 were Emmitt and Ruth Miinaglia. (Valley Record, 5/21/87) The May 14, 1988 Weekend edition of the Seattle Times invited readers to "head for the hills of Duvall," for some country living and showed a picture of Bette Leyde at her family's blueberry farm. The Times article also called attention to 1988 as the seventy-fifth anniversary of Duvall's founding. (p.1)

Another annual event of these times brought people on August 1, 1982 across the River to Leake's Corner adjacent to the Roney property. These "celebration(s) of summer in the Snoqualmie Valley" had a 50-year tradition by this time. The 1982 event featured the Flash in the Pan String Band and mime artist Richard Gaw. (Woodinville Weekly, 7/27/82)

For the second year in a row the Duvall Business Association in August of 1982 sponsored an auction, income from which went toward the building of tennis courts. (Valley Record, 8/12/82, p. 10) Late in 1984 the DBA announced that work on the courts, located behind Cherry Valley Elementary School, was reaching a successful conclusion. (Valley Record, 12/13/84, Section II, p. 1) State money also contributed to the building of the courts, which received their formal dedication in mid-July of 1985.. (VR, 12/20/84, 7/18/85)

KOMO Radio in 1982 featured historical Duvall as a part of its series aimed at providing "information, frequently of an historical nature, on towns and cities throughout the Puget Sound area." An article in the July 15, 1982 edition of the Valley Record included a photograph of Big Rock Park, purported to be "the smallest of Washington state parks." (Section II, p. 1)

In summary, sources from this period in Duvall's history make it clear that the town was experiencing some genuine growing pains. More and more people were finding themselves attracted to the Lower Snoqualmie River Valley, and community leaders faced the responsibility of providing the infrastructure that would serve that growth. Former Mayor Bill Breen commented late in 1986 that the quality of life in Duvall was vulnerable to the level of growth that was occurring. "I'm not arguing against growth," he told participants in a public hearing on November 13 of that year, "but it has to be administered in an intelligent way. We're being steamrolled right now . . . we need time to settle down and make growth compatible with the quality of life that we want." (Valley Record, 11/27/86, p. 6)

When Congressman John Miller came to Duvall a couple months later he heard more about the problems Duvall was facing. Roads in residential areas needed resurfacing, and some had reached such a poor state of repair that mail carriers and school bus drivers refused to drive on them. Recent growth (27% in 1986) was limited to the residential domain, and tax revenues were not meeting the needs of the new people. Recent failures of tax levies, including one for the Police Department, reflected the pessimism many felt concerning the economy. (Woodinville Weekly, 2/24/87)

Recognizing the need to attract commercial enterprises and tourism to the region, the City Council in 1987 adopted a resolution aimed at attracting a winery or a cheese factory or maybe a micro-brewery. "(T)ourist-oriented" businesses" such as these would have helped Duvall meet some of its financial difficulties, but -- not unlike earlier plans for a riverboat -- nothing came of them. (Bellevue Journal- American, 5/16/87)

As the decade of the eighties came to a close, the town lost what Oscar Roloff called "the leading man of Duvall." Ralph Taylor died on January 7, 1989. Ralph had immigrated with his family from England to Duvall in 1913 at the age of ten. Except for the period between 1929 and 1960, Ralph lived in Duvall. During many of those years he played a critical role in the development of the town and the region. The notes he took in those early years became the foundation for the writing of his book, Duvall Immigrant, for tape recordings he made recalling Duvall's history, and for his many shorter accounts that form a firm foundation for much of the history that has been written since. He played key roles in City government, including that of Mayor and member of the City Council. A modern water system came Duvall's way with Ralph's urging, and the establishing of the Taylor's Landing Park down on the banks of the Snoqualmie River resulted largely from Ralph's efforts. His name will always remain a

vital part of Duvall's history. (Oscar Roloff, Valley View, 1/24/89; Diana Setterberg, Valley Record, 1/19/89, pp. 1,6)

PHOTOS TAKEN ON MAIN STREET, JANUARY 1, 2000



Duvall Library



Looking northwest from the corner of Stephens and Main Streets

CHAPTER EIGHT

From the Nineties into the New Millennium

With the Cold War behind them, Americans turned their international attention in 1990 more directly to the Middle East -- with a special focus on Iraq. Saddam Hussein's invasion of Kuwait in 1990 led U.S. President George H. W. Bush and the United Nations to mount a successful defense of Kuwait, forcing Hussein to withdraw behind Iraq's borders. The new millennium found American forces under Bush's son back in the Middle East, this time fighting inside Iraq's borders and removing Hussein from power.

Between the terms of the two Republican Presidents Bush, Democrat Bill Clinton occupied the White House. The nation's economy during the Clinton years prospered for the most part, and globalization played an increasing role in the development of the world's economy. China's economy flourished, and it came to have an increasing role in world affairs. Concern grew after 2000 for the increasing number of jobs leaving the United States and going abroad -- including to China and India.

