

Historic Overview

Carnation, Washington

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Historical Overview

The natural setting of the City of Carnation is as follows: A broad flood plain at the confluence of the Tolt and Snoqualmie Rivers in the Snoqualmie River Valley. Before human occupation created anthropogenic prairies at the Carnation site, vegetation had been dense. It consisted of Douglas fir, cedar and alder trees with clumps of sword fern. By 1900 much of Carnation and its vicinity had been logged off land and claimed by homesteaders as subsistence farms, as well as farms for orchards and cash crops (predominantly hops). The river valley in 1995 was the site of extensive farming and dairying operations with scattered farming structures surrounding the town. Larger town sites and noteworthy natural formations in the Carnation vicinity are the towns of Snoqualmie Falls, Fall City, North Bend and Snoqualmie to the south and the towns of Vincent, Stillwell, and Duvall to the north. The City of Carnation's namesake, Carnation Milk Farm, is situated to the northeast.

Prehistory

The human settlement which would become the City of Carnation was previously the location of the administrative center of the Snoqualmie Indians. Fall City, south of Carnation, was the group's military training center. The cedar plank houses comprising the village at the Carnation site were constructed on the west bank of the Snoqualmie River where the Tolt River connects. The hill on this side of the river provided the group with a defensive position against enemy attacks. Oral tradition among the Snoqualmie maintains that a cemetery was also located at this site. Surface evidence of this village and cemetery have been obliterated by successive floods of the Snoqualmie River.

The Snoqualmie Indians flourished for centuries in the Puget Sound area and especially in the valley of the north flowing Snoqualmie River. Comprised of two loosely configured districts, those family groups who lived above Snoqualmie Falls conducted a prairie-dominated existence based on deer, elk, bear, mountain goats, trout, roots and ferns. Those living below the falls conducted a riverine-dominated existence based on dense woodlands, migrating salmon, smelt, red fish, and access to the marine life of Puget Sound. The Snoqualmie River served as a highway for travel by cedar dugout canoes which, for centuries, were the most efficient way to move people and goods in much of what is now western Washington.

Yelhw, one of two villages, was located near the modern Fall City waterfront. The other was *Toltxw*, situated on the Snoqualmie River across the water from the present town of Carnation. A permanent fishery was set up at *Yelhw*, probably using weirs or fence traps. The traps crossed the river and could be opened to allow sufficient salmon to continue upstream for spawning. The Snoqualmies' geographical area was administered from *Toltxw*. This village had a special longhouse called a *H'lalt*, which means "the capitol of the people," where the district chiefs met. The *H'lalt* was an important political symbol for the Snoqualmies where they conducted significant social events, council decisions, educational training in wood carving, flint weapon construction and instruction in laws and customs around "the fires of learning." *Toltxw* was also the location of a steep sand hill which provided the best natural hill fortification in the Snoqualmie territory.

For centuries, the Snoqualmies burned off the flat bottom lands of the Snoqualmie Valley to maintain open spaces or anthropogenic "prairies." This practice insured that the well-drained glacial and river-deposited (alluvial) soil of the valley floor provided a plentiful, sustained yield of food plants like camas, tiger lilies, native blackberries and bracken ferns. These cleared areas also provided attractive forage for game animals. During the 1850s, the head Snoqualmie chief, Patkanim, lived at the largest village of his people located at *Yelhw*. This complex contained sixteen longhouses and was the military training center of the Snoqualmies. From here they extended economic controls west to Whidbey Island and east to Snoqualmie Pass. The community of Carnation still contains the political and symbolic center of the Snoqualmies at their tribal office located at 3940 Tolt Avenue (Tollefson, 9-10, 28; King, 51; Garfield, 2; Jones & Jones, np; Ballard, 47).

A nephew of Chief Patkanim, Jerry Kanim (c. 1859-1956) functioned as the Snoqualmie headman during the first half of the 20th Century. His demolished one and one-half story wood frame house, constructed in 1924, was located at 4952 Milwaukee Avenue in the northeastern corner of Carnation.

Early Settlement

Fur Trappers and Explorers

Although there is no evidence that the earliest Euro-American explorers and fur trappers to reach the Pacific Northwest traveled through what would become Carnation, their transitory passages opened up the area to future settlement. As the fur bearing mammals of Puget Sound and the inland rivers attracted more trappers and explorers for their lucrative trading enterprises, the fertile river valleys occupied by Indian groups were noted and came to be coveted by Euro-Americans. The Snoqualmie River Valley, and the future site of Carnation, became a part of this larger exploration process.

Military Activities

Carnation's riverside site was not the location of military activities, but just to the south a series of forts were constructed as part of the seven months' duration Washington Indian Wars of 1855-56. Additionally, the only nationally prominent figure to appear in this historical context document, Civil War General George McClellan, visited Snoqualmie Falls to the south when he was a Brevet Captain assigned to conduct a railroad survey. It was this military activity that led Carnation's first Euro-American settler to choose a homestead at the confluence of the Snoqualmie and Tolt Rivers. To protect settlers and to establish a United States military presence, Congress authorized the establishment of military posts in the Pacific Northwest on May 19, 1846. Most of the soldiers never reached Puget Sound because they were sent to fight in the Mexican War which had been declared six days earlier (Hemphill, 19).

Twenty-three days after Congress created Washington Territory on March 2, 1853, Secretary of War Jefferson Davis appointed Washington Territorial Governor Isaac Stevens to head a railroad survey from St. Paul Minnesota to Puget Sound. Stevens divided his assignment into eastern and western divisions with Brevet Captain George B. McClellan, his friend since the Mexican War, appointed to head the western division. McClellan was to explore the Cascade passes for possible rail routes to Puget Sound. He procrastinated his exploration of Snoqualmie Pass and recommended against the route without traveling it. The closest he got to Carnation was a visit to Snoqualmie Falls in January, 1854. The hesitant characteristics and tendency to magnify obstacles that caused McClellan to fail as an Army Commander early in the Civil War were in evidence during his work under Governor Stevens in Washington Territory (Hemphill, 97, 99; Hollenbeck 214).

Carnation's first Euro-American settler, James Entwistle, enlisted in the Army on May 30, 1855 in Cincinnati, Ohio at the age of 22, and was assigned to Company H, 9th Regiment of the U.S. Infantry (Jones, 7), also known as McClellan's Army. His enlistment was in time for the Pacific Northwest's Indian Wars which lasted from 1855-1856. A company of soldiers from the Northern Battalion proceeded up the Snoqualmie River in Indian canoes to establish a series of stockades to guard against attacks from Indians east of the Cascade Mountain Range. The Northern Battalion had been assembled at Port Townsend in November, 1855 commanded by Captain Isaac Ebey (Hill, 2; Corliss, 22, 54). One of the Northern Battalion soldiers was James Entwistle. He and his military detachment helped to construct Fort Tilton in March, 1856 (Hjertoos, 2-3; Corliss, 3).

Fort Tilton was located near Tokul Creek above present-day Fall City. The military built four forts in the Snoqualmie Valley--Tilton, Smalley, Alden and Patterson--with the assistance of the Snoqualmie Indians led by Chief Patkanim who provided supplies and labor (Hjertoos, 2-3; Corliss, 3). The 10 x 15-foot log blockhouse Fort Tilton was named after one of the Battalion's officers. The structure was intended to store supplies and give shelter in an anticipated attack from Native Americans who were dissatisfied with the Treaty of 1855. Snoqualmie Chief Patkanim, an ally of the U.S. Government, joined forces with the soldiers to guard against a feared attack over Snoqualmie Pass by Eastern Washington tribes. Patkanim and his company of 100 warriors were encamped at the Fort Tilton blockhouse

during the spring of 1856 (Jones & Jones, np). Entwistle did not remain with the Northern Battalion long. On April 13, 1856 the military records at Fort Steilacoom in Washington Territory listed him as deserted (Jones, 7). James Entwistle had forsaken his military enlistment to live as a farmer settled in the Snoqualmie Valley.

Governmental Land Management

To cope with the tension created by Euro-American settlers on Indian lands in Oregon Territory, Congress passed the Donation Land Act on September 29, 1850 which opened public lands, including those in King County, to agricultural settlement (King, 51). Under this law, 320 acres were granted to every male settler over the age of 18 who was a citizen, and who had occupied and cultivated his land for four consecutive years. If he married, his wife was granted the same amount of land to hold in her own name. Created to provide for the survey and claim of lands in Oregon Territory, the law recognized women's role in land settlement by allowing wives the uncommon privilege of holding real property. The Act did not immediately clarify land titles because it applied to "unoffered" public domain. These were unsurveyed lands which were not subject to public sale. The purpose of the law was to protect qualified settlers until they had filed their claims and taken title (or patent) to the property. After they were surveyed, the remaining lands came under general laws regulating the sale of the public domain. The initial land survey set up the Willamette Meridian and base lines. Additional field surveys proceeded in the early 1850s. Few original claimants retained the lands they filed upon due to the fluidity of American frontier settlements, but also because many claimants were speculators on a small scale (Johansen, 231-234).

