

historic resource study

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MOUNT RAINIER



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MOUNT RAINIER NATIONAL PARK
WASHINGTON
HISTORIC RESOURCE STUDY

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PREFACE

This historic resource study of Mount Rainier National Park is based on a Task Directive, Package 207, approved by the Regional Director, Pacific Northwest Region, August 10, 1978. It has been prepared in accordance with the standards and regulations concerning historic preservation. The objective has been to complete a document that will prove useful to planning, managing, preserving, and interpreting the cultural resources of the area.

Because many of the area's cultural resources date since the establishment of the national park, it has been necessary on occasion to step into the bounds of what would ordinarily be considered an administrative history. This has been done as sparingly as possible, however, if only because an administrative history of Mount Rainier has already been scheduled.

ACKNOWLEDGEMENTS

A large part of the research in primary sources for this study was done in the Library at Longmire and the Archives at Tahoma Woods, Mount Rainier National Park. My thanks go to Lisa Geier, who is in charge of both collections, for her unstinting assistance both while I was in the park and while I was writing the study. Her enthusiasm for and knowledge of Mount Rainier's history are an inspiration to all researchers.

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At Washington State University, Pullman, Archivist John Guido, Terry Abraham, and Bruce Mitchell, of the Manuscripts, Archives, and Special Collection Division of the Library, gave generous help in the use of their historical documents. Similarly, Archivist Gary Lundell, Karyl Winn, Harry M. Majors, and their staffs at the University of Washington, Seattle, went far out of their way to allow me to make the most of limited time. I knew I was in capable hands when I discovered that Miss Winn had reached the summit of Mount Rainier--and more than once. My thanks go also to Robert D. Moore and Dennis Anderson, Special Collections, and Andrew Johnson, Northwest Librarian, at the University Library.

Archivist Lawrence L. Dodd, Whitman College, Walla Walla, alerted me to some important historic photographs of Mount Rainier in the Penrose Memorial Library collections that I would otherwise not have known about.

At the Washington State Historical Society, Tacoma, Librarian Frank Green and Jeanne Engerman gave all possible assistance to the project. Librarian Nancy Pryor, Washington Room, Washington State Library, Olympia, helped enormously in using microfilm, clipping files, and rare books in that fine collection.

Thanks go also to the staff at the Federal Archives and Records Center, San Bruno, California. Much of the material on Mount Rainier has not yet been accessioned into the Archives Division, yet the staff succeeded in locating every document asked for, a task that to an outsider like myself seemed impossible.

Thanks go to Historian James D. Mote, Denver Service Center, whose philosophical questions on historic preservation challenged me to sharpen my focus on matters historical. I suspect we are not yet in a state of agreement, but the atmosphere certainly has been stimulating.

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T.

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I. Indians and Mount Rainier

A. The Tribes

The Indians of the Pacific Northwest held Mount Rainier and the snowy peaks of the North Cascades in awe, just as do many of the latecomers today. Both the coastal groups along Puget Sound and the Columbia Plateau peoples were acquainted with the mountain slopes and they developed legends concerning the higher peaks that explained in human terms the wonders and mysteries of the icy reaches.

Along the east coast of Puget Sound in the shadow of Rainier lived several tribes or groups, principally on rivers that had their origins in the mountain's glaciers. The Nisqually Indians, who belonged to the coastal division of the Salishan linguistic stock, were located on Nisqually River above its mouth and on the middle and upper courses of Puyallup River to the north. The Sahehwamish Indians, closely related to the Nisqually, had their villages on the inlets at the head of Puget Sound and on the lower reaches of Nisqually River. Also related to the Nisqually people were the Puyallups who lived at the mouth of Puyallup River and along the nearby coast.

A little farther to the north were two more tribes belonging to the Salishan linguistic family: the Muckleshoots, located on White River eastward from Kent toward the mountains, and the Snoqualmies, who lived on Snoqualmie and Skykomish rivers. To the south of Mount Rainier, the Cowlitz Indians, also of Salishan stock, lived along the lower and middle courses of Cowlitz River.

Several tribes belonging to the Shahaptian division of the Shapwailutan linguistic family had their homes on the semiarid grasslands of the Columbia Plateau in the vicinity of Mount Rainier. The Klickitats lived along the river having their name and on portions of Yakima River. They were the middlemen in trade between coastal and interior tribes. Their close relatives, the Yakimas, were the largest of all these groups east and west of the mountains. Famous for their herds of horses, they dwelt primarily on the lower course of Yakima River. Almost

indistinguishable from them were the Pshwanwapan, or Upper Yakimas, who lived on the upper course of that beautiful river.¹

In historic times none of these Indians maintained permanent or even semi-permanent villages within the present boundaries of the national park. The nearest thing to a regular occupancy was possibly the late-summer encampments by the Yakimas on the eastern slope of the mountain, which event is discussed more fully below. All these groups, however, knew intimately the lower reaches of Mount Rainier, if not its snowy peak.

Allan H. Smith, in his ethnological study of Mount Rainier and its vicinity, has identified the nearest known villages to the park boundaries: Yakima villages on Bumping and Tieton rivers, from 5½ to 20 miles to the east; a Taidnapam village at the junction of Muddy and Clear Forks of Cowlitz River, 5½ miles to the south; Nisqually villages at Elbe and Eatonville, about 15 miles to the west; and Puyallup villages at the junctions of Voight Creek and Puyallup River with Carbon River, about 20 miles to the northwest. In addition, the Muckleshoots laid claim to much of White River.²

B. The Mountain's Resources

Despite the difficulty of travel toward the mountain, particularly from the west (rain forests, shallow rivers, and swamps), the Sound and

1. John R. Swanton, The Indian Tribes of North America, Smithsonian Institution Bureau of American Ethnology Bulletin 145 (Washington: Smithsonian Institution Press, 1952), pp. 442-451. Two smaller groups that Swanton also accounts for were the Micals (Shahaptian) on the upper Nisqually River, and the Taidnapam or Upper Cowlitz (Shahaptian) on the headwaters of Cowlitz River. See also Leslie Spier, "Tribal Distribution in Washington," General Series in Anthropology, No. 3 (Menasha, Wisconsin, 1936).

2. Allan H. Smith, "Ethnographic Guide to the Archaeology of Mount Rainier National Park," (Report prepared for the National Park Service, Washington State University, 1964), pp. 256-57. Note should be made that the interior Indians were inveterate travelers--salmon fishing, gathering camas and other roots, picking huckleberries, and visiting neighbors.

Plateau Indians had uses for the flora and fauna to be found on the slopes and parks below the glaciers. The missionary Myron Eells, who worked among Sound Indians in the last quarter of the 19th century, prepared a lengthy list of flora and fauna that were useful to the coastal Indians. Many of these were to be found in the park. In recent times ethnologists have taken a scientific approach to this subject, expanding coverage to include the Columbia Plateau people.

The national park contains four climatic zones: Humid Transitional Zone, up to 3,000 feet. Here were found Douglas fir, western hemlock, western red cedar, maple, alder, western yew, and black cottonwood. Wildlife included black-tailed deer, black bear, beaver, hare, marmot, quail, and grouse. This zone was found only in the southeast portion of the park, in the Stevens Canyon-Cowlitz River area.

Canadian Zone, from 3,000 to 4,500 feet. Trees found here were western white pine, noble fir, spruce, Alaska yellow cedar, and western hemlock. Fauna was the same as in the lower zone.

Hudsonian Zone, from 4,500 to 6,000 feet. The flora consisted of subalpine fir, mountain hemlock, Alaska cedar, white-bark pine, alpine meadows, and Indian basket grass. Mountain goat, whistling marmot, least hare, grouse, and ptarmigan made up the fauna.

Arctic-Alpine Zone, above 6,000 feet. No trees were to be found here, rather an occasional juniper or an arctic willow. Mosses, grasses, and sedges were plentiful. Mountain goats and Rainier white-tailed ptarmigan thrived in these altitudes.

The Indians had developed many uses for practically all these things--for food, clothing, housing, and tools. Eell's careful observations recorded that for history:

Fir. Its wood was used for firewood, lumber, masts, spear handles, spits, and oars. The thick and pitchy bark of the fir tree was the Indians' preferred fuel. Pitch wood served for fire pots, torches, and

kindling; while pitch itself was found useful for fastening arrow and spear heads to shafts and as cement.

Cedar. The Indians used the wood of this tree for planks, rails, shingles, shakes, posts, canoes, oars, baby boards, buoys, spinning wheels, boxes, torches, arrow shafts, fish traps, tamahnous (spirit) sticks, and firewood. Limbs were used for baskets and ropes. Cedar bark was employed in the manufacture of baskets, mats, sails, infant head protectors, string, and bailers. Indian women used the beaten bark for skirts, infant beds, gun wadding, napkins, headbands, blankets, and for gambling purposes. Cedar gum and leaves were used for medicine. The roots of the tree were employed in basket making.

Spruce. The wood of this tree was used both for carving and for firewood. The Indians used this tree's roots for halibut hooks. The leaves themselves went into medicine.

Hemlock. It too was used for firewood and halibut hooks. The leaves of this tree were not poisonous and were made into a tea. Branches of hemlock were used to cover steaming food.

Maple (large-leafed). Its wood was used to make mat blocks, paddles, oars, bobbins, seine blocks, combs, fish and duck spearheads, fish clubs, rails, and firewood. The leaves were used in the steaming of food.

Alder. In addition to using it as firewood, Indians made dishes, plates, paddles, bailers, masks, fish traps, and temporary shelters from alder. Its bark was used for medicine and dyeing.

Cottonwood. The wood was used for firewood, the bark for medicine and string, and the buds for medicine.

Yew. This wood was considered superior for paddles, bows, arrows, and fish clubs.

Vine Maple. It was used for fuel.

Willow. The wood was used occasionally for firewood; the bark was made into string.

Mosses. Moss was wrapped around wood while steaming it to make bows and so forth, the whole being buried in the ground.

Salmonberry. Both the berries and the young shoots provided a source of food.

Huckleberry. Huckleberry was a favorite food of Pacific Northwest Indians. The juice of the berry was occasionally used for paint. (Huckleberries grew abundantly up to 6,000 feet on Mount Rainier. The Indians preferred the high-bush huckleberry which ripened in August and September. The favorite berry grounds were burned-over areas and in the lower alpine meadows of the Hudsonian Zone. An ethnologist has concluded that Indians practiced deliberate firing to improve berry yield.)

Ferns. The roots of several varieties, when beaten, could be used as food.

Eells also listed many wild animals of the Pacific Northwest that served the Indians' needs. Some of these are extinct or rarely to be found within today's park boundaries:

Bear. The skin was used as robes. The scarce grizzly bear was believed to possess a strong spirit power (tamahnous).

Beaver. The flesh served as food, the skin as furs, and the teeth in a women's gambling game.

Deer. This was the most useful of wild animals. The flesh was used for food. The skin served for robes, string, fringes, moccasins, clothing, shot pouches, etc. (Contrary to some opinions, the coastal Indians did wear deerskin clothing or robes from time to time.) Fawn

skins were used as buoys in whaling. Sinews were used as thread. Hoofs were made into rattles for religious dances. Deer brains were used for tanning.

Sheep and Goat (Mountain). The flesh was used for food and the horns became dishes and ladles. Puget Sound Indians made clothing and blankets from the wool of mountain goats. (There are no mountain sheep in the park today.)

Besides the grizzly, several other of the more powerful animals, such as the panther and the wolf, were considered to be tamahnous. The intestines of several animals were used for holding oil. Bird feathers ornamented the hair at festival times. Animal bones were made into awls, arrow and spear heads, combs, fasteners, etc.

Plant food in addition to berries included the tuberous root, Claytonia lanceolata, which was found on the dry grassy slopes in the Hudsonian Zone, and the nuts in the cones of the white-bark pine. The aiyon root was made into a medicine for colds and coughs. All told, the slopes of Mount Rainier contained a wide variety of resources that brought the Indians to it at the appropriate hunting and berry seasons.³

C. Legends

All the tribes had legends concerning Mount Rainier and the other higher peaks of the North Cascades--Adams, St. Helens, Hood, etc. While

3. Ibid., pp. 9-10, 26-27, 155-156, 159, 173, 180, 221, 224, and 257; Robert H. Ruby and John A. Brown, Myron Eells and the Puget Sound Indians (Seattle: Superior Publishing Company, 1976), pp. 96 and 110. Myron Eells was a missionary at the Skokomish Indian Agency at the upper end of Hood Canal for nearly 20 years, beginning in 1874. A park naturalist wrote that Mount Rainier has seven species of huckleberry, genus Vaccinium, of which six bear blue berries and one, the whortleberry, is red. Huckleberries that are blue may correctly be called blueberries. See Floyd Schmoee, A Year in Paradise (New York: Harper and Brothers, 1959), pp. 147-48.

varying in detail, these legends had much in common, such as the mountains having human attributes, mostly female. The legends carry a hint of actual physical events and conditions that occurred in prehistoric times, such as volcanic action in the Pacific Northwest or the existence of volcanic craters at the peak of Rainier.

Ella E. Clark gathered together a number of legends from various sources for a book and for an article in The Mountaineer. She concluded that the Indians did not worship the mountain but that they were fearful of the area above the snowline: "They tried not to anger the spirits of the mountain," she wrote, "lest storms and avalanches be hurled upon them." An elderly Chehalis Indian informed her that Mount Rainier and Mount St. Helens were female mountains, and Mount Adams was male. The two women quarreled over Adams, throwing hot rocks and fire at each other. This fight continued until Mount Rainier was struck so hard that her head was broken off. A Cowlitz legend similar to this had Rainier and Adams as the wives and St. Helens as the man.⁴

Another legend recounted that Mount Rainier and Mount St. Helens were once separated by an inland sea. Herein, too, they got into a fierce fight, hurling hot rocks at each other, shooting forth flames from their summits, and raining ashes on the water between them. At last the birds interferred and moved Mount Rainier far inland and thus peace was established.

Rainier and the other Cascade peaks each had legends that at the time of the "Great Flood" it was the local Ararat. Also, a cave on Mount Rainier, location now unknown, was the home of Thunderbird. Young

4. Ella E. Clark, Indian Legends of the Pacific Northwest (Berkeley: University of California Press, 1953), pp. 26-38; Ella E. Clark, "Mount Rainier in Indian Legendry," The Mountaineer 48(1955): 14. Indians' tradition of volcanic activity possibly was based on a minor eruption on Mount Rainier between 1820 and 1854. See Dee Moleman, The Challenge of Rainier (Seattle: The Mountaineers, 1971), p. 8.

Indians greatly desired him as their guardian spirit because he brought bravery and wealth. Many a young person is believed to have gone up the mountain in their lonely guardian spirit quests.

According to Clark, the last Nisqually chief, Henry Sicade, claimed that the mountain was a female monster who sucked into her maw all people who came near her. The Changer, in the form of a fox, challenged and defeated Rainier in a contest to see who could suck in the most people. The monster died and streams of blood ran down her sides. Changer then changed the blood to water which still flows down Rainier's slopes.

In the course of her research, Clark listed various Indian names for Mount Rainier. Because the name for the mountain is periodically debated today, this list is of interest although she did not ascribe the names to particular tribes: Takkobad, Duk-hwahk, Tahoma, Takhoma, Takhobah, Dahkobeed, Tacoman, Tacobud, and Tkomma. These names had various meanings such as "gives white to the land", "breast of the milk-white waters", and "great white mountain." Clark also said that the Yakima name for the mountain was Tahoma, meaning "rumbling like thunder near the skies." Later, this study will have occasion to discuss the Yakima name at greater length.⁵

Another legend recounted in The Mountaineer told the story of Kulshan, a handsome youth who took two wives. At first, the favorite wife was Duh-hwahk, who bore him three sons. Then the other wife, the kind and amiable Whaht-kway, became the favorite. Duh-hwahk, despite her beauty, became jealous. She informed her husband that she was leaving with all her possessions. When he agreed with her plan, she was dumbfounded. Leaving her three children behind, she departed but kept hoping he would call her back. She took with her her many berries, fruit, sweet bulbs, and flowering plants. She stood on the tallest hills to look back at her lover. Standing on her tiptoes trying to be taller, she

5. Clark, "Mount Rainier in Indian Legendry," pp. 14-17.

indeed began to grow taller. She set out her berries and her flowers. Today she is Mount Rainier. Kulshan is now Mount Baker, robbed of the fruits and beautiful things that Duh-kwahk took with her.⁶

A somewhat different legend, one that recounted the successful climb of Mount Rainier by an Indian, was told by John H. Williams in his The Mountain that was "God". The hero of this "Hiaqua Myth" was Miser, a mighty hunter and fisherman. He lived at the foot of the mountain. He yearned for hiaqua (dentalia, a shell used as money). Miser's totem was Moosmoos, the elk divinity. Miser talked with Elk to learn where hiaqua could be found. Moosmoos told him there was a great store of it on top of the mountain. Miser climbed to the top in two days and one night. There he found three rocks, one like a camas root, one like a salmon's head, and one like Moosmoos. Miser overturned the rock that was like the elk's head. Underneath was a vast quantity of hiaqua. He strung it on elk sinews. He was now the richest of men. He hurriedly left, leaving no thank-offering. Thereupon the earth shook and the mountain shot forth terrible fires which melted the snows and flooded the slopes, where they were turned to ice again by the breath of the storm-god.

Panic-stricken, Miser threw down the hiaqua to propitiate the angry tamahnous. But the storm-god hurled him down the mountainside. Miser fell into a deep sleep. He awoke to find himself in a beautiful meadow covered with flowers and camas. He was old and his white hair fell to his shoulders. He recognized the place as Saghalie Illahe (Paradise Valley). He found his old tent and his wife who also was old. She told him that she had waited 30 snows for his return.

6. Charles M. Buchanan, "The Origin of Mounts Baker and Rainier, The Indian Legend," The Mountaineer 9(1916): 32-35.

They went back to their home on Cowlitz River where Miser became a famous tamahnous man and spent the rest of his days in honor, being much the wiser for his experience and having lost his love for hiaqua.⁷

Williams also recorded the legend of the Great Flood, quoting a Miss Judson. This story was subtitled "Why There Are No Snakes on Takhoma." A long time ago Tyhee Sahale became angry with his people. He ordered a medicine man to shoot an arrow into the cloud over Takhoma. It stuck fast into the cloud. The medicine man then shot an arrow into the lower end of the first, then another and another until he made a chain from the cloud to the earth. The medicine man told his wife and children to climb the arrow trail. Then he told the good animals to climb up. He looked back and saw that the bad animals and snakes were also climbing up. He broke the chain of arrows and the snakes and bad animals fell down on the mountain side. Then it began to rain. It rained until all the land was flooded. Water reached the snowline. When all the snakes and bad animals were drowned, the rain stopped and the waters sank.

Then the medicine man and his family and the good animals climbed out of the cloud and came down the mountain. Thus there are now no snakes or bad animals on Takhoma.⁸

Lucullus V. McWhorter, a resident of Yakima Valley and an amateur archeologist and historian, came to know the Yakima Indians as well as any white person. Sympathetic with their history and way of life, he was

7. John H. Williams, The Mountain that was "God," Being a Little Book About the Great Peak Which the Indians Named "Tacoma" but Which is Officially Called "Rainier" (New York: G.P. Putnam's Sons, 1911), pp. 35-39. Two other versions of this legend as narrated by Puyallups may be found in Arthur C. Ballard, "Mythology of Southern Puget Sound," University of Washington Publications in Anthropology 3(1929): 142-144. Still another version was published early in Theodore Winthrop, The Canoe and the Saddle, Adventures Among the Northwestern Rivers and Forests; and Isthmania (Boston: Ticknor and Fields, 1863), p. 131.

8. Williams, The Mountain that was "God," p. 39.

adopted into the tribe (wherein he was called Big Foot). McWhorter carefully collected the legends and history of the Yakimas during the forty years he lived among them. His understanding of the Yakimas' relationship to the mountains and his sincerity in recording these views was unequaled in his own time and, probably, since.

In contrast to the confusion as to what names the various coastal tribes ascribed to Mount Rainier, McWhorter determined that the Yakimas had long called it Tahoma. Quoting an elderly chief, McWhorter wrote: "Water is Life. Tahoma, the Big White Mountain, the Source of Water." Continuing, the chief said, "The name of the white mountain is Tahoma. It was called that before the white people came. It was Tacoma [sic] standing up to the skies. We sometimes call it the White Mountain."⁹

In his notes for Yakima place names and vocabulary, McWhorter wrote, "Mount Rainier--Ta-ho-ma, or Ta-ho-mah. Descriptive of the towering height--near the sky--and the rumblings heard in the mountain, so continuously, apparently caused by the falling of avalanches, ice snow and rocks." He wrote that both the Yakimas and Klikitats regarded the mountain as unscalable, "This was true because of the dearth of necessary ice-climbing equipment. No moccasined feet could possibly surmount the great icy slopes and steeps to be crossed before the summit could be attained."¹⁰

Yakima legends concerning Mount Rainier invariably involve nearby Mount Adams, or Pah-to (Standing Up). The summit of Mount Adams could be reached with less difficulty and, perhaps because of this, the Yakimas identified with it more closely than with Rainier. (In recent times the boundaries of the Yakima Indian Reservation have been

9. Lucullus V. McWhorter, "Mt. Tahoma," in folder "Sluskin," Papers of Lucullus Virgil McWhorter, Washington State University Archives, Pullman, Washington. Hereinafter cited as McWhorter Papers.

10. McWhorter, folder, "Indian Vocabulary," McWhorter Papers. But see below for Yakima legends of successful climbs to the summit.

expanded to include a portion of Mount Adams, up to its summit. This area is considered sacred to the Yakima Indians and is ordinarily not open to outsiders.)¹¹

McWhorter recorded three Yakima legends that concerned Mount Rainier. One of these explained the origins of the mountain; another accounted for the volcanic craters at its peak; and the third told how a Yakima successfully climbed the mountain.

How Coyote Moved Pah-to [Adams] and Tacoma [Rainier]

Coyote ruled all the land. His headquarters were at the Bridge [Pacific Northwest Indians believed that there once had been an immense stone arch across the Columbia River]. Coyote had a wife and daughter. The daughter was single, had no man. Coyote was anxious to marry her to some good man. . . . With his wife and daughter, Coyote set out traveling. They came to the Klickitat country, where Goldendale now stands. . . .

So Coyote left his wife and daughter with those people, and went to see Chief Pah-to, who then stood where (Goat Rocks) now stands. Pah-to was a great big mountain, larger than now. All about were plenty of berries, some roots and lots of game. Coyote said to Pah-to:

"What would you like? Would you like to marry my daughter?" Pah-to made reply:

"No! I have one girl, one girl I am going to marry. You are too late."

Coyote then said:

"All right!. . . . You will not get any roots. I will also stop the salmon at Weep-ne-tash [Falls of the Big Klickitat]. You cannot be so great."

Pah-to asked:

"What do you mean?"

Coyote made reply:

"I am Ruler of this country. I am Chief. You are not going to have so much. You are not going to be so great."

11. Ibid.

Pah-to laughed:

"All right! If you think you can control me, go ahead."
Coyote made answer:

"Yes! I will show you what I can do. . . ."

Then Coyote moved Pah-to south, dividing the mountain, leaving Goat Rocks undisturbed. Since then Pah-to has had berries and game, but no roots or salmon. Had Coyote not moved Pah-to, that mountain would be colder than now. Goat Rocks are colder than Pah-to. Wind blows ice across the summit of the peak. Before the division that was the main mountain. That is why it is so cold there.

Coyote now went back to Klickitats and got his wife and daughter. They came to the Yakima country, up the Yakima River to the lakes Kachees and Keechelus. There he left his wife and daughter. He heard of Klum-tah, found out about Chief Klum-tah [an unidentified mountain 15 or 20 miles north/northeast of Mount Rainier], who had lots of berries.

[Coyote visited Klum-tah and had a conversation with him concerning the daughter that was similar to the above and with the same results.]

Coyote now did a big work. He took part of Klumtah and turned it West. This part is now Tahoma. He left Klumtah where it was, where the main mountain always stood. Tahoma was the chief part of the mountain Klumtah, and if it had not been for Coyote, the two would now be the largest of all mountains. Not many berries about Tahoma; but the richest of berries are with Klum-tah; [they] were always there. No salmon except the um-to-li, the poor dog salmon, comes to Tahoma,¹² comes up from the West side. This was the ruling of Coyote.

Yakima-Klickitat Legend of Wahk-Shum [Simcoe] Mountain

Enum-klah, Thunder, had five wives--Mount Hood, Mount St. Helens, Mount Tahoma, Mount Adams (Pah-to: Standing Up), and Wahk-shum (Simcoe Mountain).

12. "How Coyote Moved Pah-to and Tahoma," in Legends, McWhorter Papers.

Wahkshum was the favorite wife and she was the tallest. Being fartherest east, she was the first to catch the morning sun, and her great height threw a shadow over the other four. She was selfish, too, and she wanted her husband to spend all his time with her, not be with the other wives at all.

Enum-klah thought he would mover her over to the high tableland near Pah-to [Adams], so as to have his wives closer together, but she did not want to go. She found fault and complained so much that Enum-klah grew angry and struck her down. Then the other wives all jumped on her and beat her terribly.

Enum-klah's blow was so strong that it lessened Wahk-shum's size. Was not so tall, and when the jealous wives completed their work, she was pounded down to her present low altitude. Then these four wives began to battle among themselves. In this combat, Pah-to fared worst. Tahoma suffered the worse beating, and St. Helens came out second best.¹³ Mount Hood was not injured and was complete victor over all.

Lakes on Pahto and Tahoma

A Yakima Indian, a daring brave man, once ascended Tahoma in the following manner. Procuring a strong pole, somewhat longer than a warspear and having a stout hook at one end, he tied a rope of buckskin or rawhide to the other end, making a reach perhaps as long as the longest lodge-pole. Then he began the climb to the summit, using his pole in scaling the almost inaccessible [sic] cliffs. When one of these were encountered he would reach up and find a crevice or other hold for the hook of his pole. Carefully testing its holding power, he would eventually draw himself up by the aid of this simple, yet effective contrivance.