For the people of Duvall the growth trends of the eighties exploded in the period that followed, sewer limitations putting only a temporary curb on even larger increases. Population, once predicted to reach 2000 by the year 2000, had by that time more than doubled the predicted figure (4,616) and by 2005 was reaching toward 6,000. (City of Duvall 2004 Comprehensive Plan, p. III-2)

The old tensions between the town's rural past and its increasingly suburban future continued. The headline on a November 26, 1998 Seattle Post Intelligencer article featuring Duvall called attention to "a wary marriage" between the "old town" and the "new suburbs." Patrick Overton, who came to town in 2003 to advise the community on its cultural development, coined the term "rurban" to describe the changes that were occurring in the region and the people now living there. An article in the August 13, 2000 Eastside Journal entitled "Techno Riches Reshape Duvall" called attention to the "small" town's appeal to people commuting from there to Microsoft and other Eastside tech-oriented places of work. Housing prices, while cheaper than in Redmond or Bellevue, were on the rise.

Heather Nelson and her husband, who moved to Duvall in 2000, did so in search of this "rurban" way of life. "(W)e wanted to be," she told Jennifer MacKenzie, "not in the heart of any city. We wanted to be further out, so we could have a bigger lot, with more of a country feel to it." Duvall fit the Nelson's criteria. Christian Johanneson, who moved to Duvall ca. 1997, had similar feelings. "I liked the feel of Duvall," Christian reported. "You are separated from the rest of the world, a nice small community." (Christian Johanneson interview with Jennifer MacKenzie, 9/5/02) Christian's and Heather's decision to live here, of course, reflected the "wary marriage" of which the Post Intelligencer spoke. "Duvall," Heather commented, "it's changed. I mean, there's old

Duvall and new Duvall, and now they have to become Duvall again.” (Jennifer MacKenzie interview, 9/5/02)

Bruce Edwards, who had arrived in the Valley a few decades earlier as a member of the new counter- culture, described in July of 2001 his impression of a new population making its appearance:

(W)e always see ourselves as the new people, when indeed, suddenly, we look again, and there’s a whole wave of new people...Oh, things are changing, They’re really changing. And people are making different decisions, There is a shift occurring here. (Jennifer MacKenzie interview, 7/15/01, pp. 16,17)

As Heather Nelson, Christian Johanneson, and Bruce Edwards made clear, Duvall was changing. With these changes came a variety of important improvements in the lives of Duvallites. The Riverside school district, for instance, placed its new high school in Duvall. Chief John Lambert welcomed the building of a new fire station, and a few years later a new police station appeared. McCormick Park opened during this time down on the banks of the River, and it provided a beautiful setting for family picnics, festivals, and concerts in the park. Further County efforts improved the trail built on the old train tracks, making it possible for hikers, bikers, and horseback riders to travel all the way to North Bend and beyond, if they so desired. County and City money, combined with hours of volunteer effort on the part of members of the Duvall Historical Society, also made possible the grand opening of the Dougherty House as a home museum and later as a listing on the National Register of Historic Places.

Ray and Tove Burhen donated the old Milwaukee train depot to the City, and the City moved it to a new, more accessible, setting in McCormick Park. Eagle Scout Carl Seip, with the help of fellow Scouts and Connie Zimmerman, Alana McCoy, and other City staff members, built a permanent foundation and porch and steps for the depot. (Valley View 3/18/02) The new Riverview Plaza appeared along the west side of Main Street south of Stephens. Another new shopping center and residential area, called Copper Hill Square, emerged along the east side of Main Street reaching as far south as N.E. 145th. (Seattle P.I. 11/2/02, pp. F1,5) Residents welcomed the arrival in the Square of the Evergreen Medical Clinic, which much improved access to health care in the community. (Valley View, 3/25/02) Still another, larger shopping center at the Big Rock Road intersection with Highway 203 included a Safeway store, a branch of the Bank of America, and numerous other establishments aimed at serving the people of Duvall. All in all, the future held challenges and promises for people in the region.

Valley Farmers Enter the New Millennium

The farming enterprise, which had been so much a major feature of Duvall’s culture throughout most of its history, continued into the new century, albeit in occasionally different forms. Farm families continued to play their role in Valley life and in so doing enriched the community. Val and Ward Roney, Jr., for instance, found markets far and wide for the herbs and vegetables they grew on their farm. Local and regional farmers’ markets provided an outlet for Valley families who raised primarily flowers and vegetables on local lots.