By December 21, 1852, King County was separated from the northern part of Pierce County by act of the Legislature at Salem, capitol of Oregon Territory. King was organized fourth after Lewis, Clarke and Thurston Counties (Bagley, 14). Seattle was designated the county seat and the area subsequently evolved into Washington's most populous and economically dynamic area. By March 2, 1853 the Territory of Washington was created by Congress out of Oregon Territory (Avery, 164). Government activity continued in King County with an 1857 state survey. This survey was the first mapping of the Carnation area and the Tolthue River was named by Euro-Americans for the first time (Hjertoos, 1).

After years of political agitation for statehood by its residents, Washington Territory was declared a state on November 11, 1889 by President William Henry Harrison (Avery, 189). Following a popular western trend during the 1890s, land reclamation programs began in King County river valleys (Payton, 1995). These two efforts combined to create an expanding entrepreneurial environment for logging companies and farmers in the Carnation area resulting in its rise to economic prosperity by the 1910s.

Indian Conflict

As *Toltxw* was the site of a Snoqualmie Indian administrative center, the headman of the group, noted leader Patkanim, was selected by the Washington Territorial Governor, Isaac Stevens, to negotiate with the government for the yielding of lands to Euro-American settlement. Along with other headmen of various Puget Sound and western Washington Indian groups, including Seattle, Goliah and Chowitshoot, Patkanim represented the Snoqualmie Indians from the Carnation and Fall City areas. He was instrumental in assisting

the military forces in resisting eastern Washington Indian attacks during the Indian War of 1855-1856. None of the engagements of this war occurred near Carnation. Chief Patkanim had signed a treaty on January 22, 1855 along with the other Indian leaders ceding all the territory from Elliot Bay to Canada, including the Snoqualmie Valley and the site of Carnation, to Euro-American settlers (Jones, 5). Approximately 2,300 Indians attended the ceremony and the Snoqualmie group was then instructed to go to a temporary reservation at Tulalip until a general reservation could be set aside for all the Indians within the area compromising the treaty. They removed themselves to the designated area but no land was assigned for the general reservation. Consequently, most of them returned to their home lands in the Carnation-Fall City area. The Snoqualmies are still awaiting a reservation assignment in 1995 (Hill, 146-147).

The name of Patkanim's administrative village at the confluence of the Tolt and Snoqualmie Rivers sounded like Tolthue to Euro-American settlers (Bagley, 810). This was the Snoqualmie word for "swiftly rushing waters" and, shortened, it became the name of the Tolt River ((Hjertoos, 1).

Logging

Carnation area timber enterprises had a considerable impact on the community for several decades, but mining interests were not represented in the town because no profitable mines were nearby. The heavily wooded areas along the Snoqualmie River and its tributaries provided a substantial income for both large and small logging and milling operations in the Carnation vicinity. The earliest loggers conducted extravagant "placer logging," choosing to fell only the choicest timber, convenient to the market or to water. As lowland timber was removed and lands for settlement were cleared, the Carnation vicinity lost its stands of fir, cedar and hemlock to farming applications (Northwest, 21-22).

During the early 1870s, lumber technology evolved in King County from hand sawing and hewing to small water-powered sawmills (Watson, np). In 1873, the first water powered sawmill began operating in the Tolt vicinity to the south. It was located south of Carnation on Tokul Creek near the former site of Fort Tilton. John T. Larson, a Swedish immigrant, operated the first steam powered sawmill in Carnation after settling on a 160-acre homestead in 1890 at the southwest quarter of S15-T25N-R73, WM (Anderson, 36). Larson milled the rough lumber used for the oldest extant building in Carnation, the original Odd Fellows Hall on Tolt Avenue, which was constructed in 1895 (Jones, 35).

Steam donkeys were commonly employed for logging operations in the 1890s in the Snoqualmie Valley, by Millet & McKay as well as other operators. The various logging companies working in the valley dumped their logs into the Snoqualmie River and formed them into booms. These were towed downstream to sawmills at Everett by two stern-wheeler boats, the *Monte Cristo* and the *Black Prince* (Jones, 81).

Logging companies prominent in the Carnation area during its logging boom period included the Cherry Valley Logging Company headquartered at Stillwater, where proprietors O'Neil and Gowan operated a narrow gauge train, mill and camp. The Siler Logging Company was based near Ames Lake. Both these companies harvested and milled timber in the vicinity of Carnation and employed numerous local residents (Jones, np; Polk, 395), as did Lazarus

Logging and Security Logging. Before 1914, The Fisher-Sorensen Lumber Company constructed a lumber and planing mill one-quarter mile west of Carnation's post office along the Snoqualmie River and the Great Northern Railroad spur. The mill subsequently became known as Rowland Brothers, but by 1930 the site was derelict (Sanborn, np).

Carnation Homesteads

Under the terms of the Donation Land Act of 1850, James Entwistle (1832-1902) filed a claim of 160 acres near the Tolthue River as a homestead in 1858 (Hjertoos, 3; Bagley, 810; Tobler, 57). He had seen the area first in 1856 when he helped to construct Fort Tilton as a soldier in the Northern Battalion. He was gradually joined by other pioneers who settled on open prairies and bottom lands. They cleared forests and created stump ranches and subsistence farms (King, 52). By 1859, James Entwistle had a change of heart regarding his desertion from his Army post and surrendered at the California Presidio in San Francisco on February 10 where he was restored to military duty without trial (Jones, 7). On January 1, 1861 Army records reveal that James Entwistle had achieved the rank of Corporal (Jones, 7) but it was not to last. By November 4, 1861, he was listed as deserted again at Camp Pickett, San Juan, Washington Territory. There is no record of apprehension or surrender (Jones, 7).

In 1861, Entwistle settled permanently with his family on his homestead at the future site of Tolt (Jones, 7-8). He had married an Indian woman named Mary Showay and their first child was born at the start of the Civil War. They had a daughter and two sons until Mary was drowned in the Snoqualmie River on December 11, 1872. In 1873, Entwistle married Sarah Kelly (1842-1912) with whom he had a son and three daughters (Hjertoos, 3; Tobler, 57). Sarah was the second Euro-American woman to reside in Tolt (Jones, 8). Entwistle proved his homestead claim by living on it for five years and marketing crops in Seattle via river transportation (Hjertoos, 3).

Platting, Incorporation and Name Changes

Rapid growth in population and incorporation of King County towns occurred during the early 1900s (Payton, 1995). The Town of Tolt plat was first filed with King County on May 16, 1902 by Eugenia and William H. Lord (Bagley, 810). The Lords managed the town's hotel and saloon and their plat was located between the First Tolt Odd Fellows Hall and East Entwistle Avenue. The town's streets were named Eugenia and Myrtle for Mrs. Lord and her daughter (Hjertoos, 13). Professional developers arrived in the area as it enjoyed the prosperity brought by successful timber and agricultural enterprise. Eight years after the first plat, the Tolt Townsite Company platted the residential area north of Entwistle Street known as the KC Survey in 1911 (Jones, 1). Although the King County Directory of 1911-1912 listed Tolt's population at only 340, these developers expected a real estate boom. From the initial settlement of the community until May, 1914 a contingent of the town's residents persisted in calling it Grand Rapids. At that time, all references to Tolt as Grand Rapids were retroactively expunged from the city's records by the Town Council which settled the community's name issue until 1917 (Woodwick, np).

Housing land speculation continued, as was the case with many small western towns at the time, when the Tolt town site was replatted by Sarah E. Davis and 25 associates on February 7, 1912 (Bagley, 810). These three plats formed the hub of the commercial and residential areas of town and this area contains most of the extant historic structures today. It is unclear from the Tolt developers' newspaper advertisements, and equally unclear from the chains of property titles, whether the speculation developers or their purchasing customers constructed the extant historic structures in Carnation. A June 2, 1912 real estate sales advertisement in the *Seattle Times* stated that 75 new buildings "have been put under construction" but the builder is not indicated. This ad was placed by the Oregon & Washington Development Company of Seattle and Everett which promoted the advantages of investing in Tolt: "two rivers, two new railroads, farm lands, great lumber industry, canning factory, creamery and milk plant" (*Seattle Times*, June 2, 1912; First American, np).

The residential buildings erected in Tolt at this time were all Craftsman style homes, bungalows or vernacular dwellings with a few Queen Anne style structures. At the turn of the century, architectural pattern books sold by architects via magazine and newspaper ads were widely available and also offered by the Seattle Public Library in its collections. Indications are strong that, whether the builder was a speculation developer or an independent property purchaser, the built environment of Carnation came from these pattern books as interpreted and customized by local developers, building contractors and property owners. Popular pattern books such as *Western Home Builder* published by Washington State architect Victor W. Voorhees appeared in 1910 and went through several editions. Additionally, *Bungalow Magazine* was published in Seattle from 1913 to 1918. As a result, Carnation's vernacular structures reflected the abilities of local builders, the notions of its developers, and the prosperity of its residents.