In due time the man reached the summit where he found a deep blue lake. Over its surface...fluttered giant butterflies as large as the largest eagle. Soon a storm brewed. The wind sweeping the summit in a frightful gale, the Indian with difficulty retained his precarious footing. Becoming frightened, he hurriedly descended the mountain, using his pole and line effectively. Fitting the hook securely to the rim of the cliffs, he would cautiously let himself down from shelf to shelf, often using the full length of his pole and line. Reaching his village he told what he had seen.

13. "Yakima-Klikitat Legend of Wahk-Shum Mountain," in Legends, McWhorter Papers.

This Indian afterward made a second ascent in the same manner and with the same result--storm and a hurried retreat.¹⁴ This lake is now frozen and buried beneath the snow and ice.

Still another account of an Indian successfully climbing Mount Rainier (in historic rather than legendary times) was recorded by Angus McDonald, an employee of the Hudson's Bay Company. He wrote, "Some of the Old Chiefs of the Columbia...were wont to climb Rainier, but called by the red man Taccoama." One of these was Jamaikin, "a well-formed and powerful Indian, standing five feet eleven in his moccasins; his hair twisted down over his shoulders... His weight was about two hundred pounds, muscular and sinewy." McDonald continued, "While enjoying a pipe and a Coaich [?] of wine with him years ago, he said that to pass five days and nights on the top of Mount Rainier without food and drink was the surest feat of his life, and I have no doubt of it."¹⁵

Thus did the Indians of the Pacific Northwest strive to give meaning to their environment, especially to the tallest of the mountains, Rainier.¹⁶

D. Archeological Evidence of Indian Occupancy

From time to time, artifacts of Indian manufacture have been discovered in the national park. These have been few in number but are important evidence of the Indians' presence and their activities, especially

14. "Lakes on Pah-to and Tahoma," in Legends, McWhorter Papers. "Pah-to" is used throughout these legends although McWhorter sometimes spelled it "Pot-to."

15. F.W. Howay, William S. Lewis, and Jacob A. Meyers, eds., "Angus McDonald: A Few Items of the West," The Washington Historical Quarterly 8(1917): 228-229.

16. Additional discussions concerning Mount Rainier Indian legends may be found in W.D. Lyman, "Rainier Indian Legends," Washington Magazine, Alaska, Greater Northwest (August 1906), pp. 449-52; and Edmond S. Meany, "Mount Rainier in Indian Legends," The Mountaineer 23 (December 15, 1930): 23-25.

for the prehistoric period. Ben Longmire, an early park resident, reported that he found arrow points in the goat beds in Van Trump Park, west of Paradise. Early in the 20th century, a stone pestle was found near the Nisqually entrance in the southwest corner of the park. Park Naturalist Floyd Schmoe discovered a well-made obsidian point on the summit of Plummer Peak in the Tatoosh Range in 1922. More recently, Rangers Larry Henderson and John Dalle-Molle discovered a rock shelter at the base of Sluiskin Mountain that contained evidence of Indian occupation.¹⁷

Allen H. Smith, in his ethnographic guide for the park, noted that still another point had been located on the upper slopes of Spray Park in the northwest portion of the park. Considering all the evidence, both physical and oral, Smith concluded that the archeological resources of Mount Rainier were almost wholly limited to hunter-gathering camps near important huckleberry fields at an altitude between 3,000 and 5,500 feet.¹⁸

In 1963 a team of archeologists under the leadership of Richard D. Daugherty, Washington State University, carried out an archeological survey of the park. Daugherty noted that in the early postglacial period it was unlikely that man made use of mountain areas, "but as the warming and drying trend continued, man gradually began to use upland environments during summer hunting and berry picking forays." He concluded that "during the warm dry period between 8,000 and 4,500 years ago, the upland environments probably received heavier utilization by man than at any time before or since." However, he said, the park should contain evidence of human use from at least 8,000 years ago to the

17. Robert N. McIntyre, "Short History of Mount Rainier National Park," 1952, manuscript in the library, Mount Rainier National Park, p. 4; F.W. Schmoe, Our Greatest Mountain, A Handbook for Mount Rainier National Park (New York: G.P. Putnam's Sons, 1925), p. 80. Larry Henderson, Mount Rainier NP, letter to writer, January 28, 1980.

18. Smith, Ethnographic Guide, pp. 226 and 262.

present. Despite this potential, the archeological survey located only two prehistoric campsites. One of these was at the base of an exposed cut where the Bench Lake Trail intersected the Stevens Canyon road (a short distance east of Louise Lake) in the south-central portion of the park. A projectile point recovered at this site suggested a style in use elsewhere in Washington State prior to 6,000 years ago. The second campsite was discovered on Fryingpan Creek, east of Goat Island Mountain.¹⁹

Following the survey, archeologists conducted test excavations at the natural rockshelter on Fryingpan Creek. The rockshelter itself measured 35 feet long, 20 feet wide, and 15 feet deep (there are few such formations on the slopes of Mount Rainier). At least four layers of volcanic ash and pumice had blanketed the area. Among the artifacts found were knife fragments, projectile points, scrappers, and flakes of chalcedony, opal, and jasper. The archeologists concluded that the site had not been inhabited year-round but reflected the seasonal pattern characteristic of Pacific Northwest Indians. While recognizing that this portion of the park lay within the traditional reach of the Puyallup and Muckleshoot Indians, the archeologists decided that the cultural affinities of the site appeared to lean toward the Plateau, east of the Cascades. The stone materials were characteristic of the Columbia River Basin. While such items could have been traded, the archeologists thought they more likely were brought directly from the east. The site had a probable antiquity of from 300 to 1,000 years. Seemingly, then, the Yakimas or their ancestors had long been crossing the passes of the Cascade Range and camping on the slopes of Mount Rainier--White River Valley leads up to both the Fryingpan area and Yakima Park.²⁰

19. Richard D. Daugherty, "An Archaeological Survey of Mount Rainier National Park," ca. 1963, manuscript in library, Mount Rainier National Park.

20. David G. Rice, "Archaeological Test Excavations in Fryingpan Rockshelter, Mount Rainier National Park," typescript (Pullman: Washington State University, Laboratory of Anthropology, No. 33, 1965), pp. 1-8.

E. Historical Period

All whites who early approached Mount Rainier did so with the aid of Indian guides. When Dr. William Fraser Tolmie, Hudson's Bay Company, visited the northwest part of the park in 1833, he employed five Indians to assist his pioneering trek. Lachalet, the hereditary chief of the Nisqually tribe, agreed to guide Tolmie at the price of one blanket. His nephew, Lachinna, joined the party in exchange for ammunition. Tolmie named one of the other three Indians as Muckalkut, a Puyallup. He thought this last man was a native of the Mount Rainier area and hoped to employ him as a guide on the mountain slopes. Tolmie climbed his peak (probably Mount Pleasant) twice, on two successive days. On the second climb another Indian, Quillaliah, accompanied him to the summit. The doctor wrote that the Indians willingly accompanied him with the hope of killing elk, an indication they were familiar with the mountain's slopes.²¹

McWhorter interviewed an aged Yakima leader, Sluiskin, who claimed that as a boy he guided two whites from the Yakima valley to Mount Rainier about 1855.²² Sluiskin said that he had grown up in the Cowlitz River area, as well as on the Yakima, and knew all the trails west of the Cascades. McWhorter recorded the old man's account:

Then we started and went to Tahoma, the big "White Mountain." The men look all around; south side is bad. They asked me about west side. Yes, I knew it. On sunny side [east] water comes out, called mook-mook [White River?]. Dirty water from middle of mountain and ice.

We got to ridge-like place and found plenty green grass and nice lake, good sized, called Wah-tum [Yakima Park?]. We camped there. . . .

21. Journal of William Fraser Tolmie, August 27 to September 5, 1833, Tolmie Papers, Library Archives, University of Washington, Seattle; Aubrey L. Haines, Mountain Fever, Historic Conquests of Rainier (Portland: Oregon Historical Society, 1962), pp. 3-6. Haines spells the Indians' names as Lashima, Nuckalkut, and Quilniash.

22. This Indian was not the man named Sluiskin who guided Hazard Stevens and P.B. Van Trump, below.

Next morning we went to a lake, not a big lake, only tenas [little] big, at foot of mountain [Mystic Lake?]. . . . This was north side of mountain.

Next morning the men took glass up the mountain and looked. They asked if I could take them to top of mountain. I did not know the trail. Too many splits in ice. No! I was not afraid of bad spirits. Maybe that is all lie.²³

In 1857, Lt. August V. Kautz, stationed at Fort Steilacoom, decided to attempt a climb of Mount Rainier. He became friends with Leschi, the Nisqually chief then imprisoned in the Fort Steilacoom guardhouse awaiting his execution. Leschi wanted to accompany Kautz as guide; that being impossible, the chief advised the lieutenant that the best route to the mountain was up the Nisqually River valley and he recommended as a guide an elderly Nisqually, Wah-pow-e-ty, saying that he was better acquainted with the Nisqually River than anyone. Wah-pow-e-ty told Kautz that he had been on the upper Nisqually once as a boy, but that his knowledge of the country was limited.

Following an Indian trail the Kautz party reached Mashell Prairie, then, continuing up the Nisqually, arrived at the foot of Nisqually Glacier. Kautz, an army doctor, two privates, and Wah-pow-e-ty began the ascent. In contrast to Sluiskin, Wah-pow-e-ty had no hesitancy about climbing the glacier. But at about the 12,000-foot level, he and two others fell behind and soon returned to their camp at the foot of the glacier. When Kautz later returned to the camp he learned that Wah-pow-e-ty had killed a deer before becoming snow blind. This climb was the first fully documented case of an Indian climbing the glaciers and

23. Lucullus V. McWhorter, "Chief Sluskin's True Narrative, Washington Historical Quarterly 8 (April 1917): 96-101; Haines, Mountain Fever, pp. 15-17. Sluiskin told McWhorter that this event occurred just after the Treaty of Walla Walla, which was in 1855. A.J. Splawn, a Yakima valley rancher, also recorded Sluiskin's account. According to this version, Sluiskin guided the two whites in either 1853 or 1854. See R.J. Splawn, Ka-mi-akin, The Last Hero of the Yakimas (Portland, 1917), p. 340.

snowfields of Mount Rainier, finally overcome not by awe or fear but by physical limitations.²⁴

Hazard Stevens and Philemon Van Trump successfully reached the summit of Mount Rainier in 1870. Their guide was a Yakima Indian named Sluiskin whom they met in Bear Prairie near the southwest boundary of the park. Stevens wrote that Sluiskin had frequently hunted mountain sheep on Rainier's snowfields but had never attempted the summit believing it impossible to do so. Sluiskin led the two men from Bear Valley north over the Tatoosh Range then down to Mazama Ridge. He refused to go any further up the slopes of Rainier than Sluiskin Falls where the party camped. As the whites prepared for the climb, the Indian attempted to dissuade them, "Takhoma, he said, was an enchanted mountain, inhabited by an evil spirit, who dwelt in a fiery lake on its summit. No human being could ascend it or even attempt its ascent, and survive." He warned them of loose rock, steep slopes, avalanches, and winds. "Many years ago, he continued, his grandfather, a great chief and warrior, and a mighty hunter, had ascended part way up the mountain, and had encountered some of these dangers, but he fortunately turned back in time to escape destruction; and no other Indian had ever gone so far."²⁵

On coming down the mountain, Van Trump was injured in a fall. He remained in camp (at Paradise) while Stevens and Sluiskin went down to Bear Valley to get a horse for Van Trump to ride out. Sluiskin stubbornly tried to persuade Stevens to return to Bear Valley the way they had come--over the Tatoosh Range. Stevens was equally determined to go by way of the Paradise and Nisqually rivers in order to avoid the

24. A.V. Kautz, "Ascent of Mount Rainier", The Overland Monthly 14 (May 1875): 394-401.

25. Hazard Stevens, The First Ascent of Takhoma (1876, facsimile ed., Seattle: Shory Book Store, 1965), pp. 518-522. Sluiskin's warning to the climbers was later written down as "Sluiskin's Plea" in both Yakima and English. Copies of both are to be found in the McWhorter Papers, Item 272.

arduous climb. Winning his point, Stevens attempted to explain Sluiskin's reluctance to take the easier way, "His objections to the route evidently arose from his jealousy so common with his people of further exploration of the country by the whites. As long as they keep within the limits already known and explored, they are faithful and indefatigable guides, but they invariably interpose every obstacle their ingenuity can suggest to deter the adventurous mountaineer from exposing the few last hidden recesses that remain unexplored."²⁶

Another Indian who guided white climbers to the mountain was Indian Henry, or Soo-too-lick. Henry was born about 1825 and was said at different times to have been a Klickitat, a Nisqually, and a Cowlitz. At the time of the Indian/white conflict of the mid-1850s, Henry was living in an Indian village at the junction of Mashell and Nisqually rivers, about five miles from today's Eatonville. In 1857 he guided James Longmire "up the mountains" when Longmire and others were looking for feasible routes across the Cascades. Indian Henry established his own village on the Mashell about 1875 on a 600-acre land grant. It too was about five miles from Eatonville. There he and his people (he had three wives) cultivated the land and maintained herds of ponies and hunting dogs. Henry was considered to be an excellent hunter and once or twice a year he would travel to the mountains to hunt deer and goats; his wives would accompany him at huckleberry time.

For six years prior to establishing his Mashell village, Indian Henry had spent much of his time in a pleasant park on Rainier's south side that today bears his name. From there he became well acquainted with the mountain, although he had no interest in climbing the upper slopes. When Van Trump made his second successful summit climb, in 1883, he stopped over at Indian Henry's farm enroute to the mountain. Henry was persuaded to guide the party to Paradise Park and he succeeded in getting the pack horses to that elevation. Van Trump later wrote that

26. Stevens, First Ascent, p. 529.

Indian Henry had exhibited great fright when the pack animals were taken up over the snowfield to establish an upper camp. Nevertheless he and the other guides well earned their pay in that early historic period. Most of them were inexperienced in climbing over ice, but all of them proved excellent guides on the lower slopes and valleys of Mount Rainier.²⁷

In 1931 a rumor reached L.V. McWhorter that the name of beautiful Yakima Park on the northeast shoulder of Mount Rainier was to be changed to Sunrise. Alarmed, McWhorter began a small campaign to retain the original name or, failing that, to change it to another Yakima name, preferably to that of a great chief, Owhi, who had been killed by an army officer while being held prisoner. He said that Yakima Park had been one of Owhi's favorite resorts and that it had been a rendezvous of the Yakimas during the huckleberry and hunting seasons:

As chief of the Yakimas proper, his [Owhi's] domain included all of the Yakima watershed above Union Gap and extended as far west as the high, snowy reaches of "The Big White Mountain"--Rainier. While his home for months at a time was in the Wenas valley. . .the mountains were his hunting grounds, and there was not a grassy meadow in the watershed and westward to Rainier that he did not make use of for his pony herds in the hunting and berry seasons. But of all the mountain meadows, the splendid one embraced in the so-called Yakima Park was his favorite. . . .

To Owhi and his contemporaries among the Yakima, and to older tribesmen today, Yakima Park was known as "Me-yah Pah" [Place of the chief]. Each year, when the Yakimas encamped there, it provided sustenance for their great bands of horses. The fine, luxuriant grass and herbage made the place an ideal aboriginal camping ground. The Indians said it had all been arranged for their benefit by the mighty and far-seeing Speel-yi [Coyote], who had been ordained by the Creator-Man [Great Spirit] to prepare the earth for the use of the New People, the Indians, before there was any human life in the world.

27. Tacoma Every Sunday, Nov. 5, 1892, quoting an article from Olympia Transcript, 1883; Haines, Mountain Fever, pp. 61-63; Pearl Engle and Jeannette Hlavin, "History of Tacoma Eastern Area," 2 vols., mimeographed (Eatonville, Washington, 1954) 1:1-2 and 2:173.

In this Me-yah-ah Pah [sic] was a noted race-track, where some of the fastest horses of the Northwest were matched. . . . Sham battles were staged there, and warriors rehearsed their feats of skill and daring, and there were foot-racing and wrestling and the playing of games now forgotten except by a very few of the old Indians. Dancing, wooing, religious ceremonies, wailing for the dead--all the things that were a part of the oldtime Indian life are associated with this place.²⁸

Yakima Park may have been the Indians' favorite alpine meadow, but it was not the only part of the national park that they visited in historic times. Aubrey Haines recounts the adventures of a white boy, Allison L. Brown, who accompanied thirty Yakimas on a hunting expedition to Rainier in 1886. They crossed the Cascades by way of Packwood Pass then moved up the Ohanapecosh Valley onto Cowlitz Divide. Finding no game, the party moved up closer to the snowline, but still without luck. Seven or eight Yakimas decided to climb the mountain despite most of them having only moccasins on their feet. Brown accompanied them. He recalled that they traveled to the end of the Indian trail on Cowlitz Divide, reached the lower end of Whitman Crest, and skirted the end of Ohanapecosh Glacier. From there they hiked to the icefield of Whitman Glacier, crossing it and the ridge between Whitman and Ingraham glaciers, then dropping, down onto Ingraham Glacier. Here they left their horses and crossed Ingraham on foot to its south side at an elevation of about 8,000 feet. From there they went up the west slope of Cathedral Rocks, following goat trails. Above that point they walked on the snowfields, but "did not try to reach the highest pinnacle." Brown said that when coming down the mountain they spent the night at what he thought was the base of Gibraltar. He concluded that the reason his Indian friends had no superstitions about climbing the mountain probably was due to their having been educated at the Indian agency.²⁹

28. McWhorter to W.F. Clarke, Rainier National Park Committee, Jan. 7, 1931, in folder "Yakima Park," McWhorter Papers. Archives, Washington State University, Pullman.

29. Haines, Mountain Fever, pp. 81-83.

After the establishment of Mount Rainier National Park in 1899, Indians continued to come to the mountain in the appropriate seasons. In his annual report for fiscal year 1905, Acting Superintendent Grenville F. Allen wrote, "The Yakima Indians who formerly hunted on the eastern slope of Mount Rainier did not cross the summit of the main range of the Cascades last season. The Puyallups, always a quiet and inoffensive people, took their annual outing in the Tatoosh Range, south of the Park, where they hunted bear and picked berries and were not annoyed by the presence of either tourists or forest rangers." The following year Allen reported that Cowlitz Indians made occasional hunting expeditions up the Muddy Fork Ridge to the high alpine country between the Cowlitz and White River [Emmons] glaciers.³⁰

While Allen expressed no great concern about the occasional Indian hunting party within the national park boundaries, Eugene Ricksecker, the civilian engineer in charge of road construction within the park for the U.S. Army Corps of Engineers, was worried. He observed that Indians visited the park every fall and, after the first snowfall, they then moved to lower elevations in the federal forest reserves that surrounded the park. The deer too moved down to the lower elevations. Ricksecker was concerned about the number of deer being killed in these fall hunts--he said that one Indian had killed sixteen in one day. In his annual report he recommended the enlargement of the park to take in the lower country to protect the deer.³¹

Two park rangers received a surprise in the fall of 1915. While patrolling the eastern portion of the park they came across a band of thirty Yakimas engaged in hunting and trapping. Their leader was none other than old Chief Sluiskin, McWhorter's confidant on Indian lore and

30. Superintendent, Mount Rainier, Annual Reports, FY 1905 and 1906, Archives, Mount Rainier National Park.

31. Eugene Ricksecker, Annual Report, FY 1906, Ricksecker Papers, Archives, Mount Rainier National Park.

not the 1870 guide for Stevens and Van Trump. Sluiskin produced a copy of the Yakimas' 1855 treaty with the United States and other papers to show that he considered himself to be within his rights. The old man was enjoying one last fling in the beautiful alpine meadows. The rangers withdrew and returned to park headquarters to inform Supervisor Dewitt L. Reaburn and Chief Ranger Thomas O'Farrell. Reaburn promptly notified Washington, D.C., soliciting advice. Before the rangers were prepared to take any action, Sluiskin and his people disappeared back across the Cascades to the Yakima Indian Reservation. His gentle foray was the last known hunting party of Indians in Mount Rainier National Park.³²

Hunting in the park was prohibited, but berry picking was not. Floyd Schmoe writing about his first summer (1920) in the park as a guide described the berry season:

Indians still come each summer to camp in the high mountain meadows and gather blueberries for their winter larder. These are Yakima from east of the Cascade summit, or Cowlitz from the remnant of that tribe still living along the lower Columbia. A few come on foot, leading pack ponies heavily loaded with their gear, but mostly these days they come by car.

Among their berrying equipment may still be found ancient baskets woven of cedar roots and tight enough to hold water. At the camp at Fairy Lake one day I tried to buy such a basket, half-full of fat blueberries. . . but the old grandmother who owned it was not interested in selling. Such baskets are rare today even among the Indians.³³

32. Unidentified newspaper clipping, "Indians Defy Park Hunting Regulations," Sept. ?, 1915, Item 345A, McWhorter Papers, Archives Washington State University, Pullman; Haines, Mountain Fever, pp. 204-05. When he heard about the incident, McWhorter erroneously notified the newspapers that Sluiskin was the 1870 guide. The aged General Stevens became excited about this and wanted to see his old friend. But that Sluiskin was dead.

33. Floyd Schmoe, A Year in Paradise (New York: Harper and Brothers, 1959), p. 140.

Yakima Indians returned to Mount Rainier in 1925 when a few of them arrived at Paradise Park to give demonstrations. The Rainier National Park Company, then operating Paradise Inn and other visitor accommodations, arranged for these Indians to perform as a lure to attract tourists. L.V. McWhorter accompanied them to look out for their interests. Among his papers today are several photographs of Indians posing in traditional clothing and riding horses or spear fishing. The Portland Oregonian carried a brief article on this undertaking. But if it were intended for Indian demonstrations to become a tradition at Mount Rainier, the idea must have promptly died. No further undertakings of this kind have been identified.³⁴

By the 1950s Indians had ceased arriving at the park in organized groups for the purpose of berry picking. Today, they and thousands of their fellowman visit the park to view, perhaps with the same awe experienced by their ancestors, the grandeur of the great white mountain. Nevertheless, the Coastal and the Plateau Indians have left a heritage of history and legend that enriches all people.

The names of the tribes and of individual Indians are to be found throughout the park: Cowlitz, Klickitat, Nisqually, Puyallup, and Yakima tribes; Wapowety Cleaver (Kautz's guide); Sluiskin Falls (guide to Stevens and Van Trump); Indian Henry's Hunting Ground; Owyhigh (Owhi) Lakes; Seattle Park (a chief on Puget Sound); Satulick Mountain (a hunter); Wahpenayo Peak (one of Indian Henry's fathers-in-law); Olallie ("little" or "berries"?) Creek; Tipsoo (grassy) Lake; Mowich (deer) Lake; Tumtum (heart) Peak; Mazama (mountain goat) Ridge; Tatoosh (nourishing breast) Range; and Little Tahoma Peak. Other Indian names in the park of which the meanings are now unknown include: Ohanapecosh, Spunkwush, Chenius, Klapatche, Wauhaukaupauken, Takaloo, Ipsut, and Williwakas.³⁵

34. Photos of Yakima Indians at Mount Rainier, 1925, Item 490, and newspaper clipping, Oregonian, Aug. 2, 1925, Item 247, both in McWhorter Papers. Archives, Washington State University, Pullman.

35. Schmoie, Our Greatest Mountain, pp. 82-83; McIntyre, "Short History," pp. 26-28.

F. Conclusions and Recommendations

There is little tangible evidence of the Indians' seasonal occupation of Mount Rainier National Park. The Fryingpan rockshelter is the most significant archeological site that has yet been studied. A few artifacts have been recovered from other areas within the park. Yet, from their legends and history it is evident that the Indians from both the Coast and the Plateau were well acquainted with the mountain and its resources. Yakima Park was a particularly favorite rendezvous site during the berry and hunting seasons. The mountain, along with the other larger peaks, played an important role in Indian mythology and religion.

The following recommendations are offered:

In that the Fryingpan rockshelter appears to be eligible for nomination as an archeological site to the National Register of Historic Places, recommend that it be so nominated. Further recommend that the site not be identified nor interpreted in place.

Recommend that the Plateau and Coastal Indians' legends and history continue to be interpreted to the public through the existing means: museums, campfire programs, and publications--this interpretation to include the mountain's resources, its role in mythology and religion, the importance of Indian guides to whites in the 19th century, and Indian place names.

II. Exploration and Early Mountaineering

Mount Rainier National Park is essentially the mountain and its glaciers. Smaller peaks separated from one another by glacial river and creek valleys surround the mountain. The history of exploration in this country was, in fact, the history of the early attempts to climb the mountain. And not much new is to be written on this facet of the park's history. In recent years two excellent studies of climbing the mountain have appeared: Aubrey L. Haines, Mountain Fever, Historic Conquests of Rainier (1962) and Dee Molenaar, The Challenge of Rainier (1971). That which follows in this chapter is in essence a summary of mountaineering history with some special attention to historic structures associated with it.

A. The British

In 1792 British Captain George Vancouver sailed into Puget Sound during his voyage of exploration and survey of the northwest coast of North America. Looking toward the east he saw "a very remarkable high mountain, covered with snow, apparently at the southern extremity of the distant snowy range." Thus did the mountain enter the pages of written history. As was the custom of the times, Vancouver named the mountain after a fellow countryman and friend, Rear Adm. Peter Rainier. While a wholly innocuous choice at the time, this name would arouse considerable emotion on the part of some Washingtonians in later years, if for no other reason than the fact that Rainier had captured an American Privateer during the Revolution.¹

Twenty-nine years later, the Hudson's Bay Company established a firm foothold on later Washington State, when it merged with the North West Company (a Canadian firm) and dominated the fur trade in the Pacific Northwest. The Hudson's Bay Company moved its department headquarters to newly-founded Fort Vancouver, on the Columbia River, in 1825. (the fort was named in honor of the captain.)

1. Williams, The Mountain That Was "God", pp. 98-103. Other names applied by Vancouver on this voyage included Puget Sound and Mount Baker.

