

# Snoqualmie Pass Over the Years: A Photo Essay



1906



1906 Summit



Property of Museum of History & Industry, Seattle

1910



1911

## From HistoryLink.org

During the summer of 1905, probably in June, the first automobile to drive through Snoqualmie Pass in the Cascade Mountains is an 1898 Fryer-Miller carrying Bert Harrison, Jr. and a passenger.

The automobile traveled from Indianapolis to Seattle. From the east side of the Cascades, it took the car two days to reach Snoqualmie Pass from Kittitas Valley. The next motorized vehicle to surmount Snoqualmie Pass was a Winton auto. Charles L. Ray and John Kelleher of Ellensburg drove it over the pass during the week of July 12, 1905.

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le 12 from Easton - 11 feet of snow on Bridge, Mar 20, 1916.

1916



1916

## Excerpt from [Bad Roads to Good Roads: The Great Races: 1908-09: Part Four](#)

### Snoqualmie Pass

While crossing Kansas and Wyoming, the contestants had to battle rain and mud, but Snoqualmie Pass was probably the most difficult part of the transcontinental route. The first automobiles had crossed the pass just four years before. Even after King, Kittitas, and Yakima counties had improved the Snoqualmie Pass road for the event, the route over the pass was little more than a wagon road. On the west side of the Cascades in King County, a portion of the road included following the Snoqualmie Riverbed.

The very worst road on the entire trip, according to Bert Scott, was the fifty-mile-long stretch through Snoqualmie Pass in the Cascade Mountains east of Seattle. Scott and mechanic Smith struggled through the deep snow without sleep for nineteen hours. "Besides the snow," Scott said, "there were steep grades, and it was pushing, pulling, holding back and digging all the way through the fifty miles." Helping the exhausted driver and his mechanic dig out of the snow were R. P. Rice, the local Seattle Ford dealer, and President Henry Ford himself, who had come out from Detroit to help his Model T's race to victory.

We were at the top of the last difficulty. We had pushed through the snow with less trouble than we had expected. We would be in Seattle by four o'clock. Wilen a rock hidden in the mud and snow sprang up to give us a last foul blow. For seven hours we worked on the top of the mountain up among the clouds. remedying the trouble that that rock caused. At 5 P M. we were going again. A half mile over the ties of the new "Milwaukee" railroad brought us to the down grade and ninety miles from the finish. The rest was easy



June 22nd, 1916. -- Sunset Highway  
North Bend to Cle Elum.



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1917



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1920



1930 Lake Keechelus



1930 Lake Keechelus



1940s Snowplow



1940s Westside Pass

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Snowshed 1950s



Digging Out