Because of the success of the Carnation Milk Farm northwest of town and the local logging industry, property prices in Tolt continued to escalate and land developers continued to speculate. The Tolt Home Tracts plat was filed with King County on October 15, 1912 by Oregon & Washington Development Company, H. M. Brinker President and L. H. Seely Secretary (Bagley, 810). This area became known as the Garden Tracts (Jones, 1). Finally, the City of Tolt incorporated on December 31, 1912 with local Ford auto dealer C. Elmer Sorenson as the first Mayor and V.E. McDermott as first Treasurer (Bagley, 810; Jones 1). Two years after incorporation, the 1914-1915 King County Directory listed Tolt's population at 1,000 (R.L. Polk, 1915). Title searches of Tolt properties acquired after platting and incorporation suggest frequent exchange and a high rate of default among original purchasers from the Tolt Townsite Company between 1912 and 1914. Although some of these original purchasers were undoubtedly speculating in Tolt's economic boom which lasted from 1890-1920, land ownership in the town did not stabilize until just before the start of World War I (First American, np).

Tolt's name was changed to Carnation in 1917 (Bagley, 810). The change was to allow the town to gain prestige by being associated with the fame of the nearby Carnation Milk Farm, but it upset many long-time residents (Jones, 1-2). A petition had been circulated about the town for the name change proposal. The State Legislature, the Post Office and the Milwaukee Railroad Depot each accepted the proposal. Some town residents felt the petitions were unfairly circulated to temporary logging camp and railroad boarding house residents who had no substantial interest in the name of the town (Hjertoos, 22). They

agitated to reverse the name change and Carnation's name was changed back to Tolt in 1928. The result was confusion because both names were often listed, and the Milwaukee Railroad Depot as well as the Post Office continued to use the Carnation name (Jones, 1-2). Finally, Tolt's name was changed back to Carnation in 1951 to avoid the confusion of using two names (Jones, 1-2).

Commercial Development

The progress of Carnation's economic activity had peaks and valleys just like that of any other developing western community, although it successfully avoided the booms and busts of mining towns. Carnation's first phase of commercial prosperity occurred between 1870 and 1893 when hops flourished as a cash crop for King County farmers. The financial Panic of 1893 proved to be a low point in the town's economic well being with some property foreclosures. Logging activities were prevalent in the area from the beginning of Euro-American settlement with a gradual increase in prosperity through the first quarter of the 20th Century as technology improved the harvesting, shipping and milling processes. The town's next phase of prosperity came with the arrival of the railroads beginning in 1910 which provided expanded markets for both farmers and loggers. Carnation's greatest extended phase of prosperity was from the time of incorporation in 1912 until the Great Depression of the 1930s. This was also the period of greatest dairying and logging activities. Some Carnation properties were foreclosed during the economic downturn of the Depression, but the local bank did not fail. As was the case with other western communities, commercial development improved during, and for a decade after, World War II. Economic decline in Carnation was gradual, coinciding with that of the railroads during the 1970s and the decline of the dairying and lumber industries in the same period.

Hops Craze

Many of Carnation's earliest homesteaders began to grow, dry and ship hops as it rapidly became a lucrative harvest. Hops, a key ingredient in beer brewing, had been a popular cash crop in King County since the 1870s. Homesteaders converted their subsistence farms to hops when increasing profits were realized from international markets. In 1882, the King County hops craze increased in the Snoqualmie Valley when Jeremiah Borst sold most of his property in the upper part of the valley to the newly formed Hop Growers' Association. Borst's farm southeast of Carnation provided housing and a kitchen for laborers who built a cookhouse and rooming house for ranch workers. They also constructed a trading post and post office, barns for the ranch animals, and drying sheds to cure the hops. At Tolt, homesteaders Entwistle and Prenatt also converted to hops cultivation.

Hops sold for \$1 per pound, much more than the 50 cents per 100 pounds paid for potatoes at that time. Ezra Meeker of Puyallup had introduced hops for export to overseas brewers a decade earlier in western Washington. Steamship captains who stood to profit from the crop organized the Growers' Association and converted the old Borst farm buildings into living quarters for transient harvesters. This labor pool was dominated by Native Americans, including Snoqualmie Indians. At the height of the hops craze, many valley settlers planted fields of hops in lieu of other crops and hundreds of people were hired to pick hops for one dollar per hundred pound box.

Numerous Snoqualmie Valley residents took additional contracts with the hop farmers to supply hops poles which supported the growing crop. Hops prices fell during the national financial panic of 1893 and an infestation of hop lice attacked the King County crop as well. The hops market crashed, farmers and marketers were bankrupted, and the King County fields were converted to dairy farming applications (Watson, np; Buerge, 13-15; King, 52; Corliss, 107, 110).

Mercantile Enterprise

The Alaska Klondike Gold Rush provided new markets for local farmers in 1897 (Payton, 1995). As was the case with most mining rushes throughout the West, it was those entrepreneurs who supplied the miners who grew prosperous. This gold rush made the village of Seattle into Puget Sound's dominant port (Transportation, 11).

Logged land was in demand in the Snoqualmie Valley by new residents for agricultural use during the early 1900s as dairy farming became an increasingly important part of the economy. Agricultural pioneers found the mild climate and lush vegetation favorable for their herds of Brown Swiss and Holstein cows. Beginning in 1889, rail transportation between the Snoqualmie Valley and the markets of metropolitan Puget Sound made local commercial dairy farming practical. Consequently, farms covered most of the valley floor, occupying former Native American foraging grounds, as well as land cleared by logging. Farmers removed huge stumps with dynamite and fire, creating fields for crops and pasture for dairy cattle. (Jones & Jones, np). E.A. Stuart's Carnation Milk Farm was begun on logged land with Holstein cattle.

Financial incentives accrued to the Carnation area's agricultural enterprises when the Tolt State Bank opened during the early 1900s (Bagley, 812). In addition, canneries, poultry farming, fruit and specialty farming experienced continued growth in King County through the 1910s (Payton, 1995). Carnation's dairying and farming operations were enjoying unprecedented prosperity during the years before World War I resulting in additional commercial efforts within the town site. One example was the Sanitary Meat Market and its second floor apartment which were constructed on the corner of west Entwistle and Tolt Avenue in 1912 by Arnold Eichman. Walter Kelsko sold it to Michael Paar in 1928 ; Paar in turn sold it to his son Michael in 1940 (Jones, 54; First American, np). Tolt State Bank expanded with the local affluence and changed its name to Snoqualmie Valley Bank on August 19, 1918 with C. Beadon Hall named as President (Bagley, 812).

In 1912 two businesses located in Tolt near the Great Northern Railroad Depot along the railroad spur through the western side of town. The Everett *Herald* of January 25, 1912 carried a promotional advertisement for the Tolt Canning Company and the Tolt Milk and Creamery Company, complete with photos of the companies' buildings issuing puffs of smoke from their tall chimneys. The Tolt Canning Company was later known as the Valley Canning Company and stood on the southeast corner of Entwistle Street and the Great Northern Railroad spur tracks. In 1995, the creamery building was extant, although altered, on the northeast corner of West Eugene Street and Stewart Avenue as the Fall City Cabinet Shop. In addition to these two commercial enterprises, the Carnation Milk Products Condensery building stood on the southeast corner of Stewart and Morrison Streets (Jones, np; Everett *Herald*, 1912; Sanborn, np).

In a burst of local pride during 1938, and to reinforce the argument that his town should not be named Carnation, David Entwistle (1879-1960), son of original pioneer James Entwistle, constructed four cobble stone cairns to bear the town's name at the northern and southern town entry points along Tolt Avenue (Jones, np; Tobler, 58). Only two of these were extant in 1995.

Dairying became the principal enterprise of King County agriculture by 1940 with poultry second. In addition, fruit and vegetable farm production exceeded all other counties in Washington State (King, 53-54). Corporate farming expanded in King County between 1946 and 1950 with a corresponding decline in the number of family-owned dairy operations. In Carnation, Mike and Garnet Paar responded to the agricultural marketing changes when they constructed the first half of the International Grocers' Association (IGA) building in 1949 and moved their butcher shop to the new building for expanded retail grocery activities. After removal of the old building, the second part of the IGA was constructed in 1962 (Jones, 54). Although total acreage devoted to dairying declined, the productivity increased because of technological advances (King, 55). Suburban Seattle development began to threaten surrounding farmlands by the early 1950s (Payton, 1995).