William Fraser Tolmie, fresh out of the University of Glasgow medical school, arrived at Fort Vancouver in 1833, to begin his career as an employee of the Hudson's Bay Company. The capable and engaging young Scot soon found himself on the way to his first assignment, the new Fort McLoughlin on the north coast of British Columbia. Traveling overland north from Fort Vancouver, Tolmie arrived at Fort Nisqually, another new post located at what would become the city of Tacoma. While at Nisqually, Tolmie put his medical training to work when an employee split his foot with an ax. The injury was severe enough that the decision was made for Tolmie to spend the summer at the post. The great mountain could easily be seen from the fort and the scene must have been tantalizing to the young doctor. In August he received permission from Factor Francis Heron to make a ten-day trip toward Mount Rainier, not to attempt a climb but "to make a botanising [sic] excursion."

Employing five Indians as guides and companions, Tolmie set out on August 29. He told the Indians that the purpose of his trip was to gather herbs partly for medicinal purposes and partly for a collection to be sent to Great Britain. He promised them that if intermittant fever should come to their people he would treat them with the medicine. Following the course of the Puyallup and Mowich rivers, Tolmie reached the summit of a peak on the northwest shoulder of Mt. Rainier four days later: "I set out with Lochalet and Nuckalet for the summit which was ankle deep with snow for $\frac{1}{4}$ mile downward. The summit terminated in [an] abrupt precipice directed northwards and being northeast [northwest] from Mount Rainier the adjoining peak." The next day, September 3, he again climbed to the summit of his peak, saying that Mount Rainier "bore from the peak on which I stood S.S.E. and was separated from it only by a narrow glen whose sides however were formed by inaccessible precipices." Having gathered his plants, Tolmie returned to Fort Nisqually on the evening of September 5. He was the first white to enter what is now Mount Rainier National Park, an area long known to the Pacific Northwest Indians.

Later, Tolmie became a chief factor in the Hudson's Bay Company and for many years lived at Fort Nisqually, where he headed up the Company's subsidiary, the Puget's Sound Agricultural Company. Although a neighbor to the mountain until the late 1860s, he never again made a "botanising excursion" to its slopes.²

Many years later a mountain in the northwest portion of the park was named Tolmie Peak in honor of the doctor's excursion. Generations of visitors to the park have assumed that it was the peak that Tolmie had discovered. However, Historian Aubrey Haines has demonstrated rather successfully that Tolmie did not climb that peak, but more likely ascended today's Mt. Pleasant southeast of Mowich Lake.³

A century later, as the centennial of Tolmie's hike neared, plans began to emerge for marking the anniversary. Asahel Curtis, a professional photographer in Seattle and the then driving force behind the citizens' Rainier National Park Advisory Board, spearheaded the planning. In 1929 he arranged for Park Superintendent O.A. Tomlinson to send some plants from Mount Rainier to S.F. Tolmie, son of the doctor and then the prime minister of British Columbia. He also wrote the director of the National Park Service, Horace M. Albright, advising him of the importance of a celebration. Curtis' idea was for a memorial arch of some nature to be erected at a new entrance near where Tolmie had entered the future park. For some years plans had been discussed regarding this entrance (later to be known as Mowich), but as of 1929 the state road did not extend beyond Fairfax which was 11½ miles from the park boundary. (The federal government would have to build the

2. Journal, 1833, typescript, William Fraser Tolmie Papers, Library Archives, University of Washington, Seattle; Haines, Mountain Fever, pp. 3-7; Oscar Osburn Winther, The Old Oregon Country, A History of Frontier Trade, Transportation, and Travel (1950; reprint ed., Lincoln: University of Nebraska Press, 1969), p. 75.

3. Haines, Mountain Fever, p. 6-7.

inside the park, from the boundary to Mowich Lake--a distance of 5.3 miles.) Albright was in full agreement with Curtis' ideas, but noted that the state road would first have to be built.⁴

By the fall of 1931, Associate Landscape Architect Ernest A. Davidson of the National Park Service's San Francisco office was assigned the task of designing an entrance station for the still unbuilt road, even though the Park Service's budget did not appear promising for its share of the work. The following spring Curtis wrote Davidson asking how the plans were progressing. In his letter Curtis said, "You will recall that we were discussing making this along the line of a Hudson's Bay Post." Shortly thereafter Davidson sent Curtis a print of the preliminary plan. It called for a two-story log blockhouse of a design similar to those that had dotted western Washington in the 1850s. Furthering the theme, a stout log palisade guarded both sides of the entrance.⁵

When Superintendent Tomlinson learned that the Washington Office was not too pleased with Davidson's design, he immediately wrote the director that "we all feel that it is very appropriate. Pioneer settlers frequently made use of the stockade to protect their buildings which were erected in small clearings in the dense forests. They also made use of the block house type building for defense purposes and these were not

4. S.F. Tolmie, Nov. 8, 1929, to Curtis, and Albright, Dec. 6, 1929, to Curtis, Asahel Curtis Papers, Library Archives, University of Washington, Seattle.

5. Curtis, Apr. 23, 1932, to Davidson, and May 10, 1932, to Tomlinson; Davidson, Apr. 30, 1932, to Curtis, all in the Asahel Curtis Papers, Library Archives, University of Washington, Seattle. At this time a discussion occurred as to what to call the new entrance. Curtis preferred "Tolmie;" Tomlinson wanted to call it "West" or "Northwest;" and Acting Director Arno B. Cammerer was quite firm about calling it "Mowich." The National Park Service had already (1930) constructed a log blockhouse-type ranger station at Yakima Park on the opposite side of Mount Rainier. It is interesting to note that the Park Service said that this type of construction was representative of American pioneer blockhouses, while Curtis thought of it as being a replica of British fur trading posts.

infrequently enclosed by stockades. Some of these old block houses are still in existence."⁶

Curtis too wrote Washington urging acceptance of Davidson's plan. He received a reply that the National Park Service could not finance either an entrance station or the road construction to Mowich Lake. Curtis was dismayed. The premier of British Columbia had already been invited to the celebration. Agitated, he wrote Tomlinson, "We are like a Chinaman, we have to see what we can do to save face." The state would have its road completed on time; but if the National Park Service could not prepare the grounds at the entrance and place a bronze plaque there, Curtis was in favor of immediately abandoning the proposed centennial observation. In less than a week the park superintendent informed him that \$20,000 had been made available for the Mowich Entrance parking area.⁷

Premier Tolmie, members of his family, and a number of other Canadians arrived for the centennial, on September 2, 1933. The parking area had been completed and a bronze plaque had been mounted on a pylon of logs--a small part of Davidson's original plan. The text of the plaque read, somewhat erroneously:

This entrance to Rainier National Park, a replica of a Hudson's Bay Post, is erected by the National Park Service to commemorate the arrival here 100 years ago, September 2, 1833, of Dr. William Fraser Tolmie, the first white man to explore the area, and an outstanding citizen who long served the Pacific Northwest as physician, farmer, explorer, factor, legislator, historian and botanist.

6. Tomlinson, July 5, 1932, to Director, NPS, Mowich Entrance Dedication, Memorials and Dedications, Archives, Mount Rainier National Park. It has been estimated that 58 blockhouses dotted western Washington in 1855-56, 35 of which had been built by volunteers of Washington Territory and 23 by settlers. See Herbert M. Hart, Pioneer Forts of the West (Seattle: Superior Publishing Co., 1967), p. 81.

7. Curtis, July 15, 1932, to Asst. Dir. A.B. Cammerer, and Aug. 6, 1932, to Tomlinson; Cammerer, July 25, 1932, to Curtis; Tomlinson, Aug. 12, 1932, to Curtis, all in Asahel Curtis Papers, Library Archives, University of Washington, Seattle.

The plaque and the pylon are now gone. The parking area may still be traced. The park road to Mowich Lake was eventually built. And today Mount Pleasant looks down upon the Wonderland Trail which passes between it and Mount Rainier.⁸

B. The Americans

From the early 1840s on, the Hudson's Bay Company employees in the Pacific Northwest found an ever increasing number of Americans settling the area as thousands of immigrants came westward on the Oregon Trail. A squadron of U.S. naval vessels under Lt. Charles Wilkes entered Puget Sound in 1842 to map the coastline. (Mount Rainier's altitude was then measured as 12,330 feet; today it is considered to be 14,410 feet in elevation.) In 1846 the United States and Great Britain signed a treaty establishing the 49th Parallel as the international boundary between the United States and the British Possessions to the north. Washington became a territory in 1853. And by 1855 strife had broken out between settlers and Indians on both sides of the Cascades.

1. Possible Climbs, 1852 and ca. 1855

The historical records are scanty, but evidence exists that attempts to climb Mount Rainier were made in the years 1852 and about 1855. In the research for his book, Mountain Fever, Aubrey Haines discovered an article that had been published in the Olympia Columbian on September 18, 1852, entitled "Visit to Mt. Ranier [sic]." According to the article three men: Robert S. Bailey, Sidney S. Ford, Jr., and John Edgar, had undertaken to climb the mountain in August. Taking two days to reach the snowline they continued for one-half mile farther where they camped. The article did not claim that the men had reached the summit--or any point near it. In fact, by saying that the party had stayed at its

8. J.E. Denis, Aug. 17, 1933, to Curtis, Asahel Curtis Papers, Library Archives, University of Washington, Seattle; Tomlinson, Sept. 7, 1933 to the Director, NPS, Mowich Entrance Dedication, Memorials and Dedications, Archives, Mount Rainier National Park. Premier Tolmie had to bring a Union Jack with him; all Curtis could find was a Canadian Flag of Commerce.

highest camp for two days and had fared on bear, goat, deer, bird, and berries, the article implied that the elevation reached was not at all great. Only tentative conclusions may be reached concerning even this, the most probable one being that the adventure was comparable to Tolmie's excursion in 1833, and that the highest elevation reached was probably not much greater--perhaps 6,500 feet.⁹

This account has already noted the claim of the Yakima, Sluiskin, to have guided two unknown white men from the Yakima Valley to Mystic Lake on the north side of the mountain around 1855. Sluiskin told L.V. McWhorter that the two were King George men, i.e., British. Both were middle aged. One of them was a short man with black eyes like an Indian's. He was a fine looking man with a clean face. His clothes looked like corduroy. Sluiskin suspected that this man was of Mexican descent. The other man was tall, slender, "not good looking, but about right." He had a reddish moustache, light hair, and brown eyes. Sluiskin thought he might have been part Indian.

Sluiskin remained at their camp at Mystic Lake while the two men started up the mountain:

Next morning I saw them put lunch in pockets and leave camp. I did not know where they go, but they start up the mountain. . . . They started early at daylight and came back after dark the same day. I stayed in camp all day and thought they fell in ice split and died. . . .

The white men told me they went on top of mountain and looked with glass along Cascades toward Okanogan and British Columbia, Lake Chelan and everywhere. They said, "We find lines." They told me they set stick, or rock on top of mountain. . . . They said, "Ice all over top, lake in center, and smoke [or steam] coming out all around like sweat-house."

Next day I started home and did not know where these men went. I left them there. . . .

9. Haines, Mountain Fever, pp. 10-12. Haines adds a fourth name to the party, that of B.F. Shaw, who in his old age said that he had climbed with Ford and Bailey and who implied that they did indeed reach the summit.

McWhorter was convinced that Sluskin's story was a true one and sent it to the Washington Historical Quarterly for publication. In his letter to the editor he said, "I am satisfied beyond a doubt, that the narrative is true and of historic value. Who were these mysterious strangers? Let the student and historian investigate and tell who they were." So far, students and historians have failed to find the answer.¹⁰

2. Theodore Winthrop Renames the Mountain

Theodore Winthrop, an adventurer with a flair for writing and who despised Pacific Northwest Indians, arrived at Port Townsend in 1853. There he hired Clallam Indians and a canoe to take him up Puget Sound to Fort Nisqually. Enroute he saw Mount Rainier for the first time and was spellbound at the sight, "We had rounded a point, and opened Puyallup [Commencement?] Bay, a breadth of sheltered calmness, when I, lifting sleepy eyelids for a dreamy stare about, was suddenly aware of a vast white shadow in the water. What cloud, piled massive on the horizon, could cast an image so sharp in outline, so full of vigorous detail of surface? No cloud.... It was a giant mountain dome of snow, swelling and seeming to fill the aerial spheres as its image displaced the blue deeps of tranquil water. The smoky haze of an Oregon August hid all the length of its lesser ridges, and left this mighty summit based upon uplifting dimness." He continued, "Of all the peaks from California to Frazer's River, this one before me was royalest."

Winthrop became greatly upset when he learned that the mountain had been named Rainier (he spelled it "Regnier"), "in stupid nomenclature perpetuating the name of somebody or nobody." He said that the Indians called it Tacoma--"a generic term also applied to

10. McWhorter, "Chief Sluskin's True Narrative," pp. 97-99, L.V. McWhorter, Oct. 25, 1916, to Charles W. Smith, in the Edmond B. Meany Papers, University Archives, University of Washington, Seattle; Splawn, Ka-mi-akin, pp. 340-341. Although these men said they were British they are placed in this section because the area was American by that time. Also, at that time of difficulty between Indians and whites it was not uncommon for Americans to identify themselves as King George men because the latter got along with the Indians better.

all snow peaks," and decided that it was a more fitting name for the mountain. He was also disturbed about the names Mount Baker and Mount Adams, saying they should be changed to Kulshan and Tacoma the Second respectively. Winthrop could not have guessed that the names Tacoma versus Rainier would become a raging debate decades later.

From Fort Nisqually, Winthrop, now guided by either a Yakima or a Klickitat Indian, marched eastward across the Cascade Range. Along the way he caught several glimpses of the mountain and was even more impressed by its grandeur.¹¹

3. Kautz, 1857

In 1849 the U.S. Army established Fort Steilacoom near the head of Puget Sound and south of Fort Nisqually to protect settlers living in the vicinity of the Hudson's Bay post. Four years later a young lieutenant arrived at the post with his infantry company. His name was August Valentine Kautz, born in Germany in 1828, a private in the Mexican War, and a recent graduate of the United States Military Academy. Like Tolmie twenty years earlier, Kautz could see Mount Rainier looming on the eastern horizon and he soon developed an immense desire to climb it. He would often tell his fellow officers of this desire, but they would respond with incredulousness. Campaigns against Indians, during which he was wounded several times, kept the lieutenant occupied for the next several years. But in 1857 he decided to make the climb.¹²

11. Winthrop, The Canoe and the Saddle, pp. 43-51, 87, and 124.

12. Francis B. Heitman, Historical Register and Dictionary of the United States Army, From 1789 to 1903, 2 vols. (1903; reprint ed., Urbana: University of Illinois Press, 1965) 1:586; Harper's Encyclopaedia of United States History From 458 A.D. to 1902, 10 vols. (New York: Harper & Brothers, 1902) 5:219-220; Kautz, "Ascent of Mount Rainier," p. 393. Kautz went on to become a distinguished general during the Civil War. Following that he took part in Indian campaigns in Arizona, California, and Nebraska. During his army career he wrote several books on army customs. He retired in 1892 with the rank of brigadier general. He died in Seattle in 1894.

Chief Leschi of the Nisqually tribe was a prisoner in the Fort Steilacoom guardhouse that year awaiting his trial (and execution) for the killing of two whites. Kautz became interested in Leschi's situation and the two developed a friendship. When Kautz told the chief of his plan to climb the mountain, the Indian advised him that the best approach was the upper valley of the Nisqually River. Leschi wanted to be the guide himself. Since that was impossible he advised Kautz to employ Wahpowety, an elderly Nisqually "as knowing more about the Nesqually than any other of his people."¹³

Only one other officer, Robert Orr Craig, who was a surgeon visiting from Fort Bellingham to the north, was willing to accompany Kautz. Four enlisted men: Bell, Carroll, Dogue, and Doneheh, volunteered to make the hike. Pvt. Nicholas Dogue, a German, and Pvt. William Carroll, an Irishman, were willing to attempt the climb itself. The other two men were to stay with the horses at Mashell Prairie, an area that Kautz had already visited when pursuing Indians a year earlier. Wahpowety joined the party as it passed through the Nisqually Reservation.

Departing from Fort Steilacoom at noon on July 8, 1857, the climbers reached the foot of Nisqually Glacier on July 13. The next morning they began climbing the glacier, then at noon they moved off the ice and camped near the snowline. On July 15 they began the climb in earnest. Early in the afternoon Private Carroll and Wahpowety gave out and returned to the snowline camp. Shortly thereafter Surgeon Craig began to lag behind. Kautz and Dogue continued their struggle up the mountain:

13. Kautz, "Ascent of Mount Rainier," p. 394; Haines, Mountain Fever, pp. 20-21.

Finally we reached what may be called the top, for although there were points higher yet, the mountain spread out comparatively flat, and it was much easier to get along. The soldier threw himself down exhausted, and said he could go no farther. The doctor was not in sight. I went on to explore by myself, but I returned in a quarter of an hour, without my hat, fully satisfied that nothing more could be done.¹⁴

Kautz believed that he had reached the 12,000-foot level but, as Haines has pointed out, the lieutenant reached that conclusion because of the 1842 Wilkes estimation that the mountain was 12,330 feet high. It's generally believed today that Kautz reached the 14,000 foot level, only 410 feet below the summit. The lieutenant was both disappointed in and proud of the endeavor, "We were much disappointed not to have more time to explore the summit of the mountain. We had, however, demonstrated the feasibility of making the ascent."

The ordeal of the climb soon became evident. When the party returned to Fort Steilacoom, it was found that Kautz had lost 14 pounds in weight and Craig, 21 pounds. Craig took ill and remained so for three months. Wahpowety had suffered from snow blindness and now from an attack of gastritis. Dogue and Carroll were both admitted to the

14. Kautz, "Ascent of Mount Rainier," pp. 394-400; Haines, Mountain Fever, pp. 21-25.

hospital. But Kautz and his associates had proven that Mount Rainier, the giant of the Pacific Northwest, could be climbed.¹⁵

4. Stevens-Van Trump, 1870

"And so, that morning of August 18, 1879, a certain conquest of Mount Rainier was formally completed," thus does Haines describe the first documented successful ascent to the summit of the mountain. Ten days earlier Hazard Stevens, Philemon Van Trump, and Edmund T. Coleman had left Olympia determined to conquer the mountain. At Yelm Prairie they secured the services of James Longmire as guide for the old Packwood trail up the Nisqually to Bear Prairie, south of the mountain. Longmire left them there and Sluiskin, a Yakima, agreed to guide them to what is today known as Paradise Park. Crossing the Tatoosh Range, where Coleman dropped out, the three men reached the snowline at what is now called Sluiskin Falls, where they camped on August 16. Sluiskin refused to climb farther and warned the two whites that they would encounter great dangers on the icy slopes.

15. Kautz, "Ascent of Mount Rainier," pp. 400-402; Haines, Mountain Fever, p. 25; Molenaar, Challenge of Rainier, p. 32. Molenaar believes that Kautz possibly reached the snow crest just east of Point Success and was able to look across the intervening saddle to the crater rim and Columbia Crest, and that Kautz was only 330 feet lower than the absolute summit.

A few months after Kautz retired from the army to reside in Seattle, Fay Fuller published an article in The Tacoman (Jan. 21, 1893) that referred to Kautz's climb: "General Kautz says that the tracings of his route in 1857, which is made only to the vicinity of Peak Success, fails to do him justice, as he claims to have reached the ridge between Crater Peak [Columbia Crest] and Peak Success [Point Success], which is in reality about 14,000 feet high, instead of 12,000 as then generally estimated." Again, in the Feb. 18, 1893 edition, Fuller quoted Kautz as saying, "I did stand on the divide between the middle peak and the south peak ... and saw the sun go down behind the Olympic range."

In June 1920 Superintendent Roger W. Toll, accompanied by Hans Fuhrer, Henry Fuhrer, and Harry McL. Myers, retraced what they believed to have been Kautz's 1857 route, starting in today's Van Trump Park rather than the Nisqually Glacier. Their conclusion was that Kautz had been more or less successful in his climb. See Ascent of Mt. Rainier, June 26-28, 1920, in Henry M. Myers Mt. Rainier Collection, Library Archives, University of Washington, Seattle.

At six o'clock the next morning Stevens and Van Trump began their trek. Ten and one-half hours later they stood proudly on the highest point, which they named Point Success. Van Trump first smelled sulphur then discovered jets of steam. They had discovered the steam caverns hollowed out by melting ice, and they took shelter in one of these for the night. The next morning, after a storm had cleared off, they deposited a brass plate bearing their names (having first scratched out Coleman's name with a knife) and left their canteen under a large stone. They named today's Liberty Cap "Peak Ta-ho-ma" in order to perpetuate what they considered to be the Indian name of the mountain.

It took the pair five hours to make the descent to their camp. Below Gibraltar Rock Van Trump slipped, slid for forty feet, and struck rocks. His face and hands were badly skinned, he had several bruises, and had received a deep and wide gash in the thigh. He managed to limp into camp where he remained while Stevens and Sluiskin returned to Bear Prairie for a horse.

The first published account of the climb appeared in an Olympia newspaper, the Daily Pacific Tribune, on August 29, 1870. It gained considerable interest and the success of Stevens and Van Trump led to another assault on the mountain two months later. Stevens never again climbed to the summit of Mount Rainier; he was content to rest on his laurels. But Van Trump continued a relationship with the mountain for many years to come, as will be seen.¹⁶

In 1897, Edward S. Curtis (Asahel's brother and an even better known photographer) took a photograph of Van Trump at the pre-climb camp at Sluiskin Falls, thus identifying the site for posterity. Stevens

16. Daily Pacific Tribune, Aug. 29, 1870, microfilm, Library, Washington State University, Pullman; Stevens, The First Ascent of Tahoma, pp. 513-30; Haines, Mountain Fever, p. 47. Hazard Stevens was the son of Isaac Ingalls Stevens, the first territorial governor of Washington and who was killed in the Civil War. Hazard himself served in the Union Army and took part in a number of battles. In 1894 he was awarded the Medal of Honor for leading an assault on Fort Huger, Virginia, in 1863. See Heitman, Register, 1:922.

too returned to the park and identified the site in 1918. In 1921 The Mountaineers (Washington) and the Mazamas (Oregon) erected a stone and concrete marker in the form of a bench at the campsite. It remains today, honoring the two climbers and their Indian guide.¹⁷

5. Emmons-Wilson, 1870

At the time Stevens and Van Trump were climbing the mountain the Geological Survey of the Fortieth Parallel was underway under the direction of Clarence King. King dispatched two of his surveyors, Samuel F. Emmons and A. D. Wilson, from the Shasta area in northern California to the Pacific Northwest to gather data on volcanism. The two surveyors arrived at Olympia soon after Stevens and Van Trump had returned to the city flush with success. After talking to Stevens, the two men decided to try their luck with the mountain.

Early in October 1870 they traveled up the Nisqually valley. Again, James Longmire guided them, even if unenthusiastically. The three continued up the valley to Paradise River. Here they found the going too difficult for their pack horses and they backtracked a distance then traveled eastward to the Cowlitz valley. At that point they secured the services of two unnamed Indian guides and Longmire returned home. Haines has traced their route from the Cowlitz along Backbone Ridge toward Cowlitz Glacier. They crossed the glacier toward Cowlitz Cleaver. At Gibraltar Rock they found a rope that Stevens and Van Trump had left behind. At this difficult point Emmons lost his pack. The two climbers reached the summit at one p.m., October 17, 1870. They did not tarry long but began their descent, reaching their camp 17 hours after leaving it.¹⁸

17. A. Curtis, July 22, 1931, to Tomlinson, Asahel Curtis Papers, Library Archives, University of Washington, Seattle; U.S. Department of the Interior, National Park Service, List of Classified Structures, Mt. Rainier National Park, Washington, prepared by Robert L. Carper (Denver: National Park Service, 1976).

18. Haines, Mountain Fever, pp. 51-56.

Six years later a curious development took place when Hazard Stevens published an account of his own climb in Atlantic magazine. In the article Stevens stated that he believed that he and Van Trump were still the only persons who had climbed to the summit. The weekly journal, The Nation, took note of the article adding that Stevens was not perfectly accurate since Emmons and Wilson had also reached the top. The Nation soon heard from Stevens: "I still think we are the only ones who have ever achieved the summit of Takoma...." He did not believe that Emmons and Wilson had been successful because they had never said in print that they were, and because Emmons had incorrectly described the summit as having but one crater whereas it actually had two. "I have heard, however," Stevens concluded, "that Mr. Emmons ascended upon our track until he came to the rope we left hanging on the precipitous side of the mountain, and upon giving it a pull to test its strength it came down in his hand, and he thereupon turned back."¹⁹

The same issue of the magazine carried a rebuttal from Emmons. He first expressed surprise that Stevens would charge him with making a false statement. He recounted how he had visited Stevens at his Portland, Oregon, home after he and Wilson had made their climb and that he had told Stevens then that the rope had indeed come loose and he and Wilson had retied it. Further, Stevens did not understand the geology of the mountain. Rainier did not have two independent craters as Stevens thought; instead the more recent crater, on the eastern summit, had broken through and partly filled the earlier and larger one. The reason he and Wilson had not yet published a popular account of their climb, Emmons wrote, was because they still hoped to return to Mount Rainier to complete their exploration of the west and north sides. To clinch his arguments, Emmons included a topographical sketch of the mountain's summit that he took from his field notebook, undoubtedly the first such drawing ever made.²⁰

19. The Nation, Nov. 9, 1876, pp. 287-288, and Nov. 23, 1876, p. 312.

20 The Nation, Nov. 23, 1876, pp. 312-313.

This letter apparently concluded the matter. Today there is little or no doubt but that Emmons and Wilson did indeed stand upon the summit of Mount Rainier. A glacier has been named for each of the two surveyors.

6. Bayley-Van Trump-Longmire, 1883

George B. Bayley, an experienced climber from Oakland, California, was visiting in the Pacific Northwest in the summer of 1883 when he decided to climb the mountain. He persuaded Philemon Van Trump to accompany him, and once again James Longmire was impressed as guide to the mountain. At Mashell Prairie the party stayed at Indian Henry's farm and Henry agreed to take them and their horses to what would be named Paradise Park.