Dairy farmers found it increasingly difficult to operate; and the number of dairy farms dropped to just a few. The November, 1990 flood, which exceeded the 1921 levels by eighteen inches and backed water all the way from Monroe, cost farmers 600

or more cattle. Heavy, wet snow fell in December of 1996, destroying several barns and sheds along the River Road. Flooding and severe wind storms in 2006 caused further havoc. Twin barns on the old Allen farm burned to the ground in 2003. Government measures aimed at protecting the environment and salmon caused further problems. Lisa Allen headlined an article in the September 14, 1998 edition of the Valley View, "Bell Tolls for Historic Wallace Farms." Named in 1983 the King County Dairy Farmer Family of the Year, the Wallaces by 1998 had sold their property to land developers. At one time "probably one of the largest and most progressive (dairy farms) in the Valley," where "(o)ver 300 Holsteins and Jerseys were milked three times daily, producing hundreds of gallons of milk from 200 acres of lush Valley grass." The Wallace farm by 1998 had closed.

Lisa Allen returned to this subject in the October 3, 2005 edition of the Valley View entitled "From hooves to herbs: a new view west of town." Lisa called attention to the departure of dairy farmers Henry Benthem and Ranie Rupard for eastern Washington and the concurrent success of Ward and Val Roney's herb farm.

One response to these problems found land owners planting groves of hybrid poplar trees where cattle had once grazed. Designated by King County as agricultural land, the property could be used for raising these particular trees, which could be harvested within a ten to -fifteen year period and used to manufacture paper or plywood. Would-be farmers in the mid-nineteenth century had struggled to remove trees from the Valley. Now their successors a century and several decades later found themselves planting trees on the very same land.

County government did not ignore the challenges facing farmers in this new millennium. Its rural economic strategies report published in December of 2005 stated as its mission the advancing of "the long term economic viability of the rural area, with an emphasis on local farming and forestry, consistent with the character of rural King County." Commenting on this report Michael Blakely, owner of Growing Things Farm, admitted that "(t)he economy used to be based on farming, but as urbanization has crept everywhere, farming is not looked at as important as it used to be. And with losing farmland it is difficult for farmers on small acreages to make a good living. But people do appreciate local food and these new strategies will help farmers like myself to contribute to food production." (Valley View, 1/9/06, p. 1)

Community Development

With the appearance of Riverview Plaza, Copper Hill Square, the Safeway complex, and other facilities south of Old Duvall, concern started to grow about the future of businesses and buildings that remained in the historic sections of town. Duvall Auto Parts, which had moved into the Hix Market building when the Hixes closed, now moved to a nice new facility further south in Riverview Plaza. This new development hosted numerous enterprises, ranging from a Chinese restaurant to a sports bar to a beauty salon. The Bank of America, which had been operating in a building that had served as Duvall's bank in the old town since 1912, moved to the Safeway complex. Concern arose, too, that people living in the new housing developments east of Old Duvall did not necessarily have to come into Old Duvall to shop.

The City of Duvall recognized this danger and instituted a visioning procedure in 2002 which led to a portion of its 2004 Comprehensive Plan aimed at sustaining Old Duvall. The Plan contained seven policy recommendations:

Support Old Town merchants, property owners, the Chamber of Commerce and other groups to develop economic development strategies to revitalize the downtown corridor.

Seek public and private investments to support Old Town's revitalization efforts that will provide improvements to appearance and public amenities.

Use natural amenities, such as McCormick Park and the Snoqualmie River Trail, as focal points to develop strategies that encourage the renewal of Old Town.

Develop downtown design guidelines to create a unified streetscape plan, including street lighting, sidewalks and landscaping.

Develop an architectural design plan for Old Town's Main Street corridor consistent with the City-Wide Visioning and Downtown Sub-Area plans.

Continue to support community events that bring together local residents and out-of-town visitors to Old Town.

Work with the banking community to locate a freestanding ATM terminal or a bank facility in Old Town. (p.V-11)

Despite the challenges, the people who operated their businesses, offices, and other facilities in Old Duvall continued their work with vigor. Paula McDonald rented the old Franke Shoe Shop at 15604 Main and opened the P&G Speakeasy Cafe featuring live music every week-end and yummy food and coffee on a daily basis. Pharmacist Kari Douglas had a new structure built on the northeast corner of Main and Stella that housed her Duvall Family Drugs as well as restaurants and a wine shop below. On the southeast corner of Main and Stewart (15732 Main Street) which at an earlier time provided a setting for Lon Brown's movie theatre, Chuck and Debbie Estrin in 2001 built a red, barn-like structure housing Rocking E Feed. The site of the earlier blacksmith shop had become Duvall Music. What had started a few steps further south a century earlier as Hoffman's Tailoring Shop had become the Arcade Cafe (15720 Main).