Non-extant commercial structures in Carnation include the Tolt Hotel which stood on the west side of Tolt Avenue immediately south of the Great Northern Railroad spur and the Grange Store (known as the NAPA Auto Parts in 1995). Across the street from the Grange Store on the southeast corner of Myrtle Street and Tolt Avenue was a Standard Oil of California Distribution Plant. A hay storage building had been standing immediately south of the original Eagles/Odd Fellows Hall, and a storage shed stood directly behind the Hall. An auto sales and service business stood on the west side of Tolt Avenue where it intersects with Eugene. A livery stable stood two lots to the north of the auto sales building. Across the street from the livery stable on the northeast corner of Eugene Street and Tolt Avenue was a printing shop. Tolt's auto stage office was on the east side of Tolt Avenue a little north of the intersection with Bird Street. The Ince Movie Theater also stood on the east side of Tolt Avenue in the middle of the block between Commercial and Rutherford Streets (Sanborn, np).

Financial Reversals

A national financial panic in 1893 stalled local development. While some King County banks failed, most held firm and remained to grow prosperous with the Klondike Gold Rush after 1897. Crop prices dropped while the hard times lasted as purchasing power was cut and employment dropped. The local hops craze came to a halt among King County farmers in 1893 when the bottom fell out of the market (Bagley, 474, Johansen, 360). Northwestern railway companies were forced into receivership except for the Great Northern. Construction of new railroad lines and consolidation of service was halted (Payton, 1995; Bryan 198-199). Tolt State Bank was not established until after the turn of the century, so no Carnation banking concerns were effected by the Panic of '93.

Tolt's first Euro-American settler, James Entwistle, lost his original homestead in October, 1894 when the price of hops dropped from \$1.25 to 6 cents per pound during the previous

season. He had mortgaged this farm to pay wages to hops pickers and his land was foreclosed due to nonpayment of the debt (Hjertoos, 4-5).

During the 1930s, the Great Depression slowed agricultural production but the number of farms increased in King County (Payton, 1995). Some properties in Carnation were foreclosed and a few sheriff sales were held, but the majority of owners held on to their lots in town and the local bank did not fail (First American, np).

Carnation Milk Farm

Elbridge Amos Stuart, commonly known as "E.A.," the founder of the Carnation Company, was born in 1856 in Guildford County, North Carolina. The Stuart family was of the Quaker faith and ran a farm where E.A. grew up with a love of cattle and horses. At the age of 23, he moved to El Paso, Texas where he established a prosperous general store. Selling the store in 1894, Stuart moved to Los Angeles where he became a partner in Craig, Stuart and Company, wholesale grocers. In 1899, the opportunity to purchase a milk condensery in Kent, Washington was presented to him. Based upon his farming background and his keen business sense, Stuart's instincts led him to buy it. In September, 1899 he opened the doors of the Pacific Coast Condensed Milk Company, which in a short time became known as Carnation Company.

The milk which supplied the Carnation Condensery in Kent came exclusively from local farmers. E.A. depended greatly upon the quality and quantity of milk they were able to supply for the success of his product. He felt strongly that the dairymen were in desperate need of better quality cattle, so in 1908 he purchased 72 registered Holstein bulls and sold them to local dairy operators. Stuart sought further improvements by establishing a top grade, purebred herd of his own to produce the bulls his patrons needed. Then he decided to purchase his own farm.

E.A. Stuart's business frequently took him to eastern states and, during one absence, he asked a Seattle business friend to find a dairy farm near one of the Carnation Condenseries. His friend found the "Vincent Place" in 1908, 35 miles from Seattle in the remote Snoqualmie Valley. Purely on the advice of this trusted friend, Stuart wired his authorization to purchase the property, sight unseen, in August, 1908. Unable to inspect the farm until several months later, Stuart's first reaction to the farm was astonishment. He later wrote of his surprise and disgust, calling it a disgrace for a Stuart to be connected with a place in such condition. The inventory of the farm at that time included a simple wood-frame house, assorted sheds, a dirt-floor barn, 45 cows, one bull, ten heifers (female cattle which have not borne calves), three horses, 33 hogs, a few chickens and some wagons. Fifty of the 360 acres were under cultivation with the remainder standing as virgin forest. Stuart arranged to have the farm cleaned up and then returned to his business in Seattle. He was immediately called back to cope with the Snoqualmie River in flood. The flood convinced him to construct barns and other dairy structures on the southwest hillside of the valley. Additional land was purchased, dikes were built and enough forest was cleared so that construction could begin in 1912. By May, a three-story feed barn and three milk barns were completed and E.A. brought in his first herd of 250 purebred Holsteins.

Stuart supervised the construction of every building with great attention to detail and continuity, developing a well planned and attractive compound. Construction of bunkhouses, kitchens, and managers houses soon followed, including a home for Stuart and his wife in 1914 (King County HRI No. 0288). The original dairy barn was destroyed by fire in the early 1920s but was later replaced by a four-story barn (Jones, 59). The farm grew to 1,150 acres of highly developed land with construction of new buildings occurring through 1976. Several original buildings on the southeastern end of the compound were demolished in 1975 and replaced with a milking carousel and loafing shed the next year. The cattle produced at this research farm have been purchased by dairymen throughout the world and have been used internationally in the improvement of milk production (King County HRI No. 0288).

By 1929, E.A. Stuart's was the largest herd of purebred Holsteins in the world numbering 700. Washington State produced 7,500 pounds of milk per cow per year which was the highest in the nation. Stuart's operation in the Snoqualmie Valley was a model dairy which employed 75 men year round. Stuart acquired the property of the Albers Milling Company and employed it to house the Carnation Farm research facility. Food for a variety of domestic animals was developed at this site during succeeding decades (Bagley, 812; Jones, 60). In 1985, the Carnation Company was purchased by the Nestle Corporation and became a part of its international operation. The prosperity of this commercial enterprise had an enduring, but generally superficial effect upon the town of Carnation. This effect was manifested in three instances: (1) The Carnation City Council's decision to assume the same name as this internationally successful dairy operation which was located outside city limits, (2) The temporary ownership of dwellings in the town by Carnation Milk Farm for employee housing purposes from the mid-1940s until the mid-1980s, and (3) The donation of design and construction costs of the granite Congregational Church building on Tolt Avenue which is one of the most architecturally distinctive structures in the town.

Railroads

Most of the historic structures in Carnation benefited from the improved construction materials brought to town on one of two railroads which straddled the community. Although the milled lumber for these buildings could be easily obtained from local mills, the railroads became the town's lifeline for import and export of goods and services, as well as receipt of mail and passengers. The town's logging and dairying boom era in the early 20th Century was a direct result of the presence of the railroads.

The Great Northern Railroad

The first railroad tracks reached Tolt with the Great Northern branch line building south from Monroe in 1910. The Great Northern constructed a depot, sidings, water tower and railroad yard on the west side of Tolt at West Commercial Street. A Great Northern spur ran to the Fisher and Bird Sawmill (earlier known as the Fisher and Sorensen Sawmill) near the Snoqualmie River and to the Farmers Cooperative Milk Plant (earlier a Carnation Condensery) at West Entwistle Street (Sanborn, np). The spur proceeded to the Grange Store on Tolt Avenue, crossed Tolt Avenue and ran to the Standard Oil Distribution Plant. From there it went east to connect to the Chicago, Milwaukee & St. Paul Railroad branch line between their railroad yard and the Tolt River train trestle (Jones, 34 and 77). The railroad provided both passenger and freight service and Oscar Hanson served as the first depot

agent. Service was discontinued by the 1930s (Hjertoos, 20). The Great Northern Railroad sold its Snoqualmie Valley line, including the Carnation spur, to the Chicago, Milwaukee & St. Paul Railroad in 1917 (Jones, 77).

The Milwaukee Railroad

The second railroad reached Tolt in 1911 with the Chicago, Milwaukee and St. Paul service (Jones, 34 and 77). This railroad company came to be known as the Milwaukee Line. It constructed a branch line from Cedar Falls down the Snoqualmie Valley on the east side of the river to Monroe. It reached Tolt in early 1911 and stopped to secure passage through the town. By 1912, all rights-of-way had been obtained and the track had been laid except for the short distance across the Tolt town site. Delays in track construction through town continued until the Milwaukee grew impatient and built a track on the east side of town under cover of darkness. Freight service continued until 1973 but passenger service ended in 1930 (Hjertoos, 20-21).

The Milwaukee Line built a large railroad yard, sidings, water tower, foreman residence and an orange-and-maroon depot. The station was south of the intersection of East Entwistle Street and Milwaukee Avenue. The depot was also the Western Union Telegraph office. Because of the presence of this and the Great Northern Railroad, Tolt became a logging boomtown between 1912 and 1927 as trains of up to 100 flat cars loaded with logs transported them to mills and markets in the Puget Sound vicinity (Jones, 78). Tolt began to receive mail directly from Seattle by Milwaukee trains twice daily in 1911. This service lasted until the 1930s when the mail was brought by train to Fall City and then delivered by automobile to Carnation (Jones, 48). The Great Northern Railroad sold its Snoqualmie Valley line, including the Carnation spur, to the Milwaukee Line in 1917 (Jones, 77). The Milwaukee Line discontinued passenger and mail service to Carnation in 1930, but the depot remained open and freight hauling continued until 1949 (Jones, 78).