Rather than traveling by way of Bear Prairie, the group continued up the Nisqually valley. They camped on the river bank near a number of soda and iron springs. This camp would be of great importance to James Longmire for he would return to this site and establish Mount Rainier's first hotel--at today's Longmire.²¹

The climbers established a high camp three miles above snowline. Indian Henry reluctantly went that far but refused to make the actual climb itself. Longmire, however, decided that he would join Bayley and Van Trump in the attempt, even at his age of 63. The three men succeeded in reaching the summit on August 16, 1883. They placed a lead sheet on the summit with their names inscribed on it. Van Trump added to his laurels by being the first person to reach the top more than once. More than 25 years had passed since Kautz had made his

21. Ibid., pp. 60-63. It is sometimes said that Longmire first saw these springs on the return trip from the summit when he was looking for a wandering horse. See USDI, NPS, Longmire Cabin, Mount Rainier National Park, by Benjamin Levy (Washington: National Park Service, 1968), pp. 3-4, quoting Longmire's grandson, Len. Levy concludes that Len Congmire was in error.

assault on the mountain, but still fewer than ten people had yet stood on its icy summit.²²

7. Three Men from Snohomish, 1884

A year later, in August 1884, three men from Snohomish, Washington--George James, J. Warner Fobes, and Richard O. Wells--succeeded in reaching the summit. There they found the lead plate from 1883. This climb is noteworthy for the fact that it was the first climb made from the northeast side of Mount Rainier.²³

8. John Muir, 1888

In 1888 John Muir, aged 50, visited through the Pacific Northwest. Among the places on his itinerary were the Columbia River, Spokane Falls, Snoqualmie, Puget Sound, Victoria, and Mount Rainier. When he had left his home in California, the summit of Rainier had not been on his mind. "Did not mean to climb it," he later wrote his wife, "but got excited and soon was on top." The decision to climb "the noble King Mountain" had been made by the time Muir and his artist friend, William Keith, reached Seattle in July. Joining them in their adventure were Edward S. Ingraham, a Seattle school teacher who had already climbed the mountain, and Arthur C. Warner, a young photographer whom Muir wanted along as a "special artist." His pictures would be the first photographs of the summit. Van Trump joined the party near Yelm as a guide; this would be his third ascent. Others in the party included Daniel W. Bass, Charles Piper, N. O. Booth, and H. Loomis.²⁴

22. Haines, Mountain Fever, pp. 65-66. Another member of the party was William C. Ewing. Like Indian Henry, he decided not to go beyond the high camp.

23. Aubrey L. Haines, "Three Snohomish Gentlemen Make a Successful Ascent," The Mountaineer 47 (Dec. 15, 1954): 5-7 and 75-76.

24. William Frederic Bade, The Life and Letters of John Muir, 2 vols. (Boston: Houghton Mifflin Co., 1924) 2:219; Arthur Churchill Warner, Aug. 26, 1888, to "Dear Allie, and all at home," Warner Correspondence and Supporting Papers, Library Archives, University of Washington, Seattle.

Muir described the journey to Paradise:

The guide was well mounted, Keith had bones to ride, and so had small queer Joe, the camp boy, and I. The rest of the party traveled afoot. The distance to the mountain from Yelm in a straight line is about fifty miles. But by the Mule-and-Yellow Jacket trail, that we had to travel, it is one hundred miles. For, notwithstanding a part of the trail runs in the air where the wasps work hardest, it is far from being an air-line as commonly understood.

James Longmire had already established his inn at the springs although the hotel building was still under construction:

Springs here and there bubble up from the margin of a level marsh, both hot and cold, and likely to tell in some way on all kinds of ailments. At least so we were assured by our kind buxom hostess, who advised us to drink without ceasing from all in turn because "every one of 'em had medicine in it and [was] therefore sure to do good!" All our party were sick, perhaps from indulging too freely in "canned goods" of uncertain age. But whatever the poison might have been, these waters failed to wash it away though we applied them freely and faithfully internally and externally, and almost eternally as one of the party said.

Next morning all who had come through the ordeal of yellow-jackets, ancient meats, and medicinal waters with sufficient strength, resumed the journey to Paradise Valley and Camp of the Clouds [Alta Vista], and, strange to say, only two of the party were left behind in bed too sick to walk or ride. Fortunately at this distressing crisis, by the free application of remedies ordinary and extraordinary, such as brandy, paregoric, pain-killer, and Doctor somebody-or-other's Golden Vegetable Wonder, they were both wonderfully relieved and joined us at the Cloud Camp next day, etc., etc., etc.²⁵

Warner wrote that the trail from Longmire Springs to Paradise was rough. His horse fell three times. But once at the Camp of the Clouds he enjoyed the impressive scenery. The party spent a full day at this camp and Muir took Warner with him to look at the glaciers. On August 13 all was in readiness for the climb. The six men who were to

25. Bade, John Muir, 2:229-230.

make the attempt were Muir, Piper, Van Trump, Bass, Ingraham, and Warner. Each took a blanket and a little hardtack in a knapsack, and Warner, of course, had the additional burden of his camera. They climbed to about 10,000 feet and camped for the night, making "houses" out of large flat rocks. This they named Camp Muir.

At 4:30 a.m. on August 16 the final climb got underway. At 12,000 feet they put spikes into their shoes. At 11:45 a.m. all but Piper stood on the summit--he arrived at 12:45. Warner got his camera ready, "I made my negatives and nearly froze my arms for I had to take off my coat to focus with." Muir, with his customary eloquence and with a hint of the difficulty of the climb, described his feelings about the summit--which at that time was believed to be the highest in the lower United States:

The view which we enjoyed from the summit could hardly be surpassed in sublimity and grandeur; but one feels far from home so high in the sky, so much so that one is inclined to guess that, apart from the acquisition of knowledge and the exhilaration of climbing, more pleasure is to be found at the foot of the mountains than on their frozen tops. Doubly happy, however, is the man to whom lofty mountain-tops are within reach, for the lights that shine there illuminate all that lies below.²⁶

During the descent, Van Trump once again fell but this time without injury. Piper was crossing an ice bridge when it broke; he too was not hurt. Once below the always-dangerous section at Gibraltar Rock, the men had a grand time sliding on the snow.

Muir and a few others remained at Paradise and at Longmire Springs for several days resting from the climb. The naturalist set stakes at Nisqually Glacier to determine the rate of flow and learned that it moved 12 inches in 22 hours. When Warner finally got back to the city he was able to report that his "negatives came out fine." As a result of Muir's

26. John Muir, Steep Trails, ed. William Frederic Bade, (Dunwoody, Ga.: Norman S. Berg, 1970), pp. 269-270; Warner, Aug. 26, 1888, to Dear Allie.

writing and Warner's pictures, Americans became better acquainted with Mount Rainier.²⁷

9. Fay Fuller, 1890

Fay Fuller, the daughter of a Tacoma publisher, first became interested in the idea of climbing Mount Rainier when she was a 16-year-old school teacher. The person who lit the spark in her mind was none other than Philemon Van Trump. About 1887 she camped with friends at Paradise, this experience increasing her desire to reach the top. Three years later the opportunity to do so came her way. In August 1890 Fuller and a party of four others successfully made the climb, spending the night in the crater on the summit. The mountain had finally been conquered by a lady. Recalling the climb many years later, Fuller told how her climbing bloomers had then been considered quite immodest (a photograph of her, however, showed that her dress had reached down to her ankles almost wholly covering her bloomers).

Fuller made a second successful climb, as a member of the Mazamas, in 1897. On this occasion red flares were fired from the summit and they were seen by her parents in Tacoma. Perhaps as important as her climbs, was Fuller's articles on Mount Rainier climbing history and on the need for making the mountain a national park that she wrote for her father's newspaper, Every Sunday, (later Tacomian) in 1892-1893.²⁸

10. Other Notable Events

In the late 19th century the railroad companies, for their own commercial reasons, played a large role in publicizing the natural wonders

27. Warner, Aug. 26, 1888, to Dear Allie; Haines, Mountain Fever, pp. 85-94.

28. Haines, Mountain Fever, p. 113; Every Sunday (and Tacomian), 1892-1893, microfilm, Washington State Library, Olympia; Fay Fuller Briesen, May 4, 1933, to Supt. Tomlinson, Mountain Climbing, Archives, Mount Rainier NP. Later, when married to a wealthy lawyer and living on Park Ave., New York, Fuller returned to Paradise for an overnight visit in 1923.

of the Far West. Mount Rainier was no exception. Beginning in the 1880s the Northern Pacific Railway directed its attention to the scenic attractions of the mountain. Geologist Bailey Willis, employed by the Northern Transcontinental Survey but closely associated with the Northern Pacific, explored the region to the northwest of Mount Rainier for coal deposits. Attracted to the mountain itself, he began a trail that eventually led up to Carbon Glacier and to Spray Park. In 1883 Willis led a group of scientists, all guests of the Northern Pacific, into the area. They, of course, were impressed with the majesty of the mountain and the hope was expressed that Mount Rainier would become a national park. Willis continued his explorations and before the end of the century had made a complete reconnaissance around the mountain.²⁹

In 1894 the Northern Pacific arranged for the editor of its magazine Wonderland, Olin D. Wheeler, and a railroad photographer to climb the mountain. Wheeler's account of both the climb and the scenery, while having originated because of the railroad's interest in the tourist business, gave an impetus to the concept of the mountain's future as a national park. Also as a result of this climb a three-color map of Mount Rainier was made available which was the best yet and would remain so until Eugene Ricksecker compiled a topographical map for the U.S. Corps of Engineers in 1906.³⁰

Philemon Van Trump returned to Mount Rainier in 1908. He was now a widower and too old to climb the mountain, but he became a camp helper at Indian Henrys Hunting Ground where he enthralled visitors every summer with stories of his early climbs. In 1913 the park superintendent appointed the elderly gentleman as a seasonal ranger. He was 75 years of age but was described as being active and energetic. The next year the superintendent wrote that night after night visitors

29. McIntyre, "Short History," pp. 55-56 and 72-73.

30. Haines, Mountain Fever, pp. 179-181; Eugene Ricksecker, map, "Mount Rainier National Park," November 1906, revised to October 1907, Archives, Mount Rainier NP.

took great delight in listening to Van Trump's stories of his first ascent and recommended that he be reappointed yearly for the rest of his life, if not actually given a permanent position. But Van Trump decided not to return to the park for the summer of 1915. Instead he went back to New York where he died the following year--the same year the National Park Service was established. In 1970, the centennial of Van Trump's first climb, a small brass plaque commemorating the event was attached to Register Rock at Columbia Crest on the summit.³¹

Climbing Mount Rainier has grown increasingly popular over the years and the number of successful ascents (today called assaults) continues to grow. Despite this popularity, the mountain remains its unforgiving self. The first climbing death on the mountain occurred in 1897. That year a group of members of the Oregon-based Mazamas made the ascent. One of the group was Professor Edgar McClure from the Chemistry Department at the University of Oregon. During the descent, darkness overtook McClure and his companions. At that time there was no shelter hut at Camp Muir and the party continued to make its way down to Paradise by moonlight. McClure, apparently taking a shortcut, accidentally stepped over the edge of a large rock formation into a void and fell to his death. The formation today is called McClure Rock.³²

Records and "firsts" of various sorts continue to be made at Mount Rainier. In 1964 the mountain was opened to winter climbing. Two years later the first woman to make a winter climb, Julia Ann Herrmann, reached the summit. Back in 1921 two people established a first of sorts

31. Supt. Ethan Allen, June 10, 1914, to Sect. of the Interior, History-Letters and Memoranda, Archives, Mount Rainier NP; Haines, Mountain Fever, pp. 203-204; Seattle Times, Aug. 22, 1970.

32. Haines, Mountain Fever, pp. 194-197; Williams, The Mountain That Was "God," p. 115; McIntyre, "Short History," p. 68. The first death in today's national park occurred at Longmire in 1887 when E.H. Hudson, at Longmire Springs, dropped his pistol which discharged upon hitting the ground, the bullet striking him in the neck. See Haines, Mountain Fever, p. 95.

by being married on the summit. This ceremony was repeated in 1970 when two students from the University of Washington were married on the top--the mother of the bride barely arriving in time. And in 1978 Julius Boehm of Issaquah, Washington reached the top. He was 80 years old.³³

11. Mountaineering Clubs and Guides

The first mountaineering club in the Pacific Northwest appears to have been the Oregon Alpine Club that was formed at Portland, Oregon, in the fall of 1887. In one of her newspaper articles Fay Fuller noted that one of its members, Charles H. Gove, had successfully climbed Mount Rainier in 1889. The Oregon Alpine Club had a short life and was succeeded in 1894 by the Mazamas, whose name came from an early scientific name of the mountain goat, Oreamnos montanus. This new club became formally incorporated in 1899 and one of its charter members was Fay Fuller. It continues to be a leading mountaineering organization today.³⁴

Washingtonians were slower to organize. Not until 1891 did a group of climbers form the Washington Alpine Club, in Seattle. Fuller joined this group also. But for reasons not known, the club faded away after holding only one meeting. Two years later another group, this time meeting in Tacoma, formed a club using the same name. Gen. A. V. Kautz, retired from the army, became its president. Not all climbers in the area supported the new club, their reasons originating in local partisan politics. These rebels attempted to form a rival organization called the Tacoma Alpine Club. Neither organization became a permanent success.³⁵

33. Seattle Times, Mar. 31, 1966; Daily Olympian, July 6, 1970; Seattle Post Intelligencer, Aug. 3, 1978. McIntyre, "Short History," p. 162.

34. Haines, Mountain Fever, pp. 84, 178-179, and 234 note 85; Every Sunday, Dec. 24, 1892.

35. Haines, Mountain Fever, pp. 119 and 155-158.

In 1906, however, Washington finally acquired a permanent climbing club with the establishment of The Mountaineers. In November a volunteer committee composed of Dr. E. Weldon Young, Asahel Curtis, and Dr. Cora Smith Eaton, invited other climbers to attend a meeting in Seattle to hear Frederick A. Cook who had just returned from a successful climb of Mount McKinley, Alaska. Before the evening was over a resolution was passed to investigate the forming of a local club. In December 1906 a constitution, by-laws, and a name were adopted. That first name, "The Seattle Mountaineer's Club, Auxiliary to the Mazamas," was shortened in January 1907 to "The Mountaineers, auxiliary to the Mazamas," and changed again that November to simply "The Mountaineers." The first president was Professor Henry Landes. Curtis became one of nine directors and the chairman of the Outing Committee. In the spring of 1907 the first issue of The Mountaineer was published.³⁶

Not unexpectedly, The Mountaineers took a considerable interest in Mount Rainier's fortunes. In 1908 Professor J. B. Flett of Tacoma, later a park ranger, gave an illustrated lecture on "The Mountain." (Tacomites rarely used the name "Rainier," preferring "Tacoma," "Tahoma," or simply "The Mountain.") Eugene Ricksecker, the engineer who constructed the park road from the Nisqually Entrance to Paradise, gave another illustrated lecture, "Road-making in the Mt. Rainier National Park," in 1910. The following year a Dr. Van Horn presented a paper, "Mt. Rainier and the Olympics." As the club matured it took an increasing interest in developments in the national park. It urged congressmen to pass appropriations for trail improvements; it supported the Smoot Bill for the creation of a Bureau of National Parks in the Federal government, and it resolved that the superintendent of the national park should be a trained man and not a political appointee. Other resolutions passed by The Mountaineers included the extension of the park boundaries and the restoration of the name "Indian Henrys Hunting Ground," which had disappeared from maps by 1915. On this

36. Minute Books, Board of Trustees, The Mountaineers, microfilm, Library Archives, University of Washington, Seattle. Minutes of meetings from Nov. 6, 1906, to Nov. 15, 1907.

last, the U.S. Board of Geographic Names quickly wrote the club with the information that the name had been restored. When the U.S. Department of the Interior decided to allow grazing in national parks in World War I, The Mountaineers protested strongly, especially with regard to Mount Rainier (they assured Secretary Franklin Lane they were nonetheless patriotic).³⁷

As early as 1910 The Mountaineers, and others, were discussing the idea of erecting a shelter hut at Camp Muir. Many people believed that had a shelter existed at the time of the McClure incident, the professor would have remained there instead of attempting a descent in the dark. For a time it seemed that a private citizen was willing to build the shelter at his own expense and donate it to the federal government. The Secretary of the Interior had no objections to the idea providing the hut was of "suitable and sightly character" and located where the park superintendent wanted it. What happened next is not known, but the hut was not constructed at this time (1912).³⁸

John Muir died in 1914. At a March 1915 meeting of The Mountaineers a discussion took place concerning a memorial for the great naturalist. Again, the idea of a shelter at Camp Muir came up and the Legislative Committee was directed to discuss the matter with the park superintendent. Stephen T. Mather, soon to be the first director of the National Park Service, enthusiastically welcomed the suggestion and the necessary federal funds were soon found. The plans for the structure were prepared by Carl F. Gould, a member of The Mountaineers. The shelter was constructed in 1916 at a cost of \$573.00. Its interior dimensions were 8 by 20 feet and 7½ feet in height. The dry stone rubble walls were three feet thick. This shelter is still in use today,

37. Ibid, minutes of meetings from 1908 to 1918.

38. Asst. Sect. of Interior C.A. Thompson, Feb. 8, 1913, to Supt. E.S. Hall, Mountain Climbing, Archives, Mount Rainier NP; A. Curtis, Nov. 16, 1910, to E.S. Meaney, and June 5, 1912, to S.A. Perkins, Curtis Papers, Library Archives, University of Washington, Seattle. Perkins may have been the person willing to put up the money.

extensive repairs having been made to it in 1966. Its park structure number is PX-202.

In 1921 the National Park Service built a similar structure, 18 by 35 feet, near this first. It has a stone foundation and the stone rubble walls are partly mortared. Its purpose was to provide shelter for climbers on the mountain, the earlier structure then being set aside as a shelter for guides. Today its structure number is PD-301.³⁹

At a Mountaineers meeting in 1924 the suggestion was made that a fund be started for a shelter at Camp Curtis, on the northeast side of the mountain near Steamboat Prow (this camp was named in honor of Asahel Curtis). This suggestion fell by the wayside and nothing more was done about it. Six years later The Mountaineers' National Parks Committee was requested to write the superintendent of Mount Rainier urging the government to construct shelters at Camp Curtis and at McClure Rock with federal funds. (Apparently, too, The Mountaineers wanted another shelter hut erected on the summit of the mountain. Supt. O.A. Tomlinson attended a meeting of the club in February 1931 arguing against such a structure, saying that its existence would encourage inexperienced climbers to go up.)⁴⁰

None of these three proposals was carried out. In 1963, however, the Camp Shurman Memorial Shelter was constructed, with both private and federal contributions, at Steamboat Prow. It was a memorial to Clark Schurman who was chief guide at Sunrise for many years and who died in 1955. Construction was undertaken by his friends, including Mountain Rescue people, Explorer Scouts, and the National Park Service. The

39. Secretary's Report for the Year Ending Nov. 30, 1916, The Mountaineers; USDI, NPS, Carper, List of Classified Structures. The older shelter at Camp Muir was then set aside for guides.

40. Minute Books, The Mountaineers, from 1919 to 1945. Eugene Ricksecker had been the first to suggest a shelter on the peak.

building consisted of a prefabricated steel shell, somewhat like a modified Quonset hut. The ends were concrete plaster over wire mesh, and stone walls were constructed outside the structure to provide additional shelter. The dimensions of the hut are 18 by 8 feet and a maximum height of 10 ½ feet. Its park number is WX-304.⁴¹

Over the years all the major climbing clubs--the Mazamas, the Sierra Club, The Mountaineers--held "outings" in the national park. These trips often involved large numbers of people and considerable time. In 1909, The Mountaineers spent several weeks on the mountain, establishing their main camp in Moraine Park on the north side. The 79 members of the outing explored the surrounding country and 17 of them climbed to the summit via Emmons (then called White) Glacier. Because of the large amount of snow still on the ground and the lack of good trails, the club voted that the next outing on Mount Rainier be held on the east side of the mountain.⁴²

The Mountaineers were responsible for two memorial benches on the mountain. At Sluiskin Falls near Paradise Park they and the Mazamas constructed and dedicated a stone and concrete bench in 1920 as a memorial to Stevens and Van Trump--on the fiftieth anniversary of their pioneering climb. The sculptor of this memorial was James A. Wehn. On the Burroughs Mountain trail near Yakima Park a memorial bench was erected and dedicated in 1936 for Historian Edmond S. Meany who had been president of The Mountaineers for many years and who died in 1935. (The U.S. Board of Geographic Names also adopted the name Meany Crest for a prominent ridge above Summer Land.)⁴³

41. USDI, NPS, Carper, List of Classified Structures; Seattle Times, Oct. 6, 1963.

42. Minute Books, The Mountaineers, Dec. 7, 1911 and Mar. 4, 1912; Report on 1909 Outing, Curtis Papers, Library Archives, University of Washington, Seattle; Williams, The Mountain That Was "God," p. 126.

43. Minute Books, The Mountaineers, Sept. 18, 1919 and Feb. 6, 1936.

Not directly associated with the clubs but certainly an important element in climbing were the guides of Mount Rainier. As early as 1907 park officials were authorizing specific individuals to act as guides and packers. That year seven men, including three Longmires, received permission to be guides and packers between Longmire and Paradise Park and Indian Henrys Hunting Ground. One individual had a monopoly on guiding within Paradise. Guiding to the summit was limited to three persons: Len Longmire and Jules and Joseph Stampfler. In 1912 permits were issued to two men to act as guides in the Carbon and White rivers districts.⁴⁴

Apparently some concern was felt about the quality of some of the early guides for, in 1910, a suggestion was made to The Mountaineers that the club approach the federal government with the idea that guides not only have a license but that they also take an examination for physical fitness. A year later, at the suggestion of Francis E. Matthes of the U.S. Geological Survey, the park superintendent instituted an "Official Guide System," that was copied from the system used in Switzerland. Then, in 1918 the principal concessioner, the Rainier National Park Company, took responsibility for guide service.

The Mountaineers soon became annoyed with this situation. It seemed that one had to hire a guide to hike anywhere. The club did not object to the company's monopoly, but to the way the company exercised its powers excessively. At a joint meeting in Seattle the climbing club recommended to the National Park Service that it clearly post these trails and hikes that visitors could safely take without the trouble and expense of having a guide. Today there is still a guide service at Mount Rainier National Park for those visitors who want or need it. The guides are now known as the Rainier Mountaineering Inc. In addition to their duties

44. G.F. Allen, July 31, 1908, to S. Estes, and E.S. Hall, July 22, 1912, to Sect. of Interior, Concessions, 1907-1953, Archives, Mount Rainier NP. Joseph Stameffler was the "small queer boy" who had accompanied the Muir party in 1888.

as guides these highly skilled men and women take part in dangerous and difficult mountain rescues.⁴⁵

The Rainier National Park Company constructed a large rustic building for its guide service at Paradise about 1920. It is a four-story, frame, wood shingle, log trim structure. The upper two stories are under a steeply pitched gambrel roof. The ground floor of the building was used by the company as an auditorium and a projection room for programs for guests. Later, park naturalists gave talks in this area. The second floor was (and still is) used primarily by the guide service. Here the visitors signed up for guided climbs, rented climbing equipment, and so forth. In winter months, ski equipment could be rented. The upper floors were used as quarters for the guides and, after 1952, for general concession employee housing. There were 23 rooms containing 43 beds. The dimensions of the structure are 74½ by 32 feet; its park number is PD-602.⁴⁶

C. Conclusions and Recommendations

Mount Rainier, because of its very size, dominated the scene from the early days of European exploration of the north Pacific Coast. The British, through the fur trade companies, were the first whites to establish themselves in what is now Washington State. It is fitting that the first white to explore the national park was Dr. William Fraser Tolmie, Hudson's Bay Company. The history of the earliest climbs is shadowy in detail but it is clear that the desire to reach the mountain's summit evolved early in the immigrants' minds. Lieutenant Kautz proved in 1857

45. A. Curtis, Nov. 16, 1910, to E.S. Meany, Curtis Papers, Library Archives, University of Washington, Seattle; Minute Books, The Mountaineers, February 1923; McIntyre, "Short History," p. 111.

46. USDI, NPS, Carper, List of Historical Structures; Curtis K. Skinner, "Brief History of Overnight Accommodations in Mount Rainier National Park," 1958, Park Development, Construction Programs, Archives, Mount Rainier NP. The writer has found three dates for the construction of this building: 1919, 1920, and 1921.

that the mountain was accessible. In 1870 Stevens and Van Trump won the historical honor of being the first to stand on its highest point. Emmons and Wilson, also in 1870, were the first men of science to make the ascent. John Muir and the mountain honored each other in 1888. In 1890 Fay Fuller showed that women too could conquer the peak. The mountaineering clubs made Mount Rainier increasingly popular and their efforts in conservation and interest in administration added significantly to the park's history. People will continue to reach the summit and for each individual it will be a personal triumph, or failure, but always an adventure in body and spirit.

Recommend that the history of exploration and mountaineering continue to be interpreted through various means as an important part of Mount Rainier's past.

Recommend that the public shelter (PX-301) and the guide shelter (PX-202) at Camp Muir be considered for nomination to the National Register of Historic Places. Both structures are already on the area's List of Classified Structures.

Recommend that the guide house at Paradise Park also be considered for nomination to the National Register of Historic Places and that it be added to the area's List of Classified Structures.

Because they do not meet the criteria, recommend that the following structures not be nominated to the National Register: Stevens-Van Trump Historical Monument, Meany Memorial Bench, Camp Schurman Memorial Shelter, and the Mowich Entrance.