The former site of hardware stores since early times (including Dave Harder's store) had become by this time the Duvall Plaza (15705 Main). Here one found a host of activities underway, new enterprises coming and going as owners tested the shopping preferences of the people of Duvall. Even the Holy Innocents Catholic Church used a space in Duvall Plaza while it awaited construction of its new building out on the Cherry Valley Road across the street from the elementary school.

The Northwest Art Center, CC Espresso and Creamery, and Country Collections and Antiques (15515 Main) add to the list of Old Town enterprises operating in the new century. In the midst of it all Duvall Books (15635 Main) continued to serve the many people in the region who looked to this store to provide the used books that they wanted to add to their collection.

Sunny Ruthchild, whose Gardens and Sunspaces store had served for many years as a center for life in Duvall, closed it in 2006. Sunny had decided to return to her family home in Minnesota.

Important to this portion of Duvall's history is the increasing arrival of Latinos in the region. Ofilia Mejia and her husband, Ramon, came to town in 1989 and opened what became probably Duvall's most popular family restaurant, Ixtapa. Ofilia and Ramon had earlier operated the Casa Vallarta in Bellevue but decided they would rather work and live in Duvall. They acquired a nice home, enrolled their son and daughter in local schools, and settled into a way of life that they thoroughly enjoyed. People here were friendly, and the restaurant prospered and grew in size. Over time increasing numbers of Latinos, some of whom found employment at Ixtapa, arrived in the region. Ofilia describes the family-like feeling among the Ixtapa crew, a feeling that customers readily recognized. (Don Williams interview with Ofilia Mejia) Other Latinos found jobs at local farms and in various landscaping trades. By 2002 the number of Latinos in the region became large enough to warrant a special store, La Tienda de Catalina, that catered especially to their food and other needs. Local Latinos have a reputation for their friendliness, for the hard work they do, and for the important role they play in the economy of the region.

Regional voters in November of 2000 approved annexation of the Duvall area into the Evergreen Hospital District. Medalia Health Care almost three years earlier had discontinued their operation in Duvall, leaving the region with a need which the Evergreen facility now satisfied. (Valley View, 12/31/01, p. 1) The Hospital later opened a much needed modern new health clinic at Copper Hill Square.

Further south, government officials decided that the Novelty Bridge needed replacing. So the old bridge came down, and for some time drivers coming from Redmond to Duvall had to drive north to the Woodinville-Duvall Road in order to gain access to the city. Residents and shop owners worried about the effects of the bridge closure, fearing the "Death" of Old Town. Crew members building the bridge hurried to complete it. (Snoqualmie Valley Record, pp. A-1,4; Valley View, 10/16/00) The colorful new bridge, opened in 2000, received partial funding from the King County Public Art Program; and artist Carolyn Law played a role in its design. A "rippling water-shaped rail" providing views of the river from the bridge, four granite pylons, and multi-colored trusses reflected Carolyn's influence. (KCPAP, "Novelty Bridge, Carolyn Law, Duvall, Washington, " 2000)

New bridges were not the only change in drivers' lives. When coming into Duvall on the Woodinville-Duvall Road they encountered in 1995 the city's first traffic light at the intersection of Virginia and Main Streets. In 2000 a second traffic light appeared at the intersection of Stephens and Main and a third at the intersection of Main Street and Big Rock Road. Marked crosswalks and pedestrian bubbles made crossing Main Street in Old Town safer. Trucks using Highway 203 as an alternative to the 405 freeway roared through town, adding to the commotion. City planners wondered if any way existed for diverting the behemoths to another route.

Workers in 2004 completed construction of a roundabout at the intersection of Highway 203 and N.E. 124th Street. Traffic at this intersection had become a problem by that time, and highway officials decided that the roundabout would solve the problem better than traffic lights. Not everyone in the community agreed when they heard of plans for a roundabout. Letters to the editor of the Valley View argued that traffic lights offered a better alternative. As one writer wrote, "A roundabout is definitely overkill when it comes to the sideswipe accidents." (Valley View 3/11/02) The Washington State Department of Transportation issued a response to these concerns, explaining that a roundabout would improve safety, reduce costs, reduce delay, and

move traffic. The roundabout opened in early October of 2004, and most drivers found that it did improve conditions, especially during the evening rush hour for drivers coming east on 124th.

Development of a new state-of-the-art sewer system in 2005 and 2006 allowed the removal of the moratorium on new construction in Duvall. There followed a massive building program that included new housing developments, new commercial and light industrial buildings, and hopes for the establishment of a branch of the Lake Washington Technical College within Duvall city limits.