The Milwaukee train depot in Tolt was sold in 1949 and the building was moved to East Entwistle Street where it was adapted into a residence. The last Milwaukee train left the Snoqualmie Valley in 1973 after 62 years of service (Jones, 78). The abandoned route of the Milwaukee Railroad is being converted by King County in 1995 for use as a trail for hikers, cyclists, and equestrians. The trail links the Snoqualmie Valley with Puget Sound area trails to the north and with the John Wayne Pioneer Trail near Rattlesnake Lake (Jones & Jones, np).

Seattle, Lake Shore and Eastern

The Seattle, Lake Shore and Eastern Railroad Company was formed on April 15, 1885 by a group of Seattle entrepreneurs who were disappointed with the Northern Pacific Railway's decision to locate its western terminus in Tacoma. The tracks were built from downtown Seattle through the timber of the Snoqualmie Valley and planned for intercontinental linkups in Spokane. By the mid-1890s, the Northern Pacific decided to purchase the successful

SLS&E as a branch line (Watson, np). This railroad's tracks never reached Carnation, but did serve to increase tourism and logging exports in the vicinity.

Northern Pacific

The Northern Pacific Railroad constructed tracks as far north as Puget Sound in 1883 after purchasing property in King County for expansion of its operations (Bryan, 170). The Seattle, Lake Shore and Eastern Railroad was acquired by the Northern Pacific in 1890 (Bryan, 201). The Great Northern Railway Company and the Northern Pacific Railroad merged and created the Northern Pacific Railway on April 24, 1896 (Bryan, 205). Subsequently, this railroad merged again and became the Burlington Northern Railroad. As a result, the Great Northern railroad tracks in Tolt matured into the Milwaukee Line, then the Northern Pacific Railway, and finally the Burlington Northern Railroad.

Transportation Development

Carnation's transportation requirements were met with travel on the Snoqualmie River from the earliest days of settlement. Beginning in 1910, the arrival of the railroads altered the town's transportation patterns substantially as described elsewhere in the "Railroads" section of this document. Land travel development did not play a substantial role in Carnation until the arrival of the automobile when paved roads became common. A cable ferry across the river played a short-lived but major role in the town.

Rivers

Water travel remained the dominant method of transportation to and from Carnation until the advent of the railroads after 1910. The earliest Euro-American people to arrive at the site of Carnation came in Indian canoes, then river scows and barges, and finally on steamboats. Carnation residents remained dependent upon the Snoqualmie River traffic to get crops to market and to import manufactured goods. On April 7, 1882 the first small, light draft boat began navigation of the Snoqualmie River. Called the *Alki*, she was owned by Brown and McCall, and was probably the only boat making regular trips above Snohomish at that time. She often got stuck in shallow riffles so that lines and winches from the shore had to be employed to haul the boat along (Hill, 141-142).

In 1876, the steamboat *Nellie* was launched at Seattle on July 22 to serve the farming communities along the Snohomish-Snoqualmie river systems (Jones, np). Service and dependable schedules for early steamers were difficult to maintain and they often served as towboats. With passengers and freight aboard, the steamer did double duty towing a log boom to another port or a sailing ship out to the Strait of Juan de Fuca. Freight hauling was a major part of the fleet's business and steamboat crew members loaded the farmers' produce onto the steamer. Livestock was also herded aboard the steamers, and crew members were responsible for the care of the animals on the ship. If the livestock fell overboard, the crew had to round them up in lifeboats. When business was slow, the steamers were employed for picnic parties and sight-seeing excursions (Kline, 11).

A "mosquito fleet" of undocumented vessels with uncertified crews quickly grew on Puget Sound and its inland water courses. Vessels under 65 feet were required to pass only one

inspection just after launching. Thereafter they operated without annual inspections or licensed crew members. Mosquito fleet vessels sprang from small enterprises and were often constructed by inexperienced, but not unskilled, individuals who became personally involved with the operation of the vessel. After 1900, the steamboat inspection laws were more strictly enforced and the Pacific Northwest Mosquito Fleet dwindled (Kline, 17).

With the combined efforts of King County and the Works Progress Administration (WPA), the lower three miles of permanent channel was constructed on the Tolt River in 1940. Over 40,000 cubic yards of excavation was necessary and 20,000 cubic yards of rip-rap was installed (Sisler, 175).

Ferry

John Ames arrived at Tolt in the early 1900s and established a cable ferry service across the Snoqualmie River. The ferry extended from his home on the river bank to the Redmond Road (Hjertoos, 11). Ames charged 25 cents for horses and wagon and 10 cents per person (Jones, 53). The historical data on this enterprise are meager. Ames does not seem to have operated his ferry for more than a few years and left the area after the death of his son. Ames Lake to the west of Carnation is named for his son (Isabel Jones, May 17, 1995). River crossings during the hops craze were apparently accomplished with boats as this event predates the establishment of Ames' cable ferry. When E.A. Stuart established his herd of Holstein cattle north of Tolt, they were ferried across the river to Carnation Farm from the railroad freight depot as seen in historic photos published in corporate history books (Moore, 13). However, it is not evident that Stuart established his own cable ferry for this purpose.

Roads

Transportation to and from Carnation over land was difficult and time consuming over primitive roadways which were often too muddy for transit. As a result, this was a little used method of travel for the residents until paved roads came into use after the advent of the automobile.

Land transportation within King County's densely forested terrain remained slow over crude wagon roads at the time of the 1855 Indian treaty. The river systems provided the main commercial arterials with canoes, barges, scows and small steamers employed (King, 52). The few roads built by settlers followed the contours of the land, hugged the ridges, had very steep grades, and were often constructed as corduroy or puncheon roads. These were slabs of cedar laid like railroad ties across long poles sunk into the mud. Settlers' roads wound around big trees rather than removing the timber. There were no bridges and canoes served for river crossings (Sisler, 75). The advantage wooden roads offered to farmers was an increase in traction compared to packed-earth roads. This allowed for hauling of heavier loads to market enabling a year-round transport system and a steady market supply. Wooden roads had become popular in the eastern states by 1845 and diffused westward with the homesteading settlers. Additionally, magazine and newspaper articles written by engineers were printed to instruct the road builders. Inevitably, wooden roads succumbed to a variety of factors including the hammering effects of heavy wagons and the expense of repairs (Palmer, np).

More official and heavier utilization roads were also being created in the Pacific Northwest. The King County Commissioners awarded a contract to the lowest bidder, Daniel Brackett, on May 25, 1867 to construct a Snoqualmie wagon road for \$120 per mile (Hutchinson, np). By 1914, the route had been named The Sunset Highway, and was subsequently designated US Route 10 (Jones & Jones, np). In 1868, the King County Commissioners ordered that county roads shall be 30 feet wide and that all property owners along the Snoqualmie Road or within Rangers Prairie south of Carnation be authorized to keep gates across the road for one year (Hutchinson, np).

Previously, the road from Seattle to the Snoqualmie Valley was nothing more than a cattle trail with corduroy logs laid in marshy places. It passed southward around Lake Washington to Renton, then to Issaquah and Fall City. The trip took at least three days in a horse-drawn wagon (Corliss, 130). The roads had improved enough so that mail delivery began at Tolt on October 1, 1872 via horseback from Fall City with mail carrier Jacob Ohm (also known as Dutch Ned). His weekly trip was often delayed by fallen trees on the road or flood waters. By 1878, Tolt became part of a wagon road mail route which came from Issaquah (Jones, 47).

Tolt began receiving daily mail deliveries from Fall City via train and horse-drawn buggy in 1891. Mail carrier Tine Bailey picked up Tolt's mail at the Northern Pacific Railroad Depot at Fall City and drove his buggy with harness bells to announce his mail delivery to Tolt's residents. After the advent of the automobile, he drove a Model T Ford (Jones, 47).

Road improvements for automobiles were constructed and interurban rail lines were built in King County during the early 1900s which further expanded agricultural markets for residents (Payton, 1995). Tolt benefited from this process as the town's first paved streets and sidewalks were created, beginning with 30 feet of Tolt Avenue, in 1914 (Jones, 2). US Route 10, formerly called the Sunset Highway, wound its way over Snoqualmie Pass, connecting the cities and ports of Puget Sound with the midwest. Although it started as a narrow, twisting ribbon of gravel, the Sunset Highway was considered an engineering marvel. It gave thousands of Americans who owned a newly-popular automobile their first easy access to the forests, streams, campgrounds, and snowy slopes of the Cascade Mountains (Jones & Jones, np).