III. Early Resorts, Hotels, and Concessions

A. Longmire

James and Virinda Longmire with four children traveled west on the Oregon Trail in 1853. The immigrant party that the Longmires accompanied (about 175 people and 36 wagons) reached the old fur trading post of Fort Walla Walla on the Columbia River in September. Instead of going down the Columbia, as parties of earlier years had done, these immigrants traveled up the Yakima and Naches rivers, pioneered a wagon crossing of the North Cascades through rugged Naches Pass (north of Mount Rainier), and marched on to the army's Fort Steilacoom on Puget Sound. Liking the rich country, James Longmire decided to establish a farm at Yelm, south of the army post.¹

Having pioneered a wagon crossing of the North Cascades, Longmire continued to be interested in locating a better trail across the range. In 1858, a year after Lieutenant Kautz climbed the mountain, Longmire and William Packwood explored an ancient Indian trail up the Nisqually River to a place they named Bear Prairie (about three miles due south of today's Longmire). The next summer they returned to Bear Prairie and continued eastward as far as the vally of Cowlitz River. This route became known as the Packwood Trail. While it did not cross the range itself, the trail did become the route from the coast to Mount Rainier. And James Longmire, as it has been seen, became the guide to would-be climbers. In 1865 George C. Blankenship with a small crew travelled

1. "Narrative of James Longmire, a Pioneer of 1853," Washington Historical Quarterly 23 (1932): 48-59 and 138-142; Engle, "History of Tacoma Eastern Area," 2:181; David Longmire, "First Immigrants to Cross the Cascades," Washington Historical Quarterly 8 (1917) : 22-27. James Longmire came to the Pacific Northwest from Shawnee Prairie, Indiana, where he was born in 1820. His first wife, Susan Nizeley, died in 1847, leaving him with two sons, Elcaine and David. By 1853 he and his second wife, Virinda Taylor, had two more children, Tellatha and John. Six more children were born in Washington Territory. At the time of his death, Longmire had 64 grandchildren. In the Indian wars of 1855-56 he served in the Puget Sound Rangers, and in 1857 he was a member of the Territorial Legislature.

the trail from the coast to the Cowlitz "opening" it up. Inasmuch as he accomplished his task in less than two weeks, one must assume that he did not create a highway.²

When Longmire became acquainted with the mineral springs on his 1883 ascent of Mount Rainier with Bailey and Van Trump, he soon conceived of the idea of developing the springs commercially. His climbing companions declined to join him in the enterprise. But by the end of the following summer, Longmire, with the help of Indian Henry's people, had completed a crude trail to the springs and had put up a cabin there.³

Tourists to the mountain were staying at Longmire's log "inn" as early as 1885. John Muir's party rented horses from Longmire at Yelm in 1888 and stayed at the springs before and after the climb. Muir described his host:

We got animals from Longmire, a tall, wiry, enterprising moneymaker, who hewed his way through the woods, and settled here at Yelm Prairie, raised cattle, prospected with an Indian as guide, hunted, and claimed springs. He will do anything to earn money. He proclaims his goodwife as a cook, and says: "Drink at these springs and they will do you good, everyone's got medicine in 'em. A doctor said so no matter what ails you."⁴

2. Haines, Mountain Fever, p. 29; George C. Blankenship, Diary, 1855-1865, Library Archives, University of Washington, Seattle; McIntyre, "Short History," p. 47. McIntyre says that Longmire's early trips up the Nisqually may have been in connection with his work as packer for the railroad surveys.

3. Levy, Longmire Cabin, p. 5; Haines, Mountain Fever, p. 79.

4. Levy, Longmire Cabin, p. 5; Linni Marsh Wolfe, Dec. 20, 1937, to Supt. O.A. Tomlinson, History, Biographies - Memorial, Archives, Mount Rainier NP. Wolfe sent Muir's description of Longmire to Tomlinson asking him if she should include it in Muir's Journals, which she was then editing. Tomlinson replied that the description might cause some ill feeling.

On August 1, 1887, James Longmire located a claim of 20 acres at the springs (in Sections 29 and 32, T15N, R8E) under the U.S. Mining Law of 1872. From then on he and his sons steadily expanded their operations. In 1888 or 1889 Elcaine erected the log cabin that stands at the springs today. It was located outside James's 20 acres, on a track that Elcaine hoped to claim for himself. By 1889 some cabins and two bathhouses had been constructed. A two-story hotel of split cedar was built in 1890. As first constructed it measured 20 by 30 feet. The lower story with its puncheon floor served as a lobby. Upstairs were five guest rooms. (This hotel was enlarged about 12 years later.) Advertisements for "Longmires Medical Springs" appeared in Tacoma newspapers. James and Elcaine began operating horse trains from Yelm to the springs, which were said to number about 20. A barn, a storehouse, and miscellaneous shacks were added to the scene. In 1892 the Longmires opened a horse trail to Paradise Park and, a year later, constructed a toll road nine miles in length from the springs toward Tacoma.⁵

James Longmire died in 1897. His son, Elcaine, and his grandson, Benjamin, became the most active members of the family in managing the enterprise. Two years later Mount Rainier National Park was established and in a few years park structures began appearing at Longmire Springs, as the general area was now called. Soon the Springs became a bustling community during the summers. But only the Longmires' 20 acres were private land; other establishments were present only with the permission of the federal government.

Early in the new century, the U.S. Corps of Engineers undertook the construction of the first good road in the park, from the Nisqually Entrance to Longmire and on to Paradise Park. The engineer in charge, Eugene Ricksecker, prepared a simple map of the Longmire area in 1904 showing the proposed routing of the road. While lacking detail, this map

5. Levy, Longmire Cabin, pp. 6-12; Haines, Mountain Fever, pp. 139 and 158-159; Fred G. Plummer, The Mount Rainier Forest Reserve, Washington (Washington: Government Printing Office, 1900), pp. 94-95; McIntyre, "Short History," p. 121.

showed the location of the Longmires' hotel, storehouse, barn, and tent camp, as well as the engineers' camp. That same year the park's supervisor described the Longmire establishment, "The hotel building is small and roughly constructed and the grounds are poorly kept and disfigured by numerous small outbuildings." Thus began a certain friction between the family and park officials, a low-level friction that did not prevent several members of the family from working for the park.⁶

In August 1904 Ricksecker moved his construction camp to Longmire about 400 feet from the springs. In the course of digging a well, Ricksecker's men accidentally opened a soda spring that turned out to have a stronger flow than any on the Longmire property and which was stronger and more pleasant tasting than "Shasta water." Elcaine immediately claimed the spring as his because, he said, it was located on his as yet unsurveyed homestead claim. Ricksecker's supervisor, Maj. John Millis, told him to inform Longmire that the government did not recognize that claim and recommended that Ricksecker inclose the new spring and place a U.S. Engineer Department sign on it. Ricksecker followed out the instructions and built a "neat rustic spring house . . . bearing the letters 'U.S.E.D.' printed in old German."⁷

In 1906 Widow Longmire decided to file a homestead claim to the "four forties" - i.e., 160 acres, on which the Longmire Springs mineral claim was located. Her justification was that her and James's "homesteading cabin" had been built on this property, outside of the 20-acre mineral claim. The ever-watchful Ricksecker immediately

6. Ricksecker, Aug. 13, 1904, to Maj. John Millis, Ricksecker Road Reports, 1904-1906; and Superintendent, Annual Report, Fiscal Year 1904, both in Archives, Mount Rainier NP.

7. Ricksecker, Aug. 13, 1904, to Millis; Millis, Aug. 15, 1904, to Ricksecker; and an unidentified report, ca. 1905, all in Ricksecker Road Reports, 1904-1906, Archives, Mount Rainier NP. Millis was stationed in Seattle where he was in charge of all U.S. Corps of Engineers' projects for the area. He would soon be replaced by Maj. Hiram M. Chittenden of Yellowstone fame.

notified Forest Superintendent Grenville F. Allen who in turn protested the entry to the Olympia Land Office. Eventually the General Land Office denied Mrs. Longmire's application. She appealed, but to no avail. In 1907 the Secretary of the Interior directed that Elcaine Longmire vacate the cabin. Elcaine refused on the basis that an appeal had been taken to the U.S. Supreme Court. He wrote Allen:

In regard to mothers Homestead house I will say that it was built in 1889 by my Father. he. John Hays. and myself did the work. the first Homestead House fell on the mineral claim. it has been in use ever since there has been beds in use there ever summer it was used by Father and Mother. and I have had a bed and some times two and three beds in it in the summer. and I have bed springs and a lot of other things stored there now.

Ranger H. M. Cunningham began his duties at Longmire in June 1907. His first task was to give Elcaine Longmire notice to vacate the cabin and the 1/3 acre of cleared land. Elcaine refused. Cunningham reported that some of Ricksecker's laborers were then living in the building but that Elcaine's sister, Susan (Mrs. George) Hall, would be living there during the summer. Allen decided not to attempt the eviction by force because, he said, the Longmires had placed women and children in it. He described the cabin as a rather squalid and unpleasant looking place having a large sign advertising the sale of cards and photographs and located directly adjacent to the government road.⁹

8. Ricksecker, Apr. 21, 1906, to Allen; Allen, Apr. 22, 1906, to Ricksecker; G. F. Pollock, GLO, Aug. 25, 1906, to Register & Receiver, Olympia; Sect. of Int. E.A. Hitchcock, Dec. 10, 1906, to Comm., GLO, all in Legislative History - Land Claims, Water Claims; and E. Longmire, Mar. 3, 1907, to Allen, History, Biographies, Archives, Mount Rainier NP. It should be noted that this "homestead" cabin was not today's Longmire cabin.

9. Cunningham, June 24, 1907, to Allen, History, Biographies; Allen, July 22, 1907, to Sect. of Interior, Legislative History - Land Claims, Water Claims, Archives, Mount Rainier NP.

The following winter, when the cabin was empty, the U.S. Department of Interior decided to have it removed. Ranger Cunningham described how this was carried out:

I burned up the cabin on the morning of December 27 between 12 and 3.00 a.m., first taking it down and piling the boards and other material so as to prevent any danger of the fire spreading to the U.S. Engineer's office. I did this at night so as to avoid any possible personal conflict with the Longmires. They - Ben and Elcaine Longmire - were still staying at the Springs on their patented land. I was on good terms with them and they had not said any thing about resisting the removal of the cabin, but I do not think they were staying at the springs so late in the season for any other purpose than to prevent the removal of the cabin. They had removed their effects from the homestead cabin long before - about the first of August.¹⁰

Back in 1889 Elcaine Longmire had located a mineral paint (hydrated oxide of iron) placer claim of 20 acres adjacent to that of his father's. A patent for this claim had never been issued. Then, in 1906, about the same time that his mother filed for a homestead claim, Elcaine relocated his claim (partly in W $\frac{1}{2}$ of SW $\frac{1}{4}$ Sec. 28 and partly in E $\frac{1}{2}$ of SE $\frac{1}{4}$ Sec. 29, T15 R8 E) adjacent to his father's claim and extending northerly from it. Here, near the northern boundary of his father's claim, he had already built a cabin (ca. 1888) and a meat house.

In 1908 Park Ranger Oscar Brown made a report on this claim and prepared a general sketch of it. He wrote that about 10,000 square feet of surface showed mineral, which had a depth of from 6 to 10 feet, making about 3,000 tons in sight. Near the cabin at the south boundary he found an open cut, about 18 feet long, 10 feet wide, and 6 feet deep, from which about 20 square [sic] yards of bog iron had been removed and placed on a dump. Brown learned that this material was claimed to

10. Cunningham, Jan. 9, 1908, to Allen, History, Biographies, Archives, Mount Rainier NP.

assay 55 percent iron. He described two structures on the claim, saying that the cabin was made of cedar log and measured 14 by 16 feet. It was floored and had one door, one window, and was furnished. The meat (or cache) house stood over a small creek 100 feet west of the cabin. It was made of lumber and wire screen and measured 8 by 10 feet. Brown estimated that together the two structures were worth \$300.¹¹

In 1910 the General Land Office received an adverse report from the field concerning Elcaine's claim. Then in 1912, Longmire apparently gave up in his effort to acquire the tract. He wrote, " I got a notice from you in regard to my mineral paint claim sometime in February or March. I wrote to you telling you that I had thrown up that claim last year. I didn't do any work on it last year. I don't want it at all. The tests that I had made on the paint were not satisfactory so I quit it. I ask you to cancel the claim." Thus did the private property of the Longmires at Mount Rainier remain at 20 acres.¹²

The Longmires faced their first competition at the springs in 1906. That year the Tacoma Eastern Railroad Company, which had built a railroad from Tacoma to Ashford, acquired a five-year lease of two acres immediatly adjacent to the Longmire claim (at the south end) and constructed a hotel sleeping 60 guests and set up a tent camp that at first held 75 people. (By then the Longmires' hotel had sleeping room for 30 guests and there were tents for overflow.) The new hotel had three stories and measured 125 by 32 feet. Park officials were not overly pleased with the new operation; the hotel building itself was well designed and built, "but the grounds are ill kept and disfigured by rough unpainted buildings used for stables and other purposes." This new hotel soon became known as the National Park Inn. With the ever

11. Brown, Report on the Elcaine Longmire Mineral Paint Placer Claim, Oct. 26, 1908, Legislative History - Land Claims, Water Claims, Archives, Mount Rainier NP.

12. An incomplete letter without signature, from General Land Office, Washington, D.C., May 14, 1912, to Register & Receiver, Olympia, Legislative History-Land Claims, Water Claims, Archives, Mount Rainier NP.

growing popularity of the park (automobiles were admitted in 1907), both hostelrys did a good business. In 1908 the National Park Inn put up 1,548 guests and the Longmire Springs Hotel had 925.¹³

A multitude of smaller concessions were granted to individuals for the Longmire area. Among these was a permit to George B. Hall to build a livery stable in 1907 (Ben Longmire had also made a bid on this). Hall's establishment consisted of an 80 by 52-foot barn, a 100 by 24-foot shed, a small residence, a storehouse, 60 saddle horses, 7 pack animals, 13 driving horses, 3 buggies, 1 stage, and 2 freight wagons. Later, Park Ranger Samuel Estes suggested that Hall's permit be renewed only if Hall's men were prohibited from using profanity in a loud voice early in the morning. L.G. Linkletter got permission to open a photographic concession the same year. Fred George acquired a permit in 1911 to open an ice cream, confectionary, and grocery store. His building was considered an attractive addition. Later, former Park Ranger Samuel Estes got the ice cream business, but he soon transferred it to Elcaine Longmire. James Patterson was given a permit to open a barbershop, but he decided to locate the shop on Longmire property where a permit was not required. In 1911 an overseer for the U.S. Engineers summarized the changes taking place at Longmire: "The freight hauled was material for improvements at Longmire, which includes a new club house, Ice & electric plant, new varanda [*sic*] and 50 new tent covered sleeping quarters at the Park Inn, a new store, photo gallery, stage stables, bath pool, 2 garages, and an addition to the old Longmire hotel. A new telephone line from Ashford to Longmire has been installed by the Milwaukee Railroad Co."¹⁴

13. Superintendent, Annual Reports, FY 1907, 1908, and 1911, Archives, Mount Rainier NP. Food for the dining room of the new hotel was supplied by the dining car commissary of the Chicago, Milwaukee, and Puget Sound Railroad.

14. Superintendent, Annual Reports, FY 1908-1913; G. F. Allen, Apr. 15, 1909, to S. Estes; List of Leases and Licenses, Season of 1909; Supt. E. Hall, July 22, 1910, to Sect. of Interior, Concessions, 1907-1953; T.H. Huddleston, July 1, 1911, to Maj. C.W. Kutz, Ricksecker Road Reports, 1907-1913, all in Archives, Mount Rainier NP.

Official continued to fret over the Longmire family's enterprises. Eugene Ricksecker wrote several reports that pointed out that the Longmires owned all the known mineral waters, hot springs, and mud baths that were within the park (Ohanapecosh Hot Springs were still outside the park boundaries). He noted in 1908 that a fence had been erected around the property and he guessed (correctly) that the Longmires would soon be charging an admission fee to other than their own guests. The park superintendent noted a year later that the fence was decorated with signs and advertisements. While one or two of the more dilapidated buildings on the grounds had been removed, the most objectionable feature, a shanty used as a pool room, remained. An addition to the development by then was a swimming tank for sulphur plunges. About this time someone proposed that a monument to James Longmire be erected in the park. The Secretary of the Interior disagreed, sating that any such monument should be built on the Longmire tract.¹⁵

In 1915 the Department of the Interior published a 38-page general information booklet on Mount Rainier National Park. The booklet mentioned that Elcaine Longmire operated a hotel and tent camp on patented lands. The National Park Inn got more attention. It was described as having 36 guest rooms in the main buildint. These and the tents could accommodate a total of 250 people. Also described was the attractive pine-log club house for guests. The rates charged at the inn appeared reasonable:

Breakfast	75¢
Lunch	50¢
Dinner	\$1.00
One person in room, per day	\$1.50
Two or more in room, per day	1.25 each
One person in tent, per day	1.25
Two or more in tent, per day	1.00

15. Ricksecker, Apr. 15, 1908, to Maj. H. Chittenden, Ricksecker Road Reports, 1907-1913; Superintendent, Annual Reports FY 1909 and 1913; First Assist. Sec. of Int. Frank Price, Oct. 2, 1908, History, Memorials and Dedications, Archives, Mount Rainier NP.

Weekly rates, including meals:

One person in room	\$21.00
Two or more in room	18.00 each
One person in tent	18.00
Two or more in tent	16.00 each
Children 5-10 years, $\frac{1}{2}$ regular rate	

The club house referred to above was for guests staying at the National Park Inn. Completed in 1911, it was a 1½-story log structure, having a covered front porch stretching the length of the building; and it had two dormers on the front of the gable roof. This structure, identified through a historical photograph at the Washington State Historical Society, remains standing. Its original site location is unknown; today it stands west of the National Park Inn and is numbered LD-501. At an unknown date it became the residence of the manager of the concession facilities at Longmire. Today it serves as housing for women employees of the inn.

Elcaine Longmire died at the springs in 1915. In 1916 the Longmires got out of the hotel business by leasing the property to three persons who formed the Longmire Springs Hotel Company. The new company undertook the construction of 16 new cottages and began erecting a new two-story hotel building measuring 50 by 100 feet. (This structure would soon become known as the National Park Inn Annex.) Also, the springs and the grounds were spruced up considerably. Two years later, the Rainier National Park Company, which was then becoming the main concessioner throughout the park, leased both the Longmire Springs complex and the National Park Inn. For a short time the company used the Annex building to house all its offices which had been moved from

16. U.S. Department of the Interior, The Mount Rainier National Park Season of 1915, General Information (Washington: Government Printing Office, 1915), pp.7-8.

Tacoma to the park. This arrangement proved unsatisfactory and the building with its 17 guest rooms reverted to hotel purposes.¹⁷

In 1919 the National Park Service dispatched a landscape engineer, Charles P. Punchard, to inspect the various facilities and developments at Mount Rainier. Although the Longmire property was still in private hands, he commented on it at length. If he had his way, the grounds would be cleaned up, the fences removed, the old sulphur plunge torn out, the tent "colony" rearranged in an attractive manner, the brook confined to a definite channel, and the pole frame garage torn out and relocated. He continued:

The small mineral springs in the meadow should be walled up or confined in a neat, orderly way, and made more inviting. . . . A simple low curb of the native stone would be sufficient. The wall need not be over a foot high, with an opening left for the water within to flow out and not become stagnant; then a neatly kept gravel walk of good line and about five or six feet wide should be built connecting these springs; signs telling the nature of the water. . . would improve these conditions.

The old sulphur plunge I would remove entirely and fill in the hole which it has occupied; then I would pipe this water to a point nearer the road and construct a well planned, attractive bath house for this purpose.

Punchard also noted that a gas station (then called an "oil station") had been constructed at Longmire by the Standard Oil Company. It was located on the east side of the main road about 100 feet south of the "government" building. The structure was a copy of the gas station that had been constructed at Yosemite National Park and which was a standard plan of the Standard Oil Company. Punchard proposed certain changes for the Longmire station to bring it more in line with the rustic style of architecture, such as shingles instead of clapboard and the introduction

17. Superintendent, Annual Reports, FY 1916-1926, Archives, Mount Rainier NP; Paul H. Sceva, Recollections by "The Old Man of the Mountain" (n.p., n.d.), p. 137. The three persons who formed the Longmire Springs Hotel Co. were Judge Snell, L.M. Dickson, and Mrs. Alexander B. Jones. See Paul H. Sceva, Jan. 31, 1961, to Arthur Martinson, Arthur Martinson Papers, Archives, Washington State University, Pullman.

of logs and split logs to break up uninteresting surfaces. The colors, he said, should be the same as on the government buildings - stain on the shingles and a light or sage green on the window sashes and trim. For masonry construction he preferred a volcanic stone to glacier boulders. This gasoline station was replaced by today's rustic structure in 1929, under the supervision of Landscape Architect Ernest Davidson. Punchard's report soon had results. In annual report for FY 1920, the park superintendent wrote that the soda and iron springs had been enclosed by masonry walls and walkways had been constructed. Assumedly this work was done by the Rainier National Park Company and it seems likely that these are the two springs having walls today: Soda Spring and Iron Mike Spring.¹⁸

An important innovation at Longmire was the introduction of a free public campground (automobiles had been allowed in the park since 1907) This gave visitors a choice of not staying at a hotel while visiting the park. Notice of this campground first appeared in the annual report of the park superintendent in 1918. Two major changes occurred at Longmire in 1920. First, the old Longmire Springs Hotel was dismantled and burned. And the National Park Inn Annex was moved across the road so as to improve the general appearance of the area. This would prove a most fortunate occurrence when, in 1926, the main inn itself was completely destroyed by fire. The Annex then was the only hotel at Longmire and so it remains today, going by the old name of National Park Inn. Immediately after the fire, the Annex was remodeled and 8 two-room cabins were constructed nearby.¹⁹

18. C.P. Punchard, June 9, 1919, to Director, NPS, History - Letters and Memoranda; Superintendent, Annual Report, FY 1918, Archives, Mount Rainier NP; Davidson, Reports, 1929, Mount Rainier NP, General Records, Federal Archives and Records Center, San Bruno, Calif.

19. Superintendent, Annual Reports, FY 1920-1926, Archives, Mount Rainier NP.

In 1923 the Rainier National Park Company constructed a tennis court at Longmire. About this time too, the company moved its laundry facilities and its ice cream making machinery from Longmire to Paradise so that both would be closer to Paradise Inn. And, in 1934, the lobby and rooms of the National Park Inn (Annex) were remodeled.²⁰

For years, the park superintendent had urged the acquisition of the Longmire tract, one of the few inholdings in the park, to no avail. In 1937 Paul H. Sceva, general manager of the Rainier National Park Company, was also greatly upset about possible competitors setting up rival businesses on the property. He wrote Supt. O.A. Tomlinson a letter listing a number of rumors he had heard concerning future plans for the tract. These included an Indian-pioneer museum, a "tavern" that would serve natural soda water from the springs, a state liquor store, and a rival gasoline service station. Both Sceva and the park superintendent ceased worrying about these rumors two years later when appropriations finally became available for the government to purchase the "James Longmire placer mining claim." On June 14, 1939, Superintendent Tomlinson handed a check for \$30,000 to the president of the Longmire Mineral Springs Company, which by then owned the property.²¹

Soon thereafter the newspapers announced that the National Park Service would "remodel" Longmire Springs. Old structures were to be removed, trails realigned, stone encasements for the springs would be built, and the area landscaped. It was noted too that Elcaine Longmire's 1888 cabin lay outside this tract and it was already owned by the federal government. The Civilian Conservation Corps was put to work on the

20. Superintendent, Annual Report, FY 1913; T.H. Martin, Annual Report of the General Manager, Rainier NP Co., Jan. 10, 1923, Archives, Mount Rainier NP; Sceva, Recollections, p. 141.

21. Sceva, Oct. 6, 1937, to Tomlinson; Tomlinson, June 14, 1939, to C.L. Dickson, Longmire Mineral Springs Co., Legislative History-Land Claims, Water Claims, Archives, Mount Rainier NP.

grounds, and a year later the park superintendent reported that the buildings and rock walls had been removed from the property, the parking area had been improved, and considerable planting had been carried out. Other improvements made in the Longmire area by the CCC in the 1930s included constructing rock fireplaces in the campground, general landscaping and planting, moving a sawmill from Kautz Creek to Longmire Campground, and constructing stone steps at the takeoff to the Eagle Peak Trail at the Longmire Bridge.²²

By 1950 both the National Park Service and the Rainier National Park Company came to the conclusion that the company could no longer afford to maintain its various facilities throughout the park at an adequate level consistent with the safety, health, and comfort of visitors. The decision was eventually made that the federal government would purchase these facilities, then permit their operation back to a concessioner. For this purpose, two appraisals were made of the company's buildings and personal property in 1950 and 1951. From these appraisals details of the Longmire structures may be gleaned. The buildings listed in the 1950 appraisal were: The National Park Inn, the manager's residence, five cabins bearing names (Klapatche, Tum Tum, Tatoosh, Sluiskin, and Nahunta), an employees' cottage, an employees' cabin, still another cabin behind the kitchen, a wash and boiler room, a paint shop and boiler room, an oil storage shed, a truck garage, a truck and wood yard, and a garage shop and warehouse.

In both reports only two buildings were discussed in extensive detail: the inn and the manager's residence (the old club house). The inn was described as a two-story frame structure with a one-story kitchen and service additions to the rear and a covered porch along the entire front. The main floor contained the lobby and the dining room.

22. Tacoma News Tribune, Aug. 3, 1939; Superintendent, Annual Report, FY 1940, Archives, Mount Rainier NP; R.L. McKown, Landscape Architect, Report for 1934 Season, and of J.H. Bell, Landscape Architect, Report for 1935 Season, both in General Records, Federal Archives and Records Center, San Bruno, Calif.

The second floor had "three double rooms with bath between and nine single guest rooms, linen room, lobby, and 5½' corridor." Both the attic and basement were unimproved. The inn was constructed in 1918 and the kitchen wing was added in 1926.

The resident manager's house was adjacent to the inn and was then connected to it by a covered patio measuring 27 by 6 feet. It was a cedar log house, measuring 40 by 30 feet, and having a rear addition of 15 by 12 feet. It contained six rooms and a bath. A covered front porch measured 40 by 8 feet. The front side of the gable roof was punctuated with two dormer windows. Taken together, the two appraisals provided excellent documentation on construction details and the condition of the two buildings.²³

In 1952 National Park Service officials inspected the structures at Longmire. While they thought that many of the buildings were obsolete and unsafe, they concluded that the National Park Inn would be retained. The kitchen wing of the building would be removed and the guest rooms on the second floor would be remodeled. Only two of the guest cottages would be retained and these would house concession employees. The rest of the cottages, along with the community bath and toilet facilities, would also be removed.²⁴

Under the new arrangements the National Park Service now permitted the facilities to the Rainier National Park Company which continued to operate them. The building use permit for 1954 listed the following structures at Longmire:

23. Victor E. Roth and Associates, Certified Appraisal of property of Rainier National Park Company, October 1950, History, Mount Rainier Park Co. [sic]; Leslie W. Eastman, Appraisal for United States Department of Interior, National Park Service, Longmire, Feb. 15, 1951, Concessions, 1953-62, Archives, Mount Rainier NP.