City Government

City leaders played major roles in the developments discussed above. Erv Harder returned to the Mayor's chair in 1989 and continued until 1993. Erv during his second term oversaw expansion of the sewer treatment plant, the enlargement of City Hall, and development of Duvall's first comprehensive land use plan. Glen Kuntz succeeded Erv 1993 and continued in office until 2001. Glen's term of office produced many accomplishments, including the increase in commercial and residential development and improvements in McCormick Park. (Wagon Wheel, 11/01, 1/02)

Decisions reached during the Kuntz era involved several issues, including that of growth. Barbara Sullivan in an article in the December 8, 1997 edition of the Valley View told of "674 lots in the works that have been, or are being, annexed into the city and for which the city will be responsible for providing the basic utilities and additional necessary infrastructure." City leaders expressed concern over the pace of growth. As City Council person Pat Fullmer put it a year later, "I'm concerned we're growing too fast." (Valley View, 4/6/98) Given this situation, some city leaders put emphasis on commercial development, where tax income would prove more plentiful.

The City Council in November of 1994 asked voters to approve the building of new City offices behind the Library, making it possible for the Police Department to take over the old City Hall. Under this plan the old police station (originally the Christian Reformed Church) would become a youth center. (Snoqualmie Valley Record, 11/2, p. A-1 and 11/16; pp. A-1,12) 1994 Voters did not approve this levy, but plans for the youth center (eventually named in honor of Mayor Kuntz) did proceed (Valley View 10/14/02).

The artesian well at the old mill site at Taylor's Landing became a controversial issue in 1996. Numerous families in the region around Duvall had become dependent on the well for their water; but when the threat of contamination arose, City officials feared that they might face lawsuits if they did not close the well. They did keep it open, however, until a public water system serving the families in question could be established. (Valley View, 6/6/98)

Becky Nixon assumed the Mayor's chair in 2001. In 2002 the City began mailing to residents reports labeled "Duvall News" in which a message from Mayor Becky appeared, along with notes having to do with events and issues important to the community. The July 2002 edition of "Duvall News" told, for instance, of a visioning statement on which the city would soon embark. Looking ahead twenty years, the statement would provide "the foundation for determining the city standards and regulations for development, including where development will occur, the physical look of the city, number of parks, location of houses, and industrial development." A visioning

task force was established, outside advisors employed, community-wide meetings conducted, and an eventual report submitted to the City Council. Further negotiations led to publication of the City of Duvall 2004 Comprehensive Plan.

In February of 2005 Mayor Nixon resigned. Having in her words accomplished her goals, she was anxious now to devote more time to her husband and children. Jeffrey Possinger assumed the role of Mayor Pro Tem through the November 2005 election. (Valley View, 2/28/05, p. 1), at which time voters selected Will Ibershoff as their new leader.

The June 2003 edition of "Duvall News" told of plans to build a 48-car parking area and a new police station adjacent to McCormick Park. The official opening of the station took place December 3, 2004, by which time Chief Glenn Merryman had announced that Duvall was assuming responsibility for police services in Carnation as well as Duvall. July 2003 brought the good news that the City had received funding for expansion of the sewer system, and the August 2004 issue told of a levy to continue paying park and police expenses. This levy received approval from the voters in November of that year. "Duvall News" in December of 2004 told of improvements at Taylor Park, Taylor's Landing Park, and Big Rock Park as well as development of the new Central Park at the corner of 150th and 275th streets. Voter approval of a county-wide levy also promised a new library in Duvall's future, and a December 2005 "Community Study" prepared by the King County Library System gave further details to this plan. These and other issues kept City government and other community leaders busy from day to day and month to month.

Arts, Culture, and Heritage

Good numbers of people living in the region had a strong interest in the arts. This interest manifested itself during the period we are here discussing.

One of the most popular and long-lasting arts events of the year has been called Sandblast. As the name suggests, sand carving down on the banks of the River had center stage at these events; but live music, art displays, and a host of other activities all helped to attract the thousands of people who came each summer to Sandblast. Sunny Ruthchild played a key role in the festival's early years, and Houston Barclay contributed many hours year after year to its presentation.

Earlier chapters contain reference to the popular Duvall Days celebrations (sometimes called Duvall Daze) that continued into the new millennium. Activities in earlier times took place on Main Street between Virginia and Valley Streets with vendors and local residents offering a variety of products to would-be buyers. Traffic through Duvall during these hours was diverted eastward to Third Avenue, permitting participants in the celebration to meander up and down Main Street with no fear of vehicular traffic. With the continuing development of McCormick Park more and more of the celebration moved to that location, although the parade continued to run through the downtown area.

The City of Duvall in 1996 established the Cultural Resources Board, which brought together planning both for the arts and for history. This group the City disbanded after a year or two, but from it came two organizations -- the Duvall Arts Commission and the Duvall Foundation for the Arts -- that carried on arts activities while the Historical Society continued its work in the heritage arena.