Social Institutions

The majority of the settlers in Carnation were of northwestern European descent. Demographically, most Washingtonians in the 19th and early 20th Century shared an ancestry that determined the character of their built environment. According to the 1900 census, 48 percent of the population had migrated from Midwestern, Middle Atlantic and New England states. Forty-five percent of the population was of foreign stock originating primarily in Canada, the British Isles, Germany and the Scandinavian countries. Carnation's history and architecture reflects these trends. Unlike some other parts of King County, no evidence of Asian influence is apparent in the town's historic record, except for the Sato family who lived outside city limits near what had been the community of Vincent to the north.

Odd Fellows

A men' social club, the Independent Order of Odd Fellows (IOOF) Lodge No. 148, formed in Tolt March 20, 1895 (Bagley, 811). The society originated in England during the 18th Century and spread to the United States with its lodge system. It was one of several secret, self-governing group with ritualistic ceremonies and varied degrees of rank which were popular in America at that time. The Tolt Odd Fellows held their first meeting in a two story building near the Snoqualmie River owned by James Entwistle. The initiation fee was \$20.00 which went to the construction of a meeting hall. They purchased a lot from George W. Shaw on the southeast corner of Tolt Avenue and NE 40th Street, and began construction. The Odd Fellows dedicated their new building on December 26, 1895. After 30 years of meeting inside this building, the Odd Fellows felt they needed a larger meeting hall (Jones 31-32).

The Tolt Odd Fellows purchased a lot on the northeast corner of Stephens and Bird Streets from the Tolt Townsite Company on July 3, 1925 to construct a larger meeting hall. Construction estimates were \$10,000 and the Odd Fellows were able to coordinate \$5,000 in bonds, a majority of donated labor, and charitable assistance from their women's auxiliary group, the Grace Rebekah Lodge, to pay for the structure. On October 22 the first community dance was conducted in the new building (Jones, 31-32). Community dances were a predominating source of local entertainment at the time, as well as a source of revenue for the sponsoring groups.

The Tolt Odd Fellows held their first meeting in their new hall on January 14, 1926 and conducted a formal dedication ceremony on May 8 (Jones 32). On May 18, 1929 the Tolt Odd Fellows paid off all debts on their new meeting hall (Jones, 32). Gradually, secret fraternal societies, including the Odd Fellows, declined in the United States and were supplanted by philanthropic service clubs such as Kiwanis, Lions and Rotary which admitted women. After 42 years of service, the Tolt Odd Fellows sold their meeting hall in 1971 and joined the Falls [sic] City Lodge (Jones, np). The meeting hall subsequently became the Carnation Senior Center.

Eagles

The Fraternal Order of Eagles established an aerie (chapter) in Carnation on October 10 , 1920 and took over the original Odd Fellows Hall on November 12, 1926 (Jones, 31). Another men's' social club, the Eagles were also a secret, self-governing group with ritualistic ceremonies and varied degrees of rank. Founded in Seattle, Washington in 1898, the primary purpose of this group was to provide insurance benefits to members and their families. Members received cash incentive payments for recruiting new men to the local aeries. Membership reached 600,000 by 1929, and after overcoming a lottery scandal in the mid-1930s, the Eagles became the most politically active social reform group of any American fraternal organization. The Eagles proposed nationwide workmen's compensation and pension legislation before it was embraced by President Franklin Roosevelt's New Deal in the 1930s. Their liberal and vigorous program attracted over a million members by 1993 with women participating in an auxiliary group. Other noteworthy programs included aid for retarded children and senior citizens, as well as financial support for disease research and

foreign education and training centers operated in conjunction with the United Nation's CARE organization (Ferguson, 292-295).

The Eagles sold their building in Carnation during the 1980s and it is now privately owned. In 1995, the Snoqualmie Tribal headquarters was the tenant located in the former Eagles building at 3940 Tolt Avenue (Jones, 31).

Grange

American socio-political movements increased after the Civil War and many were active in western states. Oliver Hudson Kelley, a U.S. Department of Agriculture official and member of the Masonic Order, worked with six other men from the government, clergy, banking and landscape architecture professions to form the Order of the Patrons of Husbandry, also known as the Grange, on December 4, 1867 in Washington, DC. It was the first and most important of the farm organizations that developed in the post-Civil War period. During the previous year, Kelley had toured the war devastated southern states at the request of the Commissioner of Agriculture to collect statistical information. Kelley's experience as a Mason led him to the notion that a similar fraternal organization could provide social intercourse and intellectual advancement for farmers. Kelley's idea caught on with the farming community, especially in the midwest and western states, and by 1873 they were organizing their own political parties. Their progressive principles and reform ideas found a national outlet in the Populist movement of the 1890s (Norwood, 25).

By the early 1870s the Grange movement had reached King County and began attempting to provide social and political benefits to farmers (Payton, 1995). In 1874, the first Granges were established at White River and Duwamish (King, 53). The Washington State Grange was formulated out of the attendees at the Oregon State Grange meeting in Salem, Oregon on May 28-31, 1889. Delegates from 16 Washington Territory Granges met on September 19-12 to create the new state Grange. The organization enabled them to speak out against the new State Constitution which was proposed for an October 1 popular vote. Representatives from the Northern Pacific Railroad had written provisions into the new Constitution which did not favor farmers. Individual Grange halls proliferated rapidly among the farming communities in Washington with a total of 107 by 1917. They provided permanence for both the Grange organization as well as popular community meeting centers as originally envisioned by Grange founder Oliver Hudson Kelley (Norwood, 55-56, 79).

The White Pine Grange reorganized in Tolt in 1916 as Snoqualmie Valley Grange No. 238 on February 25. The Patterson Creek Grange No. 683 was organized by 28 Tolt farmers on March 18, 1918 (Bagley, 811). King County farmers enjoyed a prosperous decade resulting in a resurgence of the Grange movement during the 1920s (Payton, 1995). As a consequence of this prosperity, Tolt enjoyed the services of both a Grange Store constructed on Tolt Avenue in 1925, and a Grange Hall constructed on Myrtle Street in 1928.

Women's Club

Reflecting a national trend toward increased public roles for women during and after the suffrage movement peaked in 1910, local matrons often promoted and staffed community

libraries in King County. Carnation's women banded together to enjoy each other's society while working for the improvement of the town.

The Carnation Women's Civic Improvement Club organized in November, 1922. The women met in the rooms of the Carnation Commercial Club which later became the Commercial Apartments at the southeast corner of Tolt Avenue and Rutherford Street. The first major project of the Women's Club was the creation of the Carnation Library (Jones, 67). The Carnation Library opened in the Silsby Building in 1924. This severely altered structure at 4768 Tolt Avenue had come to house Raisa's Antiques by 1987. The library had an initial inventory of 600 books but had to move three more times before finding a permanent home. Other locations were the telephone building which had been moved across the street when the Congregational Church erected the Pilgrim House in the early 1940s, and a subsequent site across the street from City Hall. The Library's sole support was the Women's Club until it became part of the King County Library system in 1947. The County constructed the present Library at 4804 Tolt Avenue in 1972 (Jones, 67).

Schools

After a humble beginning, Carnation's schools enjoyed continued community support despite the fact that the high school remained the smallest in King County as late as 1929. The town's continual consolidation of its schools into larger districts is reflective of a general trend among schools in Washington's rural areas.

Despite the fact that 1879 was a heavy snow year (Corliss, 171), the first school opened in Tolt inside a log shack built on Shamgar Morris's property north of the town. Called School District No. 27, it had a window on each side, a fireplace and rough cedar benches instead of desks. Four students had to furnish their own books, pencils and paper and were taught by Mr. (first name not in the historic record) Hill. A second school house also on the Morris property used a box stove for heat and rough double-seat desks (Jones, 19).

During another heavy snow winter in 1882 (Corliss, 171), the third school built in Tolt began to function on the Prenatt farm. It had more windows than its two predecessors on the Shamgar Morris property and employed a playground and a bell to call the students to class. Miss Bessie Thistlewaite (subsequently Mrs. James Prenatt) was the first teacher, later succeeded by Margie Stafford. By 1893 this school was known as District 113 (Jones, 19).

A new Tolt Grammar School was constructed in 1895 at the present site of Carnation Elementary School at Tolt Avenue and East Morrison Street. It operated independently from the school on the Prenatt farm. These two elementary schools, called District 27 and 113, finally combined in 1907 to form District 165. A total of 177 pupils comprised the entire elementary school district with J.M. Weaver as Principal (Bagley, 812-813; Jones, 20). The two story brick school building was torn down in November, 1934 because it was too small (Jones, 20). On May 10, 1935 a dedication ceremony was conducted for a new elementary school building in Tolt (Jones, 21).

The first high school opened in Tolt in 1902 with Minnie G. Stomp as the first teacher. It closed due to a lack of students after one year. In 1905 the high school opened again with

E.G. Kenzie as the instructor (Jones, 16). The communities of Tolt, Stillwater and Pleasant Hill combined resources to construct a two story brick high school at Tolt which was completed in November, 1914. It was built on land donated by Andrew Hjertoos and the first principal was Ralph W. Keller. The first graduating class in 1915 consisted of four students. Tolt Union High School was the smallest secondary school in King County by 1929 with 75 students and John B. Stackhouse as Principal. This structure, demolished in 1970, stood at the location of the present middle school (Jones 16-17; Bagley, 812-813).