24. E.C. Kenner and G.W. Gorgard, July 11, 1952, "Summary of Inspection of Rainier National Park Co. Facilities," Concessions, 1907-1953, Archives, Mount Rainier NP.

National Park Inn
Two cabins, rear of inn
Garage
Garage shed and gas house building
Six cabins adjacent to inn
Bathhouse and storage cabin adjacent to inn
Local manager's office (old office building)
A two-bedroom residence (LD-603)²⁵

In 1961 Sceva asked park officials to paint the exterior of National Park Inn. He wanted to stain the front of the inn above the porch brown; the porch itself he thought should be its existing blue-green; and the porch floor he wanted to paint brown. The Park Service agreed to the painting, but preferred the entire front of the inn be brown.²⁶

The Rainier National Park Company continued to manage the Longmire facilities under permit until 1968, when the company was dissolved and its assets sold. The company's records for these last years mentioned Longmire occasionally. In 1961, for example, it was announced at the annual stockholders' meeting that the exterior of National Park Inn had been painted - as Sceva had requested. In 1965 the National Park Service compiled a prospectus on concession accommodations. This prospectus described National Park Inn as being two-story, wood frame, built 1929 having 13 guest rooms--4 with bath and 9 without, and a "pillow count" of 33. The lobby contained a gift sales area, a post office, and a sales counter for a few picnic and camper supplies. The kitchen had recently been rehabilitated. The dining room was adaptable to either cafeteria or table service.

Other structures in the vicinity were fewer now than in 1954. They included the gasoline service station with its small bachelor quarters in

25. Actg. Supt. C.K. Skinner and Paul H. Sceva, Building Use Permit, Mar. 24, 1954, Rainier National Park Co. Papers, Washington State Historical Society, Tacoma. It cannot be determined from this list which structure was the manager's residence.

26. Asst. Supt. J.A. Rutter, May 18, 1961, to the Superintendent, Concessions, 1953-1962, Archives, Mount Rainier NP.

its loft, a frame storage building large enough for two vehicles but in poor condition, an open-ended equipment shed made of sheet metal over log framing and also in poor condition, two employee cottages near the inn, and a log house used as female employee quarters. This log house is believed to be the former manager's residence and, before that, serving as a club house for hotel guests.²⁷

1. Conclusions and Recommendations, Longmire

- a. Longmire Tract

James Longmire established the first hotel for visitors to Mount Rainier and he was one of the first promoters of the wonders of the area. The Longmire tract today is a quiet secluded site adjacent to the village of Longmire. The Trail of the Shadows takes the visitor down a path past mineral springs, the site of the Longmire Springs Hotel, a beaver dam, and Elcaine Longmire's still-standing cabin. Visitors have access to an attractive booklet that describes the historical and natural features along the trail.

Of the several springs encountered along the trail, two, Soda Spring and Iron Mike Spring, still have their surrounding masonry that was erected probably in 1920. Both developments are attractive, but especially the masonry work at Iron Mike Spring, and both are in good condition, needing only minor preservation work. The springs themselves, of course, go back before James Longmire's time. Vegetation is now growing up on the site of the Longmire Springs Hotel, but the site itself is marked. One or two nearby depressions in the ground have not been identified as to their original functions. Elcaine Longmire's cabin still stands and appears to be in good condition, restoration work having been done on it--by the CCC in 1934 and by the NPS in recent times. It is the oldest structure in the park.

27. National Park Service, Prospectus, Concessions Accommodations, Facilities and Services, Mount Rainier NP, July 1965, Rainier National Park Company Papers, Washington State Historical Society, Tacoma.

Recommend that the area containing these sites and structures, between the park road and the base of Rampart Ridge, be considered a part of the proposed Longmire Historic District. The cabin and the two springs are already on the area's List of Classified Structures.

Recommend that Soda Spring, Iron Mike Spring, and Elcaine Longmire's Cabin (LD-4) be considered historic structures having a local level of historical significance and be included in the nomination for the Longmire Historic District for the National Register of Historic Places. (The Longmire Cabin, by itself, has already been nominated to the National Register.)

Recommend that the already-outstanding Trail of the Shadows booklet be occasionally updated at those times historical investigations bring new data to light.

b. National Park Inn Area

The National Park Inn is the sole survivor of the three hotel buildings that were constructed at Longmire--the location of the earliest visitor accommodations in the park. The main part of the structure dates from 1918 and it possess architectural integrity although maintenance-type alterations have been made from time to time. It is built in a simple rustic style of architecture and it is representative of that tradition which was employed in western national parks until World War II. It appears to be generally in good condition. The kitchen wing was constructed in 1926; the covered porch was renewed in 1968; and the roof was resingled in 1974.

The neighboring club house-manager's residence-employee quarters was erected in 1911. It is a good example of rustic architecture. Of the many auxiliary structures associated with National Park Inn, this residence is the best, and perhaps the only, survivor. It is used today to house women employees of the concession. A 1951 inspection report stated that the general condition of the building was good but that the foundation had sagged somewhat. This problem may still exist; at any rate the structure appears to require at least some exterior preservation treatment.

While not the original gasoline service station at Longmire, today's structure, which was built in 1929 adjacent to National Park Inn, is the third building in this area to exhibit rustic architecture. It is an attractive structure and, as far as it can be determined, is the oldest existing gas station in the National Park System having rustic architecture.

Recommend that the area on which these three structures are located be included in the proposed Longmire Historic District.

Recommend that National Park Inn (LD-600), Manager's Residence (LD-501), and Service Station (LD-620) be considered to be historic structures, each possessing a local level of significance, be placed on the List of Classified Structures for Mount Rainier National Park, and be included in the nomination for the Longmire Historic District for the National Register of Historic Places.

Adjacent to the service station is a confort station that was originally constructed in 1929. In 1959, however, this building was extensively remodeled, so much so that the entire structure has the appearance of a new building. Its architectural integrity has been lost and it has no historical significance. Recommend that it not be considered a historic structure.

B. Paradise Park

The Longmire family not only pioneered the Springs, it was also responsible for some of the earliest development concerning Paradise Valley, a name said to have been bestowed upon the beautiful park by Virinda Longmire.²⁸ Climbers and campers had been making their way up the difficult trail since Sluiskin led Stevens and Van Trump there in 1870. It was in the Longmires' interest to improve travel to Paradise for the benefit of visitors to their expanding hostelry at the Springs. In the

28. James W. Phillips, Washington State Place Names (Seattle: University of Washington Press, 1971), p. 106.

summer of 1892 Leonard (Len) Longmire and Henry Carter, a Longmire employee, built a new trail up the Paradise River to the valley. James Longmire himself tried to interest the citizens of Tacoma to construct a road up the Nisqually and Paradise valleys, but to no avail--the enthusiasm was there but not the funds. By the end of the century the Longmires apparently had established the Paradise Tent Hotel and were serving meals to visitors. Descriptions of this camp have not been located.

By that time, too, certain sites at Paradise were recognized as good camping places. Haines describes the situation: "There were already [by 1890] several recognized campsites: at the lower end of Paradise Valley, beside a little pond, was 'Camp Tacoma' . . . John Muir's 'Camp of the Clouds' on the slope of Alta Vista . . . and the 'Paradise Camp,' on a little hill at the head of Paradise Valley. . . . Subsequent years would see the campsites and the names multiplied and shifted until all lost their identity in the confusion."²⁹

In 1895, four years before Mount Rainier became a national park, two commercial establishments were born at Paradise. Historians disagree on the particulars of these businesses and documentation concerning that summer is indeed scarce. One establishment, either a "coffee shop" or a tent cabin, or both, was set up by Harry "Charlie" Comstock, apparently on Theosophy Ridge. Called the Paradise Hotel, it was not a successful business and Comstock either gave it up or sold it to John L. Reese in 1896. The other establishment was a tent camp founded by Capt. James Skinner on the east shoulder of Alta Vista. Skinner was more successful than Comstock and kept his camp operating until 1898, when he joined the Klondike Gold Rush. He either abandoned the camp outright or sold it to

29. Haines, Mountain Fever, pp. 110, 139, and 158; Levy, Longmire cabin, p. 12.

John L. Reese. At any rate, Reese was the sole owner of a tent camp by 1898 and he consolidated this camp on Theosophy Ridge.³⁰

After the establishment of the national park in 1899, details concerning Reese's Camp began appearing in the superintendents' reports. (Park officials consistently referred to the establishment as "Reese's Camp," but Reese himself preferred to call it "Camp of the Clouds.") In 1904, for example, the superintendent noted that John Reese kept cows in Paradise Valley. Business was good and the camp steadily expanded. In 1906 he had sleeping tents for 30 guests. An annual report for fiscal year 1908 said that Reese had put up 1,375 guests that year. His 1908 license contained the information that the camp had grown to 40 tents. In 1910 he had 50, and in 1911, 60 tents. Eugene Ricksecker wrote that nearby all summit climbers and one-day hikers used the tent hotel as their starting point. (Reese was employing guides as early as 1903.)³¹

In its 1915 information booklet on Mount Rainier the U.S. Department of the Interior published the rates for Reese's Camp--the last year of Reese's ownership. They were on the whole on a par with the prices at National Park Inn;

30. Haines, Mountain Fever, pp. 186-187; Martinson, "Mountain In the Sky," p. 86; McIntyre, "Short History," p. 123. Haines writes that Comstock sold his Theosophy Ridge establishment to Reese in 1896. Martinson differs and says Skinner sold his Theosophy Ridge camp to Reese in 1898. McIntyre writes that Skinner abandoned his Alta Vista Camp in 1898 and Reese took it over that year and moved it to Theosophy Ridge.

31. Haines, Mountain Fever, pp. 186-87; Mc Intyre, "Short History," p. 110; Superintendent, Annual Reports, FY 1904-1911; Ricksecker, June 25, 1908, to Chittenden, Ricksecker Road Reports, 1907-1913; List of Leases & Licenses, Season of 1909, Concessions, 1907-1953, Archives, Mount Rainier NP.

2 persons in 1 tent, with board, per day	\$2.50 each
2 persons in 1 tent, with board, per week	14.00
1 person in 1 tent, with board, per day	3.00
1 person in 1 tent, with board, per week	16.00

Breakfast	50¢
Lunch	75¢ ³²
Dinner	75¢

The Secretary of the Interior permitted a second concession on Theosophy Ridge in 1911 when he authorized R.S. Nash to carry on a photographic business. Nash was allowed to put up one 14 by 24-foot photographic tent and one 12 by 14-foot camp tent. His permit cost him \$50 for the season. Nash may have already closed shop for the season when the first automobile reached Paradise, in October 1911. It had to be hauled by horses for the latter part of its journey. Sitting in it was none other than the President of the United States, William H. Taft. A year later a car arrived in Paradise under its own power. Things would never be the same at Paradise again.³³

In 1916 the National Park Service was established and Stephen T. Mather became its first director. Mather was dismayed at the number of rival concessions that existed in the national parks. This rivalry too often led to crass commercialism, unsatisfactory service, and visitor dissatisfaction. On a visit to the Pacific Northwest Mather persuaded a group of businessmen from Seattle and Tacoma to form a company that would assume control over all hotel and transportation facilities in Mount Rainier National Park. The new company, formed in March 1916, was called the Rainier National Park Company and its first general manager was T.H. Martin of Tacoma. It was capitalized at \$200,000 and held a 20-year concession. It has already been noted that this company early took over the Longmire Springs Hotel and the National Park Inn at Longmire. At Paradise it also moved swiftly and took control of Reese's Camp from an unhappy John Reese.

32. USDI, Mount Rainier National Park, p.8.

33. Asst. Sect. of Int. C.A. Thompson, June 19, 1911, to Supt. E.S. Hall, Concessions, 1907-1953, Archives, Mount Rainier NP.

The new company operated Reese's Camp during the 1916 season. Meanwhile, it began the construction of a hotel to be called Paradise Inn. Paul Sceva writes that the site for the inn was selected in a great hurry and another day or two of surveying would have resulted in a different and better location. The Tacoma architectural firm of Heath, Grove, and Bell was employed to design the structure. Foundation work began on July 20 and about a month later the timber work started. Park Supervisor Dewitt Reaburn thought the construction to be quite distinct: "Paradise Inn is of unusual construction. The frame is made entirely of weathered logs [Alaska cedar] from the silver forest nearby [a fire-swept area]. These logs show entirely to the ridge pole in the big lounging area, which is 50' x 112'. The dining room is practically the same size. The hotel will accomodate about 400 guests. Costs will be nearly \$100,000." A later superintendent wrote that the inn was a fine example of Swiss mountain rustic architecture. He was impressed with the massive tables and chairs also made from Alaska cedar that furnished the lobby.³⁴

General Manager T.H. Martin gave Reaburn more details about the construction. The main structure contained the "assembly room" (lobby), 50 by 112 feet, dining room, 50 by 100 feet, kitchen, 38 by 40 feet, and three storerooms, 38 by 20 feet. The dining room was ceiled and above it were 28 guest rooms. A three-story wing extended to the south. The first floor of this wing had toilets and baths, the second had "suites" with private baths, and the third floor consisted of "sleeping rooms." The inn opened for business on July 1, 1917. (Because of snow that year, automobiles could not reach Paradise until August 9.)

The company also built two dormitories nearby for its employees. The women's dormitory (the Tatoosh Club) had three stories, each consisting of five sleeping rooms and a sitting room. The men's building (the Sluiskin Club) had a similar floor plan but only two stories.³⁵

34. Superintendent, Annual Reports, FY 1916 and 1921; Sceva, Recollections, pp. 134 and 191. The superintendent must have been including the tent camp when he used the figure 400; Paradise Inn had only 41 sleeping rooms.

35. Martin, Nov. 27, 1917, to Reaburn, Park Development, Buildings and Utilities, 1935-946, Archives, Mount Rainier NP.

The company hired an elderly German carpenter, Hans Fraehnke, to carve the woodwork in the lobby. It was he who built today's rustic grandfather clock and piano--the piano played by President Harry Truman many years later. Company and park officials differed on what colors the exterior of the new inn should be. The company's architect, Harlan Thomas, suggested red roofs, soft light gray walls, and white trimmings. He objected to green roofs because they offered no contrast to the natural surroundings. The National Park Service's Landscape Architect Charles Punchard disagreed. He recommended that the roofs be stained a dark green, the body of the building remain in its weathered, unpainted state, and all trimmings be painted a soft gray color.³⁶

The Rainier National Park Company continued to expand its Paradise development. By 1918 about 100 "bungalow tents" were arranged in three groups around the hotel. These were in addition to old Reese's Camp, which was now called simply Paradise Camp and which had acquired a new log and shingle lunch pavilion. Discovering that many visitors did not enjoy sleeping in tents, the company decided in 1920 to construct a four-story annex to the inn. Designed by Architect Harlan Thomas, the Annex had 100 rooms, 58 of them having private baths. It was completed in 1922. Also constructed in 1920 were a headquarters building for the company and the Guide House. This latter had an auditorium in its basement and a club room on its second floor for the use of guests staying at the inn. The club did not become popular and, in 1923, the second floor was remodeled into ten sleeping rooms.

Despite the addition of the Annex and the other improvements, criticism of the "poor, cheap type of construction" of Paradise Inn reached a high peak by 1929. The company reacted by installing running water in nearly all the guest rooms in the main building of the inn,

36. Supt. R. W. Toll, Apr. 28, 1920, to Punchard, and Apr. 14, 1920, to T.H. Martin, Park Development, Buildings and Utilities, 1935-1946, Archives, Mount Rainier NP; The Washington Motorist, June 1977. Historical Architect David Snow, Denver Service Center, NPS, supplied Fraehnke's name.

repainting and varnishing both the interior and the exterior of the structure, and refurnishing the rooms in the Annex. Park Superintendent Tomlinson wrote that the inn "has been spruced up a bit by having some color added inside and out." The number of complaints dropped considerably.

The old campground (Reese's) was abandoned in 1930 and a new complex of 275 frame housekeeping cabins was constructed on part of the government's free campground. (Later, the company learned that the public did not like cabins any better than it had tents. Many of the cabins were sold and moved from the park.) Associated with this development was a large warehouse that housed the laundry and ice cream plant which were moved up from Longmire. This building was designed so that it could accommodate winter visitors to Paradise. Along with the warehouse, the Paradise Lodge was constructed in 1931 to provide services for the housekeeping cabins. As planned, the Lodge was to contain a kitchen, cafeteria, and sleeping rooms for guests. The Great Depression caused a serious drain on the company's finances with the result that not all the guest rooms were built. (In later years women employees were housed in the Lodge.)

Another development at this time was a nine-hole golf course, which was opened to the public on August 1, 1931. Fortunately for Paradise, this golf course was not popular and soon was abandoned.³⁷

About 1935, Sceva, by then the general manager of the company, decided that Paradise Inn's kitchen was too small. He had it demolished and today's kitchen wing built at a cost of \$15,000. Around this time, or earlier, he caused the porch on the valley side of the lobby to be enclosed, thereby creating today's gift shop and soda fountain. Tremendous amounts of snow fall at Paradise each winter, and Sceva

37. Superintendent, Annual Reports, FY 1928-1931; Tomlinson; Nov. 24, 1930, to Supt. C.G. Thompson, Yosemite NP, History, Letters (Tomlinson); Annual Report of the General Manager, Rainier NP Co., Jan. 10, 1923, found in Mountain Climbing, all in Archives, Mount Rainier NP; Sceva, Recollections, pp. 138-140. The number of rooms in the Annex was given variously as 96, 100, and 104.

found himself in a never-ending struggle each summer repairing the damage to the structure caused by the weight of the snow. Even eight-inch logs would be snapped like matchsticks.³⁸

Sceva was a tireless promoter of Paradise and he employed numerous schemes to increase the number of guests at the company's facilities. His idea of having Yakima Indians put on demonstrations and its failure has already been noted, as has the unsuccessful golf course. One year he employed an Eskimo and a dog team to give rides. Feeding the dogs became too expensive and Sceva sold them. A motorcycle hill climb came to a swift end when scars on the hillside became all too noticeable. The most successful promotion was the "Silver Ski" downhill races in the 1930s which were sponsored by the Seattle Post Intelligencer. A profitable enterprise was the Paradise Photographic shop. The photographer would start out with each guided tour, take pictures early on, rush back to the shop, and have prints ready by the time the tour returned.³⁹

As did the concessioners in other national parks, Sceva avidly "collected" celebrities at Paradise Inn. In his memoirs he recalled visits by actors and royalty, including Sonja Heine, Shirley Temple, Tyrone Power, Frances Farmer, Cecil B. De Mille, the crown prince of Norway, and President Harry Truman. Sceva had less than 24 hours notice of Truman's arrival, in June 1945. The inn had not yet opened for the season, but he and his crew worked all night to prepare a lunch. The president apparently enjoyed his brief visit, topping it off by playing the old rustic piano and shaking hands with the entire staff.⁴⁰

38. Sceva, Recollections, pp. 138-140; Superintendent, Annual Report, FY 1935, Archives, Mount Rainier NP. Sceva gives no specific date for construction of the gift shop. Polly Lane, "There's Trouble creeping up at Paradise Inn," Seattle Times, Feb. 12, 1978, gives the gift shop's construction date as 1926.

39. Sceva, Recollections, pp. 160-167.

40. Ibid., p. 192. Sceva recalled that the king of Norway visited, but Mc Intyre, "Short History," p. 284, says it was the crown prince.

Although the Great Depression caused a strain on Rainier National Park Company's budget, changes continued to occur in the company's operations at Paradise. In 1937 the Paradise Inn Annex was remodeled so that every room had a private bathroom. Some room remodeling in the inn itself and much-needed new lobby furniture were to be seen in 1938. For the first time, the company opened the inn and the lodge for the winter season of 1936-1937.

Skiers had first appeared at Mount Rainier in 1912 when a group of Mountaineers from Tacoma arrived at the National Park Inn. One member of this party, Miss Olive Rand, traveled on two long slabs of wood with turned-up ends and fastened to her feet with hoops. She explained that they were skis. Six years later the park superintendent was able to report that the Northwestern Ski Club had a successful tournament at Paradise on June 29, 1918. After World War I skiing at Paradise became increasingly popular. In the spring of 1920, for example, 1,000 spectators watched the first Annual Tournament of the Northwest Ski Club at Paradise. In 1923 Nels Nelson, the amateur ski champion of the world, made a record jump of 240 feet at Alta Vista. The Seattle Junior Chamber of Commerce held its first Winter Sports Carnival at Paradise in 1932. Two years later, the first annual Silver Skis Championship Races took place. Sponsored by the Seattle Post-Intelligencer, this competition was regarded by some as "the wildest annual ski race on the North American continent." During the winter of 1934-1935 the Olympic Winter Tryouts and the National Downhill and Slalom Championships were held at Paradise.

National Park Service policies prohibited the construction of permanent ski tows or trams but, in 1937, the CCC installed a portable ski tow. Near the guide house, a small A-frame building was constructed to house a motor and a drum for the ski tow from there to the top of Alta Vista. This "alpine-looking" building still stands and is numbered PD-514.

World War II brought an end to competitive skiing at Paradise. After the war, skiers flocked to greatly improved ski slopes elsewhere in

the Pacific Northwest. Nonetheless, Paradise's deep snows continued to provide winter recreation for all who came.⁴¹

World War II brought skiing of a different kind to Paradise. A small party from the 87th Mountain Infantry Regiment, Camp Hale, Colorado, made the Paradise Lodge its base in May 1942, while it skied on the mountain testing techniques of travel, testing food and equipment, and training the men for the conditions on the mountain. (These soldiers reached Columbia Crest from their high-elevation camp.) In the fall of 1943, the U.S. Army's 91st Engineer Aviation Battalion, Camouflage Group, occupied the lodge for two months while the troops experimented with camouflage techniques in Mount Rainier's snow. Other army units arrived at the park from time to time but did not make use of the company's facilities.⁴²

In the postwar years, as the American public began visiting the national parks in ever-increasing numbers, it became apparent that many concession facilities were inadequate or had deteriorated greatly. This was true at Paradise. The solution at Mount Rainier was the eventual purchase of all the concession facilities by the federal government. In connection with this purchase, appraisals of the company's facilities were made in 1950 and 1951. As it was true for the structures at Longmire,

41. Superintendent, Annual reports, FY 1918-1923, and 1936-1938, Archives, Mount Rainier NP; J. Haslett, Report on 1937 Season, Reports on Emergency Conservation Work in Mt. Rainier, General Records, FARC, San Bruno, Calif; McIntyre, "Short History," pp. 172-175; Martinson, "Mountain in the Sky," pp. 107-109; C. Frank Brockman, Aug. 25, 1954, to Gov. A.B. Langlie, C. Frank Brockman Papers, University Archives, University of Washington, Seattle; Joseph T. Hazard, "Winter Sports in the Western Mountains, The Story of the Ski in the Pacific Northwest," Pacific Northwest Quarterly 44 (January 1953), 8-12; J.H. Bell, Final Narrative, 1937 (CCC) Season, Emergency Conservation Work in Mt. Rainier, General Records, FARC, San Bruno, Calif. A sharp public debate erupted in 1954 whether or not a permanent ski lift should be installed at Paradise. It was not.

42. Superintendent, Annual Report, FY 1943; Lt. Col. G.E. Dawson, Camp Hale, Colo., Nov. 20, 1942, to Supt. J.C. Preston, Mountain Climbing, Archives, Mount Rainier NP.

these appraisals gave a fair description of the appearance and condition of the several buildings at Paradise. The 1950 appraisal listed the following structures as existing: Paradise Inn, Annex, 4 cabins, Sluiskin Club, Tatoosh Club, Mr. Sceva's Cottage, Guide House, Photo Shop, Warehouse and Laundry, Electric Shop, Carpenter Shop, Horse Barn, Paradise Lodge, and Souvenir Shop. The appraisal gave a total replacement value, less depreciation, for all the structures and their equipment of \$765,906. Of these buildings, only the inn, its annex, and the guide house remain today.

The descriptions of these surviving structures are too detailed to be quoted in full, but they are summarized herein to give an indication of their uses and condition as of that time:

Paradise Inn

Lobby. The lobby section measured 50 by 112 feet. It was framed of round Alaska cedar poles with shingle siding and roof. Five dormer windows furnished light to the balcony that ran around the inside of the lobby. Two large stone fireplaces were located at the ends of the lobby running from the ground up through the roof, one 50 and the other 60 feet high. Each fireplace had a 4 by 6-foot opening and was constructed of fireresistant rock. The shed addition, 22 by 18 feet, still contained the curio shop and the soda fountain. In the long list of lobby furnishings were some of special interest:

- hand hewn Alaska cedar tables
- hand hewn Alaska cedar rustic bench seats
- hand hewn Alaska cedar rustic high back throne seats
- hand hewn Alaska cedar rustic upright piano and bench
- 13-foot hand hewn Alaska cedar grandfather clock
- 14 by 66-inch hand tinted photograph "Summit Climbers"
- 42 by 64-inch hand tinted photograph "Ice Cave Group" and "Equestrians"
- 46 by 36-inch painted plaster relief map of Mount Rainier
- Seth Thomas key wind pendulum clock, 19-inch face

Dining Room. The dining room section measured 51 by 105 feet and was 1½ stories in height. A fireplace in the north end was approximately 50 feet in height and was generally similar to those in the

lobby. The second floor of this section contained 21 single rooms, one double room, a linen room, and a storage room.

Kitchen. This section measured 54 by 55 feet. It was 1½ stories high and had a concrete basement. On the exterior were an oil storage shed and a loading platform. The basement contained toilets, a walk-in freezer, storage rooms, and a laundry and furnace room. The first floor consisted of the kitchen, and employee dining room, a walk-in freezer, and three work and storage rooms. The second floor had 11 bedrooms for employees, a linen room, a shower room, and two lavatories.