The Arts Commission, led by Carolyn Butler and Jan Weekes , helped to encourage poets, artists, and a host of others in their work. It also sponsored for many years the Arts Onstage series in the auditorium of Cedarcrest High School. Among the groups performing in Arts Onstage through the years were the Seattle Symphony Orchestra, the Bellevue Philharmonic Orchestra, Lelavision (combining dance and musical sculpture), and a theatre group called Jet City Improv. In addition to their performances Lelavision and Jet City Improv presented workshops in the community that were very well received. Reilly and Maloney, a musical group which had performed at the Silver Spoon and other local spots in earlier times, performed at Arts Onstage. A full-capacity crowd came to this concert, many of them recalling their long-standing enjoyment of Reilly and Maloney's music. Donna Beeson Waddington that night used an old Silver Spoon recipe for brownies served to the performers. She also loaned the original Silver Spoon sign which hung that night from the stage rigging as a prop behind the performers.

Each summer the Arts Commission, with help from the County, City, and local business establishments, sponsored programs in McCormick Park, called "Arts in the Park." These events became very popular with families and people of all ages in the region, many of whom included picnics in their evening's activities. Music onstage often prompted some of the younger as well as older members of the audience to start dancing.

The Arts Foundation sponsored the aforementioned Sandblast Festival each summer, one of the highlights of the year in Duvall. It also played the leadership role in efforts to develop the Thayer barn into a community arts center. The barn, located on property on the west side of Highway 203 midway between Copper Hill Square and the Safeway complex, was scheduled to come into the possession of the City of Duvall when its owners started developing the acreage around the barn. The City, the County, and private citizens all dedicated money to the Thayer barn project. By 2007, however, the City had announced its intention to permit the developer to proceed with a new plan that did not include the barn or plans for a community center.

As mentioned above, the City in 2003 invited Patrick Overton from the Front Porch Institute to lead a study of ways to enhance cultural development in Duvall. Community-wide meetings brought representatives of local arts and heritage organizations together with interested citizens several times and culminated in an 89-page report. The report, entitled "Nurturing the Poetry of Place," listed four "Cultural Planning Goals:

Use Arts, Heritage and Culture to Impact Duvall's Community Design and Livability

Address the Cultural Facility Needs of Duvall's Arts, Heritage, and Cultural Organizations, Arts Education, Individual Artists' Live/Work Space, Gallery, and Duvall Outdoor Market

Strengthen Community Leadership of and Coordination Among Duvall's Arts, Heritage, and Cultural Organizations

Develop Sustainable Funding and Support for Arts, Heritage, and Cultural Organizations in Duvall

One of the outcomes of these discussions saw the establishing of a new committee, the Duvall Cultural Commission, that took the place of the Arts Commission and brought arts and heritage issues together for regular discussions.

The Historical Society's happiest moment came on August 18, 2002 with the official grand opening of the Dougherty House. After two decades of negotiation with City and County leaders and many hours of work on the premises, Society members could at last celebrate. City money paid for purchase of the acre of ground around the House, as well as the House, bunkhouse, and garage. County money made possible most of the work inside and outside the house. The County also acquired thirty-six acres that surrounded the House. Historical Society members assumed responsibility for the interior of the House and for making it accessible to visitors. City money also paid for yard upkeep, heating, telephone, and other utilities. A big crowd attended the dedication ceremony, Mayor Becky Nixon and Society President Tove Burhen spoke, and everyone enjoyed celebrating this historic occasion. In her comments Mayor Nixon told of the perseverance of people whose efforts had led to the August 18 ceremony:

Some pleaded and cajoled with elected officials, others wrote letters and called. Year after year, they kept the dream alive. That kind of determination, dedication, and spirit is rare to find today, and I want to applaud all of you...for preserving this important historical site here in Duvall and in the Snoqualmie Valley. One of the stated goals of our city is that we preserve our community heritage. We hold our history in high esteem.

Recognition of the Dougherty Farmstead continued into December of 2005, when the property received listing in the National Register of Historic Places. "The Farmstead," in the wording of the recognition statement, "is historically significant for its direct association with the early settlement and agricultural development of the Snoqualmie River Valley."

This period in the region's history, as mentioned in Chapter One, also brought exciting news to the Snoqualmie tribe. Since the Point Elliott treaty of 1855 the tribe had struggled both for land and recognition. As mentioned in Chapter One Chief Jerry Kanim in March of 1944, with the approval of the Commissioner of Indian Affairs, acquired land in behalf of his people northeast of present-day Carnation. The following decade saw the Snoqualmies lose their legal tribal status. Not until August 22, 1997 did the U.S. Bureau of Indian Affairs finally restore legal status for the tribe. Opportunities increased for the Snoqualmies, who focused their priorities in 2002 on health care, housing for the needy, and education. (Jennifer MacKenzie interview of Katherine Forgue Barker, 12/12/02, p. 7)