Churches

The earliest religious services in Tolt were conducted in residents' homes by itinerant clergymen. During the early 1880s, Roman Catholic religious services began in Tolt with a traveling priest who also stopped at Monroe, Duvall, Snoqualmie and Issaquah (Jones, 62). The first Catholic religious mass and baptism took place in Tolt on May 20, 1891 (Jones, 62). Parishioners constructed the St. Anthony Mission Church in Tolt in 1914 with donations from the Catholic Extension Society. The land was donated by Tolt resident Ronald McDonald, who continued to live in the house west of the church. Mass was only celebrated in the new building monthly as the priest was shared with the rest of the Monroe parish (Jones, 62). The St. Anthony Church was separated from the Monroe parish and acquired its own priest in 1929. After that, masses were held weekly and the size of the parish grew (Jones, 62). Tolt's Catholic parishioners dug a new basement beneath the St. Anthony Church building in the early 1950s (Jones, 62).

The Congregationalists began to conduct religious services in Tolt in 1886 with the Rev. Samuel Greene as the first pastor (Bagley, 810). Seventeen charter members organized the Tolt Congregational Church with the State Conference of Congregational Churches in 1895 (Jones, 64). They began construction of their first church building in 1897 (Bagley, 810) on the east side of Tolt Avenue north of the public school and, although the church building was not yet completed, dedication ceremonies were held on August 28, 1898. The rough lumber for this first church building was milled in John Larson's mill one mile east of town. Larson lacked a planer so horses hauled the finished lumber to and from the Tokul Creek Mill above Fall City for planing. The lower floor of this church became the living quarters for pastors and their families. From October, 1899 to June, 1900, the first female minister served the Tolt Congregational Church: Reverend Rosine Edwards. She worked not only in Tolt, but held regular services at the Healey Logging Camp at Stillwater by walking both directions to bring her message to the lumbermen.

The Tolt Congregationalists combined with Duvall Methodists in 1919 (Bagley, 811) and for the next 20 years this Church shared ministers and buildings with the Duvall Methodist Church because neither could afford a full time clergyman. In 1924, the Congregationalist Church purchased a square wood frame residence at 32109 East Morrison Street (First American, np) which it employed as the clergyman's home (Jones, May 17, 1995). Every three years, the Church rotated from Congregationalist to Methodist services. The structure was destroyed by fire on December 30, 1936 (Jones, 64-65). E.H. Stuart of Carnation Milk Farm planned and paid for the design and construction of a new Congregationalist Church building in memory of his wife which was completed at a new site in 1938 (Jones 65).

The Nan Fullerton Stuart Memorial Chapel was dedicated in Tolt at the southwest corner of Tolt Avenue and Morrison Street on August 28, 1938. It was built by E.H. Stuart in memory of his wife, who died in August, 1937. This granite Gothic Revival style building became the second Tolt Congregationalist Church. The granite was quarried at Index, Washington and the stone was "patterned after Scottish architecture and topped with a Celtic cross." The bell in the tower came from the old church which had burned in 1936. Seven slender stained-glass windows depicted the mission of the church: "To clothe the naked, To feed the hungry, Give drink to the thirsty, To ransom the captives, To instruct the ignorant, To harbor the harborless, and To visit the sick" (Diamond, np). The adjoining Pilgrim House was constructed as a parish house in 1939 after the telephone building was moved across the street to make room for it (Jones, 67). In 1961, the Congregationalists in Carnation voted to join the United Church of Christ. The addition to the Pilgrim House, called Plymouth Hall, is also connected to the Chapel and was completed in 1979. This building houses the church offices, meeting space, kitchen and fellowship hall (Jones 65).

Prominent Citizens

Like so many other western towns, Carnation's history enjoyed the presence of a few early settlers who established the community and endured the hardships of pioneer life. Others arrived after the town was on the road to prosperity and profited from its timber, farming and real estate resources. Although none of Carnation's citizens achieved national or statewide prominence, one created a dairy operation with a name which came to be known around the world.

Entwistle

The military career of Carnation's first Euro-American settler, James Entwistle (1832-1902) has been previously described in the Military Activities and King County Homesteads sections of this document. While helping to construct Fort Tilton in the spring of 1856, he apparently had an opportunity to examine the surrounding terrain and decided to acquire some of the inexpensive homesteading property offered by the government. By 1858, permanent farming settlements began to appear in the upper Snoqualmie Valley on Rangers Prairie (Payton, 1995), and Entwistle was evidently more attracted to this lifestyle than the soldier's.

Under the terms of the Donation Land Act of 1850, Entwistle filed a claim of 160 acres along the Tolthue River as a homestead in 1858 (Hjertoos, 3; Bagley, 810). Entwistle's homestead site was in the southwest quarter of S16-T25N-R7E, WM (General, np). He was gradually joined by other pioneers who settled on open prairies and river bottom lands. They cleared forests and created stump ranches and subsistence farms (King, 52). By 1859, James Entwistle had a change of heart regarding his military desertion in 1856 and surrendered at the California Presidio in San Francisco on February 10 where he was restored to military duty without trial (Jones, 7). On January 1, 1861 Army records reveal that James Entwistle had achieved the rank of Corporal (Jones, 7) but it was not to last. By November 4, 1861, he was listed as deserted again at Camp Pickett, San Juan Island, Washington Territory. There is no record of apprehension or surrender (Jones, 7).

Entwistle later converted his subsistence farmland at Tolt to the local cash crop, hops, which caused him to lose his original homestead in October, 1894. His land was foreclosed when the price of hops dropped from \$1.25 to 6 cents per pound. He had mortgaged this farm to pay wages to hops pickers and could not pay the debt (Hjertoos, 4-5). Early 20th Century maps reveal that Entwistle had purchased other property in Tolt in the southeast quarter of S16-T25N-R7E, WM (Anderson, 36), and so was not left homeless when the hops market crashed. A heavy snow spring also occurred in 1894 (Corliss, 171)

On October 30, 1902 Entwistle was found drowned in Seattle. Apparently he came to Seattle to visit his daughter, and while walking along the railroad tracks at the waterfront, he fell into the water at the approach of a train at about 2:30 a.m. (Jones, 9-10). Some members of his family continued to live in Tolt, notably his son David who constructed the Entwistle House at 32021 East Entwistle Street in 1912.

Prenatt

Homesteader Joseph Prenatt arrived at Tolt in 1868 and established a 160-acre agricultural land claim on the road east of the modern Carnation Farm Road (Jones, 61). Albert Prenatt, son of Joseph and Ida, purchased a small variety store in Carnation next to the Post Office in 1922. The store was subsequently relocated inside the former Lockwood Bakery Building which had become a part of Carnation Lumber Supply by 1987 (Jones, 61). Joseph Prenatt constructed a large farm house at the Pioneer Farm north of Tolt in the early 1890s on property subsequently owned by the Sikes family. The site was in the southeast quarter of S9-T25N-R7E, WM (Anderson, 36). Albert Prenatt sold his small variety store in Carnation to Howard Miller in 1940 who renamed it Miller's Dry Goods (Jones, 61).

Morris

In 1870 Shamgar Morris (1842-1914) settled in Tolt along the Snoqualmie River with his wife on his homestead just north of James Entwistle in the northwest quarter of S16-T25N-R7E, WM (General, np). He prospered and supplied the land and building for the town's first school in 1879. The first students in the log shack were his two daughters, along with Albert Prenatt and David Entwistle. In 1884 and 1885 he purchased more land in the Tolt area from the Northern Pacific Railroad Company. He applied for a homestead with the General Land Office in 1890 and received 160 acres in the northeast quarter of S9-T25N-R7E, WM (Jones, 73; Tobler, 58; Anderson, np).

Shaw

In 1883, George and Fannie Shaw purchased 208 acres from the Great Northern Railroad at the confluence of the Tolt and Snoqualmie Rivers at the site of the modern Carnation Tree Farm. The site was in the south half of S21-T25N-R7E, WM (Anderson, 36). They logged and farmed the land to establish their homestead which produced several varieties of fruit. The Shaws built a two story log house as well as a boarding house which they rented to newcomers in the area. They also kept a camp house for hops pickers--a long, one-story structure with sleeping apartments for eight families. A long center hall had four stoves and

eight tables. Fannie served as the postmaster for Tolt and George served on the local school board (Jones, 50, 53).