East Wing. (One appraisal called this the South Wing.) This section was of frame construction measuring 41 by 96 feet. Before 1950, the first floor of this wing contained the manager's suite consisting of 4 rooms and a bath, a nurses' quarters, and 4 hotel rooms. In 1950, 3 of the hotel rooms were converted into a cocktail lounge called the Glacier Room, which one of the appraisers thought was nicely furnished with its hand painted wall murals. The second floor of this wing contained 13 bedrooms and 4 baths. The rooms on the north side of this floor had suffered severe snow damage during the winter of 1949-1950 when sections of the roof had been crushed. The basement of the east wing contained rest rooms, a barber shop, a carpenter shop, a furnace room, and an electric repair shop. A subbasement under the wing had two storage rooms and an auxiliary power plant. A ramp led from the subbasement to a nearby transformer house.

Sceva's Office. The 1950 appraisal contained a list of the furnishings in General Manager Sceva's office, which was in the east wing. In addition to a considerable collection of silver plate (for distinguished guests?), the office contained a roll-top oak desk, mahogany armchairs, a pair of cane ski poles, and the "architect's original water color of proposed Paradise Inn." The appraiser pointed out that this last was the original, and not one of two tinted photocopies that had been made later for presentation purposes.

The 1951 appraiser graphically described the effects of winter conditions on Paradise Inn:

The repairs and maintenance of this large building is a continuous process. Each year snow, ice and water damage makes necessary extensive roof rebuilding, pipe replacement, painting, plumbing and foundation repair before the Inn can be opened to the public.

The removal of ice and snow from the roof top is the first step necessary to determine the damage from winter snows. The cost of snow removal and roof repairs varies from \$5,000 to \$10,000 per year. . . .

The East Wing is generally in need of repair and modernization. The windows are out of plumb showing foundation settling and the south roof edge is crushed from snow causing leaks in rooms.

The foundation under this building is part concrete (under kitchen) some stone and part post on pier. The post on pier shows signs of settling and dry rot shows in posts exposed to the weather.

The exterior of the Inn is heavily weathered and needs painting. The inside also needs paint.

Paradise Inn Annex

The annex measured 44 by 125 feet. It contained four floors of sleeping rooms and a basement. The first floor had 20 guest rooms including 2 two-room suites. The second floor had 20 rooms, and the third, 21. The fourth floor then had 21 rooms including 3 two-room suites. A furnace was maintained in the largely unfinished basement. At the north end of the Annex was a 12 by 16-foot stairwell that was connected to the main inn by a three-story bridge. The exterior of this building too was heavily weathered.

Guide House

The frame three-story and basement Guide House measured 32 by 76 feet and stood on a stone foundation. As of 1951 the basement contained an auditorium, a stage, and a projection room, and a room containing water heaters. On the first floor were a ski sales and rental room,

dressing rooms, lavatories, a storage room, and an office. The second floor contained 12 bunkrooms and a lavatory and shower room. On the third floor were a large open dormitory, a bunkroom, and a bathroom. The general interior of the building was then in poor repair, it having "had hard usage by skiers." The 1950 appraisal valued the structure at \$32,000.⁴³

Even before the federal government purchased the facilities in August 1952, National Park Service officials began planning Paradise's future. The two employee dormitories, the Tatoosh and Sluiskin Clubs, were deemed inadequate and unsafe and were to be razed along with the guide house and photo shop. The majority of the employees would then be housed in Paradise Lodge. All meal service was to be consolidated in Paradise Lodge and the dining room in Paradise Inn was to be converted to an interpretive center. The Guide Service would also move into the inn. Lodging in the Annex would be restricted to the first and second floors, the other two floors being left unoccupied. Not all these plans were carried out. Eventually, the two dormitories and the photo shop were torn down; but the guide house was spared. A cafeteria and an interpretive center were opened in Paradise Lodge and the inn's dining room continued to function as such.⁴⁴

Various reports described the never-ending maintenance of and changes to the structures over the next decade. In 1954 all the rooms in the annex were painted rose. A new employees' cafeteria was opened in the inn's kitchen in 1959. In 1960 Paradise Lodge was "rehabilitated" and half of the Annex roof was resingled. The following year concrete stub posts replaced the original cedar posts under the inn and the exterior of the building was painted. Despite these and other repairs, general

43. Victor E. Roth and Associates, Certified Appraisal of property of Rainier National Park Company, October 1950, and Leslie W. Eastmen, Appraisal of Buildings and Personal property of Rainier National Park Company, February 1951, Archives, Mount Rainier NP.

44. E.C. Kenner and G.W. Norgard, Summary of Inspection of Rainier National Park Co. Facilities, July 11, 1952, Concessions, 1907-1953; Superintendent, Annual Report, FY 1953, Archives, Mount Rainier NP.

dissatisfaction was expressed by all concerned--government officials, company officers, visitors, the governor and congressional representative of Washington State--with Paradise's visitor facilities. But little agreement existed among the various parties as to what should be done to improve matters. The "MISSION 66" prospectus prepared by the National Park Service at first called for the removal of Paradise Inn. But many Washingtonians considered the hotel to be a tradition and refused to see it torn down. In the end, Paradise Inn and the Annex were retained as were the Guide House and the small ski-tow building. All the other structures used by the concession were removed. This removal was climaxed by the controlled burning of Paradise Lodge in 1965. Plans were unveiled for a new (and architecturally controversial) day use or visitor center building near the site of the former lodge. Since the new building would not be completed until 1966, visitor facilities were in short supply at Paradise during the summer of 1965. Park Superintendent John A. Rutter was quoted in a newspaper as saying, "It's going to be a lousy summer."⁴⁵

In 1970 the park superintendaent made an evaluation of the surviving structures at Paradise. He said that the guide house was then being used as a women's dormitory but that it was a blight by any definition. Paradise Inn itself was still sound. Twenty of its 47 rooms were being used to accommodate male employees, and these 20 rooms were substandard. As for the Annex, he reported that most of its rooms were unacceptable by present standards, but that the company had already begun remodeling them and the 23 rooms on the third floor were now quite acceptable. He recommended that an additional wing of 100 rooms

45. G.W. Norgard, May 21, 1954, and J.A. Rutter, Nov. 8, 1961, both to Regional Director, Region Four, NPS, Concessions, 1953-1962, Archives, Mount Rainier NP; Minutes of Board of Directors' Meeting and General Manager's Annual Reports, 1959-1961, Rainier National Park Company's Paper, Washington State Historical Society, Tacoma; Tacoma News Tribune, June 2, 1965; Martinson, "Mountain in the Sky," pp. 156-157.

be constructed for the inn. The remodeling continued, but the additional unit was not built.⁴⁶

Paradise Inn continues to thrive. At this writing the 52-year-old structure and its Annex are undergoing a major project involving stabilization and rehabilitation.

1. Conclusions and Recommendations, Paradise

- a. Paradise Inn and Annex (PD-600 and PD-601).

Paradise Inn, (PD-600), constructed in 1916-1917, and including its Annex (PD-601), constructed in 1920, is one of the oldest high-elevation mountain resorts in the Pacific Northwest. The inn itself and its lobby furnishings are distinctive examples of rustic architecture and craftsmanship. (The Annex is less distinctive for its rustic style of architecture.) This hotel in its magnificent setting has become a tradition at Mount Rainier for all visitors from the Pacific Northwest and elsewhere--as was amply demonstrated when its continuing existence was at question in the 1950s. Recommend that the Paradise Inn and the Annex be nominated to the National Register of Historic Places and that they be considered to possess a regional level of historical significance.

- b. Guide House.

The Guide House (PD-602) was recommended for nomination to the National Register in an earlier chapter in this study. This recommendation is reaffirmed here because of this structure's relationship to the history of the early visitor facilities at Mount Rainier.

- C. Yakima Park (Sunrise)

As early as the mid-1920s both the National Park Service and the Rainier National Park Company favored the concept of one or two more hotels within Mount Rainier National Park, in addition to those at

46. J.A. Townsley, Sept. 10, 1970, to Regional Director, Pacific Northwest Region, NPS, History, Rainier National Park Company, Archives, Mount Rainier NP.

Longmire and Paradise. The locations for these most often mentioned were Spray Park in the northwest portion of the park and Yakima Park in the northeast. Neither area could yet be reached by road.⁴⁷

Superintendent Tomlinson was certain of one thing: not a shovel full of dirt should be turned at either area until development was fully and completely planned--roads, trails, parking lots, hotels, camps, service buildings, housing, etc. He wrote a personal letter to Asst. Dir. Arno B. Cammerer on this subject saying, "We are running into difficulties every day at Longmire and Paradise Valley due to buildings and other improvements having been stuck here and there without any regard to future requirements."⁴⁸

In the end, the Spray Park area was not developed. The development of Yakima Park, however, became a reality as the 1920s drew to a close. In 1929 the State of Washington let a contract for the construction of the so-called Naches Pass highway. Although this road would not go through Naches Pass (which the Longmire wagons had conquered in 1854), it would come up White River, passing below Yakima Park and on through Cayuse Pass and Chinook Pass to the Columbia Plateau. This new road, a portion of which would be named the Mather Memorial Highway in honor of the first director of the National Park Service, "opened up" the east side of Mount Rainier. When he learned of this development, Superintendent Tomlinson wrote Director Horace Albright that it was essential that the spur road to Yakima Park as well as a campground and a hotel be completed in 1930 so as to be ready for a great influx of visitors.⁴⁹

47. Tomlinson, Sept. 8, 1925, to Harriet Geithmann, Seattle, History, Letters (Tomlinson), Archives, Mount Rainier NP.

48. Ibid., Tomlinson, Aug. 19, 1927, to Cammerer.

49. Tomlinson, Aug. 28, 1929, to Albright, Park Development, Construction Programs, Archives, Mount Rainier NP.

Tomlinson's wishes for complete development plans prior to construction at Yakima Park came true as far as government structures were concerned; but the company's plan for a large hotel, designed in the rustic tradition of architecture, barely got off the board. The problem facing the company seems to have been one of financing the undertaking, although some critics thought that the company simply was dragging its feet. Asahel Curtis wrote in 1929, "The financing of the new hotel in Yakima Park is a big problem and it has been difficult to convince the Directors of the Company that the operations in Yakima will reach the magnitude many of us believe they will." The Seattle Chamber of Commerce also was upset at Rainier National Park Company's slowness in financing a hotel. One of its officers complained that one could not expect the federal government to spend a million and a half dollars for a road to Yakima Park if there was not going to be a hotel at the end of it. He predicted that the National Park Service would seek another concessionaire.⁵⁰

Despite the complaints and the arrival of the Great Depression, the company completed construction of the first (and only) wing of the proposed hotel in the summer of 1931. The drawings for the complete structure had held the promise of a handsome mountain resort, but this wing looked unfinished and awkward in its prominent location on the north side of the Plaza, or parking area. Eventually called Sunrise Lodge, the frame, two-story building measured 51 by 137 feet. The main floor contained a dining room, a kitchen, and an employees' dining room. The second floor had employee bedrooms and toilet facilities. Later, a small "basement" was excavated from underneath the building. Called the Dugout, this space was occupied by a curio shop and a boiler room. On the east side of the structure the concrete was laid for the foundation of

50. Curtis, May 21, 1929, to Albright, and Nov. 29, 1929, to Sceva; J. Underwood, Seattle C. of C. , Nov. 11, 1929, to C. Thomas, all in Curtis Papers, Library Archives, University of Washington, Seattle.

a large wing that the plans called for. Although this wing was never constructed, the foundation continued to stand for many years. It is now gone, but its scar is still visible when seen from the ridge north of the building.

Nearby, arranged in a large rectangle, stood no fewer than 215 small guest cabins, similar to those erected at Paradise about the same time. As at Paradise, these cabins proved to be unpopular with guests, and the company eventually disposed of them. They too scarred the fragile landscape.⁵¹

With the opening of the new highway to travel and the construction of the new facilities at Yakima Park, the name of the area quickly became a problem to both travelers and park rangers. In the summer of 1930 Ranger Leveneth G. Richards was assigned to the White River district, which included Yakima Park. At the end of the season he reported to Tomlinson that time after time, visitors had driven up to him, totally confused by the name Yakima Park and looking for the city of Yakima. Others arrived at White River asking him how far it was to Mount Rainier National Park. Richards thought that the new development should be given a different name so as to avoid the confusion. While he could not think of a suitable name himself, he wondered if there might not be some suitable Indian word meaning High Place, Sentinel Post, or Throne of the Gods for the beautiful alpine area. He suggested that Tomlinson contact Prof. Edmond S. Meany, "the Grand Old Man of the University of Washington and a lover of The Mountain."

Tomlinson accepted the ranger's suggestion and wrote to Meany. Meany replied that he could understand the confusion but wondered how the people of Yakima would react to changing the historic name. He advised the superintendent to explain carefully the reasons for a change,

51. Hiram Martin Chittenden, "Development of a Mountain Resort at Yakima Park, Mount Rainier National Park" (MA thesis, University of Washington, 1935), pp. 7 and 125; Roth, Certifies Appraisal, 1950, Archives, Mount Rainier NP.

"It seems to me some such action would be wise if an avalanche of protest is to be avoided."⁵²

Apparently, it was Director Horace Albright who came up with the name "Sunrise Ridge" as the new designation for Yakima Park. It was not a new name in the park since existing maps had already applied it to a long ridge east of Yakima Park. At a meeting of the Rainier National Park Advisory Board (composed mostly of Chamber of Commerce representatives from around Washington State), Albright's proposal was discussed. Superintendent Tomlinson, who attended the meeting, noted carefully that the delegate from Yakima voiced no objection to the proposed name.

It took another year before Meany's prophecy came true. Aroused at last, citizens of Yakima began protesting vigorously the name change, which, as it turned out, had not yet been submitted to the U.S. Board on Geographic Names. This protest was most eloquently expressed by Herbert A. Shaw, secretary to the Yakima Pioneers' Association: "The members of this Association have for some time been somewhat disturbed about the tendency of new-comers and commercial interests to change the ancient names of natural features and land-marks. . . . This is a pernicious practice, as local history is bound up with and perpetuated by the names originally applied to places and events."⁵³

Sceva, from the company's point of view, preferred the name "Sunrise" and stated that it would be used by the company so far as the lodge and the cabins were concerned. Director Albright continued to favor Sunrise but was willing to find a compromise. It was Asahel Curtis

52. Richards, Sept. 22, 1930, to Tomlinson; Tomlinson, Sept. 23, 1930, to Meany; and Meany, Sept. 24, 1930, to Tomlinson, Meany Papers, University Archives, University of Washington, Seattle.

53. Tomlinson, Jan. 19, 1931, to Meany, Meany Papers, University Archives; H.D. Giue, Yakima, Feb. 12 and 18, 1932, to Curtis, and H.A. Shaw, Feb. 20, 1932, to Curtis, Curtis Papers, Library Archives, University of Washington, Seattle; U.S. Department of the Interior, Geological Survey, map, Mr. Rainier National Park, Wash., 1915, reprinted 1923.

who came up with a solution that eventually satisfied most of those involved in the matter. The old name of Sunrise Ridge was retained for that ridge. A spectacular overlook on the new road to Yakima Park, near Sunrise Ridge, was named Sunrise Point. Yakima Park retained its ancient name. And the lodge and the surrounding development was named Sunrise--a village, as it were, within Yakima Park. All these names may be found on today's U.S. Department of the Interior, Geological Survey's map of Mount Rainier. In the end, however, Sceva held the top hand. Today's visitor is more familiar with the term Sunrise than he is with Yakima Park.⁵⁴

At the same time Sunrise Lodge was constructed, the company had a gasoline service station built a short distance to the east. In contrast to the lodge, this small log and stone structure was an outstanding example of rustic architecture. Its low silhouette, horizontal lines, battered rock walls, and gable roofs allowed the structure to fit almost perfectly into its environment.

As at Paradise, General Manager Sceva publicized the new development with enthusiasm. In 1933 a Seattle publication announced that the Rainier National Park Company would have a real dude ranch at "Sunrise Park" that summer. Trips would be conducted to such attractions as Sheepskull Gap (where 2,000 sheep had died in a snow storm), Devil's Hole (where rustlers had once hid out), and Ghost Gold Mine. While the last of these possibly referred to the mines at the head of nearby Inter Fork, the first two sites are thought to be born out of fantasy. The article admitted that rodeos would not be held, but it assured its readers that the guides would be rodeo stars from Ellensburg, Washington.⁵⁵

54. Guie, Mar. 10, 1932, to Curtis; Curtis, Mar. 10, 1932, to Tomlinson; Tomlinson, Apr. 6, 1932, to Curtis; and F.O. Hagie, Yakima, Apr. 25, 1932, to Curtis, Curtis Papers, Library Archives, University of Washington, Seattle. At one point Albright suggested as a compromise the name Yakima Plateau, but the Yakima Chamber of Commerce insisted that Yakima Park be retained.

55. "Dude Ranch at Rainier," The Town Crier, Seattle, July 15, 1933.

Despite the publicity, the first years of Sunrise Lodge's existence were lean ones so far as the company's coffers were concerned. Business improved considerably in 1936 when Northern Pacific Railway routed a number of tour parties through Sunrise. Sceva was delighted with the results and he and other company officials renewed the plans for completing the lodge. Superintendent Tomlinson warned, "However, it is still too early in the prosperity cycle to go beyond the preliminary discussion stage." Although the park superintendent noted in his next annual report that Sunrise Lodge would be completed to include 100 rooms with bath, a lobby, and convention facilities, his original assessment was correct; preliminary discussion was all that occurred.⁵⁶

By the end of World War II, the company managed to dispose of the 215 housekeeping cabins at Yakima Park, selling many of them to farmers in eastern Washington. It continued to operate Sunrise Lodge and the service station. Then in 1952, the federal government purchased these facilities as it did the other concession structures in the park. During the great debate over visitor accommodations at Mount Rainier National Park in the early 1960s, U.S. Senator Warren G. Magnuson announced that Sunrise Lodge would be replaced with a \$500,000 day use facility. Nothing came of this concept, however, and the building today continues to function much as it did in the early 1930s. In his recollections, Sceva obviously did not hold the same fondness for Sunrise Lodge as he did for his beloved Paradise Inn: "The service building for the cabins at Sunrise was only partially built--just a kitchen and cafeteria dining room--as we intended to complete that building with sleeping rooms for guests, as well as large souvenir sales rooms and such, but we never reached the point financially where we could afford to complete it."⁵⁷

56. Tomlinson, Aug. 25, 1936, to Albright, History, Letters (Tomlinson); Superintendent, Annual Report, FY 1937. Archives, Mount Rainier NP.

57. Seattle Post Intelligencer, Oct. 17, 1962; Sceva, Recollections, p. 185.

I. Conclusions and Recommendations, Yakima Park

a. Sunrise Lodge (YD-601) was the cafeteria-kitchen unit of a much larger lodge or hotel that was planned for Yakima Park. The existing structure was completed in 1931. It possessed neither historical nor architectural significance. Recommend that Sunrise Lodge not be nominated to the National Register and not be added to the List of Classified Structures.

b. Gasoline Service Station (YD-602). Also completed in 1931, this structure stands in strong contrast to Sunrise Lodge. It is an outstanding representative of the rustic style of architecture that was an important development in the history of architecture in the western national parks prior to World War II. Recommend that this structure be included in the nomination of a historic district at Yakima Park (Sunrise) to the National Register of Historic Places. (This historic district, which will include government structures, will be discussed again in this study.) The station is already on the area's List of Classified Structures.

D. Ohanapecosh Hot Springs

The Indian meaning of the name Ohanapecosh has perhaps been lost forever. Ranger J.B. Flett, one of the first persons employed at Mount Rainier having a scientific background, concluded that the word meant "deep, dark, blue pool." McIntyre, in his history of Mount Rainier, said that the meaning of Ohanapecosh had become vague, but was given in various ways such as "deep blue hole," "deep blue stream," "clear stream," etc. Phillips, however, wrote that the term translated literally as "Oh, look!"⁵⁸

58. Supt. R.W. Toll, Mar. 9, 1920, to Meany, Meany Papers, University Archives, University of Washington, Seattle; McIntyre, "Short History," p. 28; Phillips, Place Names, p. 99. For a brief description of Flett's contributions to the park see C. Frank Brockman, "Park Naturalists and the Evolution of National Park Service Interpretation Through World War II," Journal of Forest History 22 (January 1978), 28-29.

Whatever the meaning, the Ohanapecosh Hot Springs' existence became known early in Mount Rainier's history, although no one person has been identified as their reporter--as Longmire was for the hot springs on the Nisqually. The original boundary of Mount Rainier placed the hot springs just outside the national park, but within the forest reserve. A trail soon ran northward from Lewis (today's Packwood) to the springs. In 1912, a woman named Eva (Mrs. R.M.) O'Neal was operating a tent camp at the springs, but little else is known about this enterprise.⁵⁹

With the development of Yakima Park and the construction of a road through Chinook Pass in the early 1930s, officials of both the national park and the concession company began to worry about private development springing up at beautiful Tipsoo Lake below Chinook Pass. The National Park Service approached the U.S. Forest Service with the idea of extending the park's boundaries eastward to the crest of the Cascade Range in order to protect the lake. At the same time the Park Service proposed extending the southern boundary so as to include the springs within the park. The Forest Service was amenable to these suggestions and, on January 31, 1931, President Herbert C. Hoover signed the bill that extended the park boundaries to the east and south.⁶⁰

A decade earlier, in 1921, N.D. Towers had secured a permit from the U.S. Forest Service to develop hotel and bathing facilities at Ohanapecosh Hot Springs. At that time he was employed as the postmaster at Morton, Washington. Earlier, he had been the manager of the saddle and pack horse service of the Rainier National Park Company.

59. Superintendent, Annual Report, FY 1913, Archives, Mount Rainier NP; McIntyre, "Short History," p. 125.

60. H.A. Rhodes, Rainier National Park Co., Nov. 20, 1930, to Curtis, and Albright, Dec. 31, 1930, to Curtis, Curtis Papers, Library Archives, University of Washington, Seattle; R.M. Holmes, Chief Clerk, NPS, Feb. 3, 1931, to Superintendent, Mount Rainier, Legislative History, Archives, Mount Rainier NP.

The Company, however, had let him go because he was incompetent as a manager. Having no capital to develop a resort, Towers had formed a partnership in 1924 with Dr. A.W. Bridge of Tacoma. The partners had then constructed a small hotel and two small bathhouses at the springs. Within two years the two men had learned they could not get along with each other and Towers had dropped out of the partnership.⁶¹

With the inclusion of the springs within the national park, the Rainier National Park Company, in its role as sole concessionaire, presumably could have acquired and managed Bridge's modest development. The president of the company stated, however, that he did not wish to have anything to do with Ohanapecosh. Dr. Bridge remained the owner and steadily enlarged the resort, which he called the Bridge Clinic, over the next several years, especially after a road was completed from Packwood to the springs in 1933.⁶²

In 1939, the park superintendent reported that Bridge had added 5 two-room cabins and a five-car garage at Ohanapecosh, bringing the number of cabins to 25. He had also improved his employees' quarters, which were located in the lodge. The doctor announced plans for a modern swimming pool. (Excavations were made for this pool, but it was never constructed.) Two years later, Bridge constructed 7 more housekeeping cabins and, in 1942, he doubled the size of the bathhouse. Then, in 1947, illness forced Dr. Bridge to sell the resort to Martin Kilian of Eatonville, Washington.⁶³

61. Tomlinson, Jan. 7, 1926, to Albright, Legislative History, Archives, Mount Rainier NP; McIntyre, "Short History," p. 125. Tomlinson wrote that Towers' son had been a park ranger stationed in the vicinity of Ohanapecosh prior to 1923. He had been fired for cutting trees within the park for use at the springs and for taking an extra salary from the Hot Springs for serving as its caretaker and manager.

62. H.A. Rhodes, Nov. 20, 1930, to Curtis, Curtis Papers, Library Archives; C.F. Brockman, Report, Ecological Study of Sub-alpine Meadows, Paradise Valley, 1959, Brockman Papers, University Archives, University of Washington, Seattle. In 1940 the road between Cayuse Pass and Ohanapecosh was completed.

63. Superintendent, Annual Reports, FY 1939-1946, Archives, Mount Rainier NP; McIntyre, "Short History," p. 125.

The National Park Service reported on Kilian's facilities at Ohanapecosh in 1953. They then consisted of a small lodge that contained a store and a dining room, a bathhouse for mineral baths, and 31 housekeeping cabins having a guest capacity of about 100. The cabins were described as being old, of rustic architecture, and without private baths although some had toilet facilities. During the 1950s a large number of guests complained sharply about the unsatisfactory service and lack of adequate facilities at Ohanapecosh. The National Park Service attempted repeatedly but unsuccessfully to have Kilian improve his operations. In the end, Kilian's concession contract was terminated on December 31, 1960. He turned over the keys in 1962; but not until 1965 was a final settlement concluded between him and the federal government. By 1967 the National Park Service had removed all the concession facilities and the springs were returned to their natural condition.⁶⁴

1. Conclusions and Recommendations, Ohanapecosh

Little physical evidence remains today of the former concession facilities--a level piece of ground, a stone wall, the excavation for a swimming pool, etc. Several of the mineral springs still flow and are attractive in their appearance. A self-guiding history-nature trail leads visitors through the area much in the same manner of the Trail of the Shadows at Longmire. A nearby visitor center also offers interpretation of the area.

Recommend only the continued interpretation of the former spa and the development of a trail booklet similar to Trail of the Shadows for purchase by visitors.

E. Indian Henrys Hunting Ground

In addition to the Longmires' hotel and Reese's Camp of the Clouds, a third visitor facility was established in the pioneering days at Mount Rainier, in the first decade of the twentieth century. In 1907 two men,

64. L.C. Merriam, NPS, Nov. 20, 1953, to E.G. Benner, Bend, Ore., Concessions, 1907-1953; Superintendent, Annual Report, FY 1962; "History of the Ohanapecosh Hot Springs," 1968, Ohanapecosh Hot Springs (Kilian), 1962-1968, Archives, Mount Rainier NP.

sometime-ranger Samuel Estes and George Hall, each made a separate application for a permit to operate a tent camp ("hotel" was the popular term at the time) at Indian Henrys Hunting Ground, which was closer to Longmire Spring than was Paradise and of no more difficult access. Forest Ranger William McCullough investigated these requests and concluded there was room in the area for only one camp. He recommended that Hall be given the permit, saying that Hall had selected a good site on the north side of Squaw Lake, on a flat between the lake and Iron Mountain. Hall and his wife, Sue Longmire, received the permit and they established their "Wigwam Hotel" in the summer of 1908. In both 1910 and 1911 the Halls were reported as having 15 tents for which they charged \$2.50 per day per guest for lodging and meals.⁶⁵

The Halls continued to operate the Wigwam Hotel until 1916. That year the newly-formed Rainier National Park Company acquired the concession at the same time it took over Reese's Camp at Paradise. The company kept the camp open until 1918, when it abandoned the enterprise. No other concession facilities were established in Indian Henrys Hunting Ground.⁶⁶

1. Conclusions and Recommendations.

The so-called Wigwam Hotel operated for 10 years. Although a pioneering enterprise, this tent camp left no lasting impression on either the landscape nor on Mount Rainier's history. There are no recommendations concerning this camp.

65. W.A. McCollough, Sept. 16, 1907, to Super. G. F. Allen, Concessions, 1907-1953; Superintendent, Annual Reports, FY 1908-1911, Archives, Mount Rainier NP; Williams, The Mountain that was "God," p. 140. McIntyre, "Short History," p. 124, writes that the camp was located near Mirror Lakes (then called Three Lakes). Early maps of Mount Rainier do not resolve this discrepancy. Sue was the daughter of Elcaine Longmire.

66. Martinson, "Mountain In the Sky," pp. 87 and 93.

IV. Mining

A. General

Prospectors were delighted with the legislation that established Mount Rainier National Park. Section 5 of the act allowed for mining. But almost immediately the Secretary of the Interior asked that Section 5 be repealed. Not until 1908, however, was an act passed that prohibited the location of mining claims within the park. This new act contained a provision that existing rights were not affected.¹

Until the passage of the 1908 law, prospectors roamed over Mount Rainier in considerable numbers. In 1904, the superintendent stated that over the past year 73 prospectors had been in the park. Between July 1, 1906 and June 30, 1907, 165 mining claims were located in Mount Rainier. Despite this activity, park officials believed, correctly, that these claims had little, if any, value. The park would not be the scene of any Klondike-type gold rushes. In fact, some of the prospectors were not looking for minerals at all. In 1904, before he became a licensed guide, Joseph Stampfler of Yelm held some mineral claims in Indian Henrys Hunting Ground. Since there were no known minerals in that area, it was presumed that these claims were merely a cover for hunting parties. Likewise, the Mount Tacoma Water Supply Company held two claims near Mowich Lake. Neither gold, nor silver, nor copper was on the company's mind; it was after water rights.²

Following passage of the 1908 act, park officials attempted to determine which of the several existing claims were valid. Park Ranger Thomas O'Farrell carried out much of this work, riding and hiking over

1. Act of March 2, 1899, setting aside certain lands in the State of Washington as Mount Rainier National Park (30 Stat. 993); Sundry Civil Act of May 27, 1908, prohibiting mining locations within Mount Rainier National Park (35 Stat. 365); U.S. Secretary of the Interior, Annual Report, 1899.

2. Superintendent, Annual Reports, FY 1904-1907, Archives, Mount Rainier NP.

the rugged country to investigate the work that had been done (or not done) on the claims. The more active workings were to be found in three areas: on the Carbon River just inside the park boundary, in Glacier Basin on the northeast shoulder of Mount Rainier, and near the junction of the Nisqually and Paradise rivers above Longmire. In addition, a sprinkling of claims, some active and some not, were to be found throughout the park. After 1908 the number of active claims steadily decreased. In 1911, for example, the number of mining prospects to which active claims were asserted numbered only 60. One year later this number had been halved, 32 claims having been relinquished in 1912. Minor claims that required investigation included:

1. Mountain View Group, Mowich River

Illustrative of O'Farrell's investigations was his three-day trip to the headwaters of Mowich River in the late fall of 1908. The purpose of this trip was to inspect a mine that had been originally located by Robert Thompson and a Mr. Smaby who had been employed by the then-defunct Washington Cooperative Mining Syndicate. These original claimants had installed a 500-foot flume and a 150-foot water pipe. They had moved in an air compressor and a machine drill. With this machinery they had dug a 3 by 6-foot tunnel almost 300 feet deep.

O'Farrell found the trail from Grindstone Cabin (outside the park) to the mine to be in bad condition. When he came to the end of the trail he discovered that he had to climb ladders to reach the mouth of the tunnel. Posted at the mouth was a notice dated June 27, 1908, which stated that James T. Boddington and a Mr. Leonard, Tacoma, now claimed ownership to this "Mountain View" group of mining claims. The property was vaguely described as running in an easterly direction 3,000 feet on the south fork of Mowich River and 1,500 feet in a westerly direction across Mowich River. O'Farrell tacked a second notice to the tunnel, this one containing the "Rules and Regulations" for the park. Shortly after O'Farrell made his report on the mine, the U.S. Secretary of the Interior

notified the park superintendent that Boddington's filing was "void ab initio" and that no further action was necessary to declare its invalidity.³

2. Lorraine Claims, Winthrop Glacier

Establishing the invalidity of the Lorraine claims took much longer than had that for the Mountain View group. These claims, discovered in 1897 by Fred J. Chamberlain, were located on both the east and west side of Winthrop Glacier. Ranger O'Farrell reported in 1913 that those on the east side of the glacier were named Lorraine No. 1, No. 2, etc., and the Walter W. and the Clarence J. On the west side of Winthrop, in the vicinity of Mystic Lake, were the Mineral Mt., the Mt. Goat, the Electric, and others. The Electric claim included the falls near the foot of Winthrop Glacier and the company intended to install an electric plant there. O'Farrell said that cabins had been built on each of the two groups and considerable tunneling, shaft, and open-cut work had been done in the early days. (The company's lawyer claimed later that \$10,000 had been expended on development.) Another source stated that the company had constructed a good trail into the claims, had sunk an 86-foot shaft, and had run two adit tunnels: Adit Tunnel No. 1, 100 feet; Adit Crosscut Tunnel No. 2, 65 feet long.

Having neglected to carry out the required annual assessment work, the company's president was ousted by the stockholders in 1910. But when workmen were sent into the park in 1911, a park ranger (probably O'Farrell) ordered them to leave. In 1913 lawyers for the company wrote Supt. Ethan Allen asking that the workmen not be expelled again. Despite this, it seems that work was not resumed. That same year O'Farrell reported there were no marks, blazes, or other distinctions to show where the boundaries were.

3. O'Farrell, Nov 7, 1908, to G.F. Allen, and O'Farrell, Report of Mining Claim, Jan. 1, 1909; Asst. Sec. Frank Pierce, USDI, Feb. 2, 1909, to G.F. Allen, Legislative History, Archives Mount Rainier NP. Discussions with park rangers by the writer indicated that a large tunnel exists today on a tributary of Spray Creek, just east of the east line of Section 36, Township 17 North, Range 7 East. While this location does not seem to be the same as that described by O'Farrell, the probability that it is the subject tunnel is strong.

Mineral Examiner W.R. Cox inspected the Lorraine claims in 1922. He said that the eastern claims were at an elevation between 5,000 and 5,500 feet. Lorraine No. 1 claim extended northeast from the east side of the glacier. Claims Nos. 2-5 continued successively, end to end, in the same direction, across Granite Creek, toward the peak of Skyscraper Mtn. There were two mine workings on Lorraine No. 1 (the adits, above?), but the shaft had been covered with rock from the glacier. Apparently, he did not visit the claims on the west side of Winthrop. Cox recommended that adverse proceedings be instituted to annul all the claims on the charge of abandonment. On September 6, 1926, the General Land Office found the claims invalid.⁴

3. Crater Claims, Mowich Lake

In the early spring of 1909, Ranger O'Farrell made a difficult trip through deep snow to Crater (now, Mowich) Lake. The purpose of this expedition was to inspect a miner's cabin and two mining claims on the west side of the lake, known as Crater No. 1 and Crater No. 2. Accompanying him were two citizens, Belmore Browne and a Mr. Fautz. Belmore was the brother of Jack W. Browne, Tacoma, who had built the cabin and established the claims. Jack claimed another distinction--he had been the first ranger to be appointed to the northwest part of Mount Rainier.

Following the trip, O'Farrell reported to Forest Supervisor H.L. Hurd that the Brownes knew they had no right to the cabin and they wished to sell the tools and supplies stored there to the government. O'Farrell thought the 16 by 22-foot cabin itself could be used as a ranger station. Apparently, the federal government seized the cabin during the summer of 1909. At any rate, an aroused Jack Browne wrote O'Farrell

4. F.L. Morgan, Hoquim, Sept. 2, 1913, to Supt. E. Allen; Supt. D.L. Reaburn, Sept. 18, 1918, to W.R. Cox; Supt. W.H. Peters, Jan. 25, 1921, to Ranger C. Tice; W.R. Cox, Jan. 27, 1921, to Peters; F.L. Morgan, Jan. 25, 1921, an affidavit; W.R. Cox, Mar. 31, 1923, to Commissioner, GLO; Actg. Comm. T.C. Havell, GLO, Sept. 18, 1926, all in Legislative History, Archives, Mount Rainier NP.

asking if he had taken possession and, if so, by what authority. O'Farrell acknowledged that the cabin had been occupied but he remained silent on the matter of authority. Browne responded that he was thoroughly acquainted with the rules and regulations of the park, that he had done the necessary assessment work conscientiously and thoroughly, and that he did not intend to give up either the claims or the cabin.⁵

The following summer, in August 1910, O'Farrell visited the site again and made an official report on it. Each of the two claims contained 20 acres and they ran from the creek basin west of the lake eastward to the summit of the ridge overlooking the lake and, he thought, probably over the ridge to the lake shore. There was no machinery on the claims, but there was a prospect hole that started in an open cut of about 18 feet then entered the hillside to a depth of 17 feet, where there was a cave in. A trail led up to the claims. O'Farrell concluded that the claims were invalid and that Browne's real intentions were to secure the land for business purposes, such as a hotel site.

The final disposition of these Crater Claims has not yet been documented. It is clear, however, that Browne no longer possessed them after 1913.⁶

4. Discovery and Short Canyon Claims

When Eugene Ricksecker was supervising the construction of the new government road above Longmire in 1904, he learned that a man named Frank Hendricks had undertaken to clear a road from his cabin to the new government road at station 40. When ordered to stop this work, Hendricks pulled out two records of location of mining claims. One of

5. O'Farrell, May 10, 1909, to Hurd, and Oct. 23, 1909, to Browne; Browne, Oct. 10 and Nov. 8, 1909, to O'Farrell, Legislative History, Archives, Mount Rainier NP.

6. O'Farrell, ca. August 1910, Report on Crater Lake Mining Claims, Legislative History; Superintendent, Annual Report, FY 1913, Archives, Mount Rainier NP. O'Farrell made his inspection on August 4, 1910.

these, the Discovery, was on the west side of the Nisqually, between the river and the road. Here, Hendricks had built a 12 by 24-foot cabin and an 8 by 10-foot blacksmith shop. He had sunk two shafts on this claim, one 12 feet deep in solid rock, the other 42 feet deep with 30 feet of it in rock. He had also driven a 10-foot tunnel into rock. He had not developed the other claim in any manner.

In 1907 Hendricks located a third claim, the Short Canyon lode, on Paradise River at Carter Falls. This claim extended north and south across the river. When Mineral Inspector W.R. Cox visited this site in 1914, he learned that Hendricks had constructed there a 16 by 20-foot frame cabin which had a "high" shingle roof, along with a blacksmith shop and one or two outbuildings. The workings on the north side of the river consisted of a 4 by 6-foot tunnel, 25 feet in length, which connected to a timber shaft, 4 feet square and 50 feet deep. Nearby was a cut and a second, undescribed tunnel. Along the bench on the south side of the river were several pits and open cuts.

Cox made a follow-up report on this claim in 1923. Hendricks had moved away from the park in 1915, after conveying his interests in both the Discovery and the Short Canyon to B.J. Hall and others in Seattle. The new organization, Short Canyon Mining Company, may have done a little work on the mine in 1916. However, when Cox reexamined the claim in 1923, it appeared abandoned to him. He recommended that adverse proceedings be instituted. These claims were soon declared null and void.⁷

5. Other Small Claims

Several other claims, all having a short history, were mentioned in park correspondence and reports in those early years. All of them apparently were relinquished by 1913. They included the following:

7. Ricksecker, Oct. 31, 1904, to Maj. J. Millis; Cox, Mar. 13, 1914, and Mar. 31, 1923, to Commissioner, GLO, Legislative History, Archives, Mount Rainier NP.

Lodi No. 1 and Lodi No. 2 were located by Dr. J.L. Reese of Spanaway, Washington, in Lost Trail Canyon, near the Lorraine claims, above. These were but little developed, there being only a small cabin and a tunnel 18 feet in depth.

Fritz Hoose of Fairfax, Washington, held two claims on Carbon River in 1909. Nothing else is known about these.

On White River, near the park boundary (as of 1910), A.M. Buckley and associates from Buckley, Washington, had six claims.

In the Huckleberry Creek basin, Forrest and Farrell of Tacoma held what they called the Pinto Horse Mine in 1910.

Narada Mining Company had six claims (Eagle, Paradise, Narada, Lucky 13, Cloudy, and Lucky Boy) on the south side of Paradise River, near its junction with Nisqually River. The General Land Office declared these claims to be null and void in November 1911.⁸

In his annual report for 1913 the park superintendent noted, probably with relief, that the number of active claims in Mount Rainier had been reduced to four groups: the Short Canyon claims which have already been discussed, claims on the Carbon River which would cease to be active that year, the Eagle Peak Mines above Longmire, and the extensive operations in Glacier Basin. These last two operations would engage the attention of superintendents for many years to come.⁹

8. Superintendent, Annual Reports, FY 1908-1913; W.R. Cox, Mar. 13, 1923, to Commissioner, GLO; R.H. Hunt, Narada Mining Co., Sept. 29, 1909, to G.F. Allen; Asst. Commissioner, GLO, Nov. 10, 1911, to Register and Receiver, Olympia, Washington, Legislative History, Archives, Mount Rainier NP.

9. Superintendent, Annual Report, FY 1913, Archives, Mount Rainier NP.

B. Carbon River District

Although not active after 1913, two mining companies carried out a fair amount of development on the south side of Carbon River within the national park's boundaries. Prior to their activities, the only access to this northwest corner of the park had been by horse trail from the coalmining town of Fairfax, which in turn was served by a branch of the Northern Pacific Railway. In 1908-1909 a logging railroad was built from Fairfax to the national forest, but short of the park boundary. Once again, history is in the debt of Ranger Tom O'Farrell for his reports on this district.

1. Hephizibah Mining Company

The Hephizibah Mining Company located at least six mining claims and a mill site on the south side of Carbon River within Mount Rainier National Park. Collectively, these claims were known as the Atlas group. Individually, the names of five of the claims are known: Hephizibah No. 1, No.2, and No. 3, Grace, and Good Hope. When the claims were laid out the district in which they were located had not yet been surveyed, but a later description of the workings stated they were on the east side of a steep gulch draining north, about 600 feet west of June Creek which ran through the middle of Hephizibah No. 3. The six claims were contiguous to one another and were at elevation between 1,800 and about 4,000 feet. They were within Section 3, Township 17 North, Range 7 East. The mill site was located in the valley between the foot of the mountain (Sweet Peak) and the park boundary (at that time the north park boundary in that area was a straight east-west line south of Carbon River).

O'Farrell inspected the mill site claim in 1908 and found that it contained about five acres and was heavily timbered. A cabin was located on the site and the ranger reminded Supt. G.F. Allen that it was the building in which the two of them had eaten dinner and had taken a gun away from an Austrian miner on an earlier trip. It was his opinion that the mining company did not have a valid claim to this tract.

He then took the trail up to the workings. Most of the claims had small prospect holes, but only one, Hephizibah No. 1, had been worked extensively. Here, O'Farrell found three tunnels: No. 1, 145 feet deep, with a shaft located 68 feet from the mouth of the tunnel and extending downward 10 feet; No. 2, a V-shaped tunnel, 165 feet deep; and No. 3, 109 feet deep and 4 1/2 by 6 feet in diameter. It was believed that this claim contained gold, silver, and cobalt ores. O'Farrell concluded that this was a valid claim but noted there was no road for taking out the ore.

In the summer of 1909, the commissioner of the General Land Office concluded that the mill site was invalid. Actg. Supt. H.L. Hurd promptly informed J. I. Sexton of Tacoma, the principal partner in the company, that further occupancy of the mill site and cutting timber on it were prohibited.¹⁰

Apparently the company did little or no work on the mining claims in succeeding years. Mineral Examiner Cox visited the claims in 1923 and found them abandoned:

With great difficulty [I] found the workings, which consist of two [sic] tunnels on the Hephizibah No. 1 claim. There is a heavy strand of large fir and cedar timber on the land, with many windfalls and thick undergrowth of vine maples, devils club, ferns and brush. Trails or markings on the claims are no longer traceable, and the mine tunnels were the only improvements found. The miner's cabin erected on the millsite had evidently been torn down or has fallen down, because I searched carefully but could not find it.

He said that Sexton had moved to San Diego, California, another partner in the company had died, and a third partner was living in Tacoma and was old and poor. He recommended that charges against the company include its failure to perform the required annual labor on the claims. Later that year the General Land Office directed that adverse

10. O'Farrell, Jan. 3, 1909, to G.F. Allen; Hurd, July 19, 1909, to Sexton, Legislative History, Archives, Mount Rainier NP.

proceedings be taken against the claimants. There were no protests. Thus ended the Hephizibah Mining Company's activities in Mount Rainier National Park.¹¹

2. Washington Mining and Milling Company

The most aggressive mining operation on the Carbon River was carried out by the Washington Mining and Milling Company under the management of William Colegrove. Beginning in 1906, the company located a total of 38 lode claims within the park, all or most of them on the south side of Carbon River and east of the Hephizibah claims.

In 1907 the company applied for the right to construct a road within the park that would parallel the river along its south bank. The intent was to extend the road outside the park to Montezuma, which was about 1/2 mile east of Fairfax, where it would connect with an existing county road. The total length would be six miles and the width of the road would be 12 feet. The Interior Department gave its approval. The company reported, overly optimistically, the road's completion in the fall of 1907. Indeed, that part within the park, but only it, had been constructed; it extended from the west boundary almost to the ranger cabin. Ranger O'Farrell inspected the work and was not overly pleased with what he saw. Whereas the company said it had used only down cedar for corduroying and building bridges, the ranger discovered that 28 park trees (cedar, spruce, and hemlock) had been cut down and a small portion of each tree had been used in the work. Beyond the park only a bridal trail connected the road to Fairfax. Colegrove informed O'Farrell that his company was the sole proprietor of the road. Not only was the Hephizibah Mining Company prohibited from using it, so were the park rangers!

11. W.R. Cox, June 27, 1923, to Commisioner, GLO; Actg. Dir. A.B. Cammerer, NPS, Sept. 26, 1923, to Tomlinson, Legislative History, Archives, Mount Rainier NP.

In his annual report for 1908, the park superintendent stated that the Washington Mining and Milling Company had employed from 7 to 15 men on the claims throughout the year, had erected a number of buildings, and had dug a 250-foot tunnel. The two years, 1908-1909, witnessed the peak of the company's mining activities. Nowhere did the various reports state the kinds of metals that the company hoped to mine. Judging from the names given to the claims, the anticipation was that gold, silver, and copper would be found. Such was not to be, at least in paying quantities.

In 1910 the General Land Office, on the basis of an adverse report by a special agent, directed adverse proceedings against 24 of the claims in three groups: Copper King, Gold Coin, and Traitor. By October of that year the company had quietly relinquished these claims. Ranger O'Farrell reported in February 1911 that the company then had only 14 claims--7 left in the Gold Coin group and 7 in the Rudolph and Silver King group. He thought that these too should be cancelled. Again, the evidence is incomplete, but the Washington Mining and Milling Company's operations in Mount Rainier National Park had ceased by 1913.

A plat of the Rudolph and Silver King group that has survived shows that the 250-foot tunnel dug by the company was located on the Rudolph Discovery claim. A second tunnel, only 40 feet in length, had also been dug in the Silver King claim - uphill and to the southwest of the long tunnel.

In 1950 Aubrey L. Haines was serving as district ranger on the Carbon River when W.E. Potthoff, Orting, Washington, visited the area. Potthoff told Haines that he had worked in a mine somewhere nearby 40 years earlier. The old man said that a notable feature of the mine was an incline railway by which the ore had been lowered from the tunnel to the river bottom 300 feet below.

After his visitor left, Haines began exploring along the foot of the hill bordering the river. One mile east of today's ranger station he noticed some cut stumps. Climbing up the slope, he spotted a spoils

dump. Above the dump was a bench on which stood the ruins of four buildings, one of which--probably a storage shed--was still in fair condition. Some furniture, including a stove, a chair, and a cupboard, lay scattered about. A short distance to the west of the main structure, in the head of a steep draw, he found the mine tunnel. The opening was six feet square and was neatly cut into a gray crystalline rock. He could see inside about 50 feet, where the tunnel made a turn to the right. Because there was about 10 inches of water on the floor of the tunnel, Haines did not enter it. But he did note that the ore car tracks were still in place.

Examining the area further, Haines determined that the track had been carried from the tunnel and over the draw on a trestle. At the end of the trestle he could see the remains of an incline railway slanting downhill alongside the spoils dump. As of 1950 the incline consisted of large logs set end to end in two rows seven feet apart. They were notched for crossties which had rotted away. Two large blocks which had been used in operating the incline were still fixed to a stump at the top. Haines carefully drew a sketch map of the mine and forwarded it along with his report to park headquarters. The natural decay and the vegetation growth in succeeding years have lessened the exterior evidence seen by Haines. But the tunnel, its tracks, and the water are still there.¹²

3. The Squatter

A history of early days on the Carbon River would be incomplete without notice of the area's only squatter or, as he considered himself to be, homesteader. W.L. Evans, a bachelor of undertermined age, arrived on the upper Carbon River in June 1895, two years after the creation of

12. G.F. Allen, May 6, 1907, to Secretary of Interior; C.L. Pitts, Oct. 7, 1907, to Secretary of Interior; O'Farrell, Jan. 3, 1909, to G.F. Allen, and Feb. 14, 1911, to E.S. Hall; S.J. Proudfit, 3 letters, Jan. 7, 1911, to Register and Receiver, Olympia; A.L. Haines, Feb. 28, 1951, to Park Naturalist, Legislative History; Superintendent, Annual Reports, FY 1908-1913, Archives, Mount Rainier NP.

the Pacific Forest Reserve. He built himself a log house that measured 12 by 12 feet and, in his own mind at least, established a homestead claim of about 300 acres on a strip along the river bottom about two miles inside the later park boundary (the north 1/2 of the northeast 1/4, Section 2, and the north 1/2 of the northwest 1/4, Section 1, Township 17 North, Range 7 East). Somewhere nearby, he located "several" mining claims.

When a flood in Carbon River washed away his cabin in 1896, he promptly built himself a "good shake house," 20 by 35 feet, two stories, and eight rooms, at a cost of \$700. Luck eluded him, for this residence burned a year later. By 1905 Evans was well established on his homestead. At that time he had a shake house, 20 by 22 feet, with a 10 by 15-foot leanto and a total of 6 rooms. Nearby stood a 12 by 15-foot storehouse, an 8 by 8-foot blacksmith shop, a 15 by 15-foot woodshed, and an 8 by 10-foot root house, all made of split cedar boards and posts. About half of his 300 acres was suitable for tilling; the other half was timber. He had already slashed from 3 to 4 acres and had half an acre under plow. His garden contained potatoes, cabbages, onions, carrots, and other vegetables.

Park officials inspected Evans's "agricultural settlement" in 1905, but they made no recommendations concerning its future at that time. If the "homestead claim" was a problem for the federal government, it suddenly ceased to be in May 1906 when Evans unexpectedly died. A month later the General Land Office informed the Secretary of the Interior that Evans's heirs or devisees had no right to the land and were not entitled to make homestead entry for it. Thus did Evans's buildings melt back into the land.¹³

C. Eagle Peak Copper Mining Company, Longmire

One of the longest lived mining activities in Mount Rainier National Park was initiated in 1903-1904 by a woman. Mary A. Gehrett filed a

13. Forest Ranger C.E. Randle, Feb. 15, 1905, to G.F. Allen; Allen, May 26, 1906, to Secretary of Interior; G.F. Pollock, GLO, June 30, 1906, to Secretary of Interior, Legislative History, Archives, Mount Rainier NP.

notice of location for the Aldula copper claim near the base of Eagle Peak, south of the junction of Nisqually and Paradise rivers, and a short distance above Longmire. Two years later, 1906, her son, Roy H. Wheelock, located the Paradise No. 1 claim adjacent to and on the west side (downslope) of his mother's Aldula. Together, the two claims covered 41.32 acres.¹⁴

The family organized the Eagle Peak Copper Mining Company in 1908 and transferred the two claims to its ownership. Wheelock became president of the company; Mrs. Long, the secretary; and her new husband, Baiker Long, was the vice president. The company issued \$150,000 of capital stock, of which \$78,000 remained the family.

Since the beginning of its operations, the company had been using a small parcel of level land on the west side of Nisqually River as its headquarters area. Here Wheelock had erected cabins in which to live while in the park. The park superintendent regarded this site as a "camping" ground and did not object to its use as such. In 1910, however, the company posted a notice of location claiming this area for a mill site. A plat prepared about that time showed that this mill site claim measured 566 by 366 feet.

In the years following this claim, the company made a number of improvements on the site including residences and an ore bin. Then, in 1932, the National Park Service asked the General Land Office to investigate the validity of the Eagle Peak Claims