Schools

Population growth in the region had its impact on the Riverview School District. An article in the August 3, 1994 issue of the Snoqualmie Valley Record told of a "skyrocketing" enrollment growth. The District, it followed, would have to spend accordingly. Unfortunately, sixty-two percent of the voters in November of that year decided against the funding. Not until 1996 did the vote go in the direction of the schools. (SVR, 2/14/96, p. A-1) A year later the Cherry Valley Elementary School, by then fifty years old, underwent renovation. It reopened in September of 1997 with what the Snoqualmie Valley Recorder called a "modern" look. (8/27/97, p. B-1)

The Riverview district sought to help its high school students in a number of ways during these times. A day care program was aimed at helping moms graduate. (SVR, 8/17/94, pp. A-1,11) A program started two years later created an alternative school for dropouts and enrolled fifteen students. (SVR, 10/30/96, p. A-3) That same year Cedarcrest High School accepted the U.S. Department of Education's prestigious Blue Ribbon Award in Washington, D.C. in recognition of the school's outstanding academic program and community involvement.

Schools in the District were blessed during this period with an outstanding corps of teachers. Patrick Conrick at his 2003 graduation ceremony at Cedarcrest High School commented: "While our school district did not have the material resources of other districts, it has something far more precious; we have the most caring, dedicated, hard-working teachers we could ever wish for." (Valley View, 6/30/03)

These teachers led their students in a number of new directions, including the preparation of senior projects, the results of which they shared with community members in twice-yearly sessions at the high school. These projects occasionally became controversial, especially if students did not successfully complete them, but the general idea of the senior projects continued to receive positive comments.

The schools' athletic and arts programs also underwent change during these years. Cedarcrest High School, after five failed efforts to obtain public funding for sports fields, finally welcomed in 2001 passage of the levy that made building the field possible. (Valley View, 5/27/02, 10/7/02) This same levy, approved by sixty-five percent of the voters, also made possible completion of the Cedarcrest Performing Arts Center and the re roofing of several school buildings. (Valley View , 12/31/01, p. 1)

The 2001 levy also made possible the establishing of computer labs at all of the schools in the district. These labs made software and computers available to students and their teachers at a time when this technology was becoming a central part of American way of life. (Helen Mellor, Valley View, 11/12/01) Later levies showed voters' continued support for the District's computer programs.

By 2004-5 enrollment at Cherry Valley Elementary School had reached 568, at the Eagle Rock Multi-age School 68, at Stillwater Elementary School 356, and at Cedarcrest High School 826. Another 150 students were attending the private Duvall Christian School, and 200 home schoolers were registered with the Riverview School District. (Duvall Library Community Study, December, 2005)

A Look to the Future

The many improvements in the schools represent only one of many changes occurring in Duvall as the new millennium got underway. Concerns going back to the seventies that Duvall, in the face of suburban expansion, was losing its unique character still dominated the thinking, the planning, and much of the conversation. At the same time, a certain vibrancy within the community -- whether within City government, the business world, arts and heritage organizations, religious groups, or education -- gave confidence in the future of Duvall. The lifting in 2005 of a building moratorium brought on by sewer facility limitations promised new growth. Planning for the future continued in all of these realms. Perhaps illustrative of this planning was a

"Vision for Duvall in 2022," produced on November 23, 2004 as part of the City of Duvall 2004 Comprehensive Plan. Duvall, it stated, would by 2022 have become:

... a charming small town with a diverse, attractive, and engaging Old Town/Downtown that is walkable, commerce-oriented and economically thriving. Duvall is a place where trails, sidewalks, and streets enable families to explore parks and neighborhoods on foot or by bike. Art, culture, and our heritage are valued in our town and we respect and preserve the natural environment. Small businesses and the entrepreneurial spirit are encouraged -- as a result, innovative local businesses offer services and products to Duvall residents. Duvall is a unique place where people walk, shop, eat, conduct business, raise families, and enjoy arts and music, all while enjoying the beautiful Snoqualmie Valley . (p. I-1)

We leave it to those of you reading this book in 2022 to judge how close Duvall came to realizing its vision.

BIBLIOGRAPHY

Bagley, Clarence B. History of King County Washington. Chicago: The S.J. Clarke Publishing Company, 1929. Volume I.

Beeson, Donna. The Silver Spoon Restaurant Cookbook. Duvall: LD Books, 1995.

Carnation Enterprise, a newspaper published between 1918 and 1929

Carnavall Reporter, a newspaper published between 1953 and 1964.

Cascadian, a newspaper published between 1974 and 1980.

City of Duvall. 2004 Comprehensive Plan, November 23, 2004.

Corliss, Margaret McKibben. Fall City: In the Valley of the Moon. North Bend: Snoqualmie Valley Historical Museum, 1972.

Duvall Citizen, a newspaper published between 1911 and 1916.

Funk, Don. Jist Cogitatin' (Stories of Duvall's Past). Duvall Historical Society, 1989.

Gifford, Jan Hagstrom and Watson, Kenneth G. History of Snoqualmie Valley. North Bend: Snoqualmie Valley Historical Museum, ca. 2000.

Harder, David R. Echoes of a Country Fire Chief. Published by the author, 1994.

Hill, Ada S. A History of the Snoqualmie Valley. Copyright, 1970.

McKenzie, Jennifer. Interviews of Valley residents funded by the King County Office of Cultural Development. Transcripts are now a part of the archival collection of the Duvall Historical Society. 2002.

King County Office of Business and Economic Development. Rural Economic Strategies Report: Executive Summary & Strategies. King County, Washington, December, 2005.

Miller, Allen, Digging Duvall's Past. Duvall Historical Society, 1995.

Monroe Monitor, 11/11/1925.

National Geographic Society. Eyewitness to the 20th Century. Washington, D.C., 1998.

Reang, Putsata. "People of the Moon," in Bryant, Arlene (ed.) A Hidden Past: An Exploration of Eastside History. Seattle: Seattle Times, 2000.

Sammamish Valley News, a newspaper published between 1975 and 1980.

Taylor, Ralph S. Duvall Immigrant. Republished by the Duvall Historical Society, 2004.

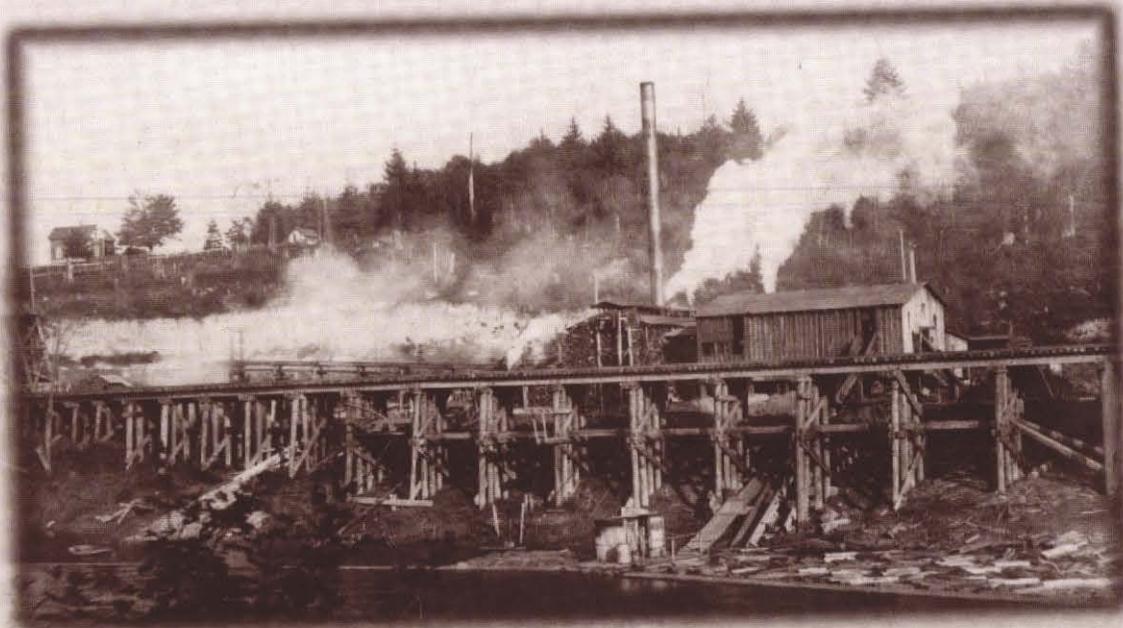
United States Department of the Interior. National Register of Historic Places. "Inventory - Nomination Form, Dougherty House," 1975.

Valley View, a newspaper published since 1976.

Wagon Wheel citations drawn from either of the two books by that title published by the Duvall Historical Society cite Wagon Wheel, a date -- either 1992 (Vol. One) or 2001 (Vol. 2) -- and the page number. Other Wagon Wheel citations are to editions of the Wagon Wheel not contained in the two books.

Reference is frequently made to "tapes" recorded in the past by people familiar with Duvall's history. These tapes have been transcribed, using funds provided by the King County Office of Cultural Development in 1979, and are the property of the Duvall Historical Society.

Readers seeking more insight into Duvall's history will find it most directly in publications of the Duvall Historical Society. These books, along with the present volume, are available from the Society at P.O. Box 585, Duvall, Washington 98019 and from local business establishments, including Duvall Books and Duvall Family Drugs.



Duvall Shingle Mill



Other Books by the Duvall Historic Society:

Jist Cogitatin'

Wagon Wheel, First Volume

Digging Duvall's Past

High Times

Wagon Wheel, Second Volume

Duvall Immigrant