Hjertoos

Bergette Jacobson (1858-1939), the future matriarch of the Hjertoos family, emigrated from Norway to Seattle with her friend Bertine Solberg in 1888. She worked as a cook in a Seattle boarding house and filed a homestead claim near Vincent, north of Tolt. Andrew Hjertoos (1863-1933) emigrated from Norway to the eastern United States and then to Seattle and arrived on June 7, 1889, the day after fire had razed the city. He worked as a brick mason and carpenter and met Bergette Jacobson who cooked at his boarding house. Bergette Jacobson married Andrew Hjertoos in 1890 and they settled on her homestead in Vincent where he served as postmaster. Andrew and Bergette Hjertoos moved south from Vincent in 1901 and purchased the Shaw farm in Tolt. It became known as the Hjertoos Farm and they resided in its log house until 1904 (Jones, 28; Tobler 56).

Andrew and Bergette Hjertoos constructed a new home with an ornate Victorian exterior on their farm in 1907 with lumber from the Preston Mill and employed Great Northern Railroad Agent and carpenter Oscar Hanson as builder. The barns were constructed shortly afterward, but not by Hanson (Jones, 28). Andrew worked as a construction contractor in the Puget Sound area and was a member of the Tolt School Board for 25 years. They were also members of the Tolt Congregational Church (Jones, 28-29). Bergette Hjertoos died in 1939 five years after her husband. Her 1907 farm house was then divided into two separate quarters for rental space from 1940 until 1976. During those decades, portions of the surrounding acreage of the farm were donated or sold by the Hjertoos family to the Odd Fellows, the school district and to create Tolt-MacDonald Park (Jones, 29).

Bagwell

Frederick W. (1851-1901) and Maggie Bagwell (1851-1927) arrived in Tolt in 1888 and established a farm on the northern end of town in the north half of S16-T25N-R7E, WM (General, np). Fred set aside a portion of this farm as the Masonic cemetery after years of walking to Fall City to attend meetings at the Fall City Masonic Lodge No. 66. He died at age 50 in 1901 and was the first person to be interred in the Masonic cemetery (Jones, 57; Tobler, 55).

Lord

William Henry Lord (1835-1908) lived at Kihn's Mill southeast of Tolt from 1884-1887 and came to town in March, 1889 to purchase and operate the general store and hotel which had been owned by William Brown, Tolt's first postmaster. Three years later, he employed blacksmith-mechanic Frank Bennett to move the hotel building from the banks of the Snoqualmie River to the main road through town. This building may be the same one listed as Carnation Apartments immediately south of the Grange Store (NAPA Auto Parts in 1995) on Tolt Avenue shown on the 1914 Sanborn Fire Insurance Map of Tolt. It is no longer extant. Lord also farmed a forty-acre tract nearby in the southeast quarter of S16-T25N-R7E, WM (Jones, 37; Tobler, 57; Anderson, np). The Town of Tolt plat was first filed with King

County on May 16, 1902 by Eugenia and William H. Lord (Bagley, 810). Their plat was located between the first Odd Fellows Hall and East Entwistle Avenue. The town's streets were named Eugenia and Myrtle after Mrs. Lord and her daughter; Blanche Street was named for Blanche Davis Platt (Hjertoos, 13). William H. Lord died on July 4, 1908 leaving his wife, a native of Paris, France, a widow with six children. In 1911, Eugenia Lord sold her hotel in Tolt and retired to her home at 4003 Tolt Avenue where she maintained a large garden (Jones, 38).

Cowles

Eri Barber Cowles (1865-1932) arrived in Tolt in 1889 and began to operate a general store which he purchased from the James Davis family in 1905. Calling his enterprise E.B. Cowles Mercantile, he had to bring the goods for this establishment from the Fall City train depot via horse and wagon. Cowles was one of the men responsible for the construction of the first telephone line in Tolt, with the phone located inside his store. He also built the Tolt State Bank on Main Street near his home, served as the first bank president, and enlarged the building in 1915 where he established a post office and rented to other commercial enterprises in this same building (Jones, 51, 55). Additionally, he established the Fall City Water Department in 1924 to bring domestic water to the area (Jones, 51; Tobler, 58).

Davis

James W. Davis and his brother Robert (1867-1941), along with their families, leased the Shaw farm in Tolt for five years beginning in 1895. It later became the Hjertoos farm (Jones, 54). James Davis built the north half of the twin gable duplex on Tolt Avenue in 1899 for his sister Mae (1869-1954) after she was widowed. She subsequently married general store owner E.B. Cowles and the duplex structure was enlarged in 1902 for their family. The structure later became known as the Peter Dereiko House (Jones, 54; Tobler, 58). Dereiko (1881-1937) had come to live in Tolt in the late 1920s when he was the owner of Pete's Club on Tolt Avenue (Jones, 5/17/95; Tobler, 56). His wife Laura kept the house and operated the club for some time before she died in 1959.

Robert Davis bought W.E. Faulds' store in 1900 and became the fourth Tolt postmaster. His family lived behind the store until he purchased the northeast corner of Tolt Avenue and Entwistle Street and constructed a much larger store the same year. This building had an upstairs room for dances and meetings. Mail and dry goods were delivered daily to the store via wagon after coming by rail to Fall City. Also in 1900, James Davis purchased land east of his Entwistle Street store where he constructed a large horse and wagon barn. He also constructed his home at the site (31933 East Entwistle Street) which was remodeled in 1946 and 1986. A new home was constructed on the property in 1958 for Davis's descendants Mike and Garnet Paar (Jones, 54).

Sarah E. Davis (1856-1945) was James' wife and had been born in Quebec. She was remembered as a great storyteller in addition to being the proprietress of the Davis general store, serving as Tolt postmaster, and initiating a re-platting of the town in 1912 (Jones, 53-55).

Stuart

Although they lived in Seattle, Los Angeles, spent occasional summers at Carnation Milk Farm, and were not residents of the City of Carnation, the Stuart family had an enduring impact on the town's history throughout the 20th Century. The Carnation Company, then known as Pacific Coast Condensed Milk Company, was owned and operated by Elbridge Amos (E.A.) Stuart (1856-1944) and subsequently incorporated in Delaware. The company produced its first cans of condensed milk at Kent in 1899 and the local dairy industry began to flourish (Marshall, 145; Payton, 1995).

E.A. Stuart arrived in Tolt in 1909 from Kent and purchased land northwest of town. He initially acquired 350 acres of timberland for \$11,000 on the west side of the Snoqualmie River which had to be cleared. He also constructed wing dams to restrict the river. He later enlarged the farm to 2,000 acres for his expanded enterprise which was eventually divided into three locations. The main dairy farm was at Tolt, another 450 acres were located below Duvall, and a 200 acre hay farm was near Granger in the Yakima Valley. On the Carnation Company property at Tolt, Stuart's construction crews built six houses for the manager and some of the supervisory personnel. Beginning in the 1940s, the company began purchasing homes in Tolt for use as employee residences in addition to the six employee residences it maintained at the farm complex. The Company sold the residences it owned in Tolt when it was acquired by the Nestle international corporate enterprise in 1985 (Bagley, 8-11-812; Jones, 59; Weaver, 35-36; Moore, 16, First American, np).

When he began his operations in the Snoqualmie Valley, Stuart purchased Holstein cattle in California to enrich his herds at Tolt in 1911. These first Carnation Farm acquisitions were 86 registered Holsteins and a pure bred bull. They had to be ferried across the Snoqualmie River to his farm (Bagley, 812; Jones, 59). Stuart purchased more purebred Holsteins in the eastern United States in 1914, and still more during 1916 in Southern Idaho (Bagley, 812). By 1929, E.A. Stuart's was the largest herd of purebred Holsteins in the world numbering 700. Washington State produced 7,500 pounds of milk per cow per year which was the highest in the nation. Stuart's operation in the Snoqualmie Valley was a model dairy which employed 75 men year round. Stuart subsequently acquired the property of the Albers Milling Company northwest of town and employed it to house the Carnation Farm research facility. Food for a variety of domestic animals was developed at this site during succeeding decades (Bagley, 812; Jones, 60).

Stuart retired from the Carnation Company in 1932 as his son, Elbridge H. Stuart, assumed the presidency. E.H. Stuart and his wife lived on the Carnation Company property only during the summer months as they resided in Los Angeles for most of the year. It was E.H. who built the granite Congregational Church in Carnation and donated it to the congregation. The elder Stuart died on January 14, 1944 (Moore, 68; Jones, 60).

Stossel

Frank Stossel arrived in Seattle in 1882 from San Francisco after living briefly in St. Louis. Originally an emigrant from Switzerland, Stossel went to work in a King County logging camp operated by William Hurlbut. With his earnings as a logger, he purchased 187 acres of railroad land east of the Snoqualmie River and northwest of Tolt in the northeast quarter of

S5-T25N-R73, WM. Stossel converted this property to farmland, and also worked as a government surveyors' guide in 1885. The surveying crew named Stossel Creek for him. He sold his farmland in 1909 after living on it and improving the property, and began a career as a land speculator with several other properties in King County and the Tolt vicinity. His name appears regularly as a short-term owner on many of the chains of title for historic homes and businesses in Carnation. Stossel Street in the City of Carnation is named for him (Bagley, 419; First American, np).

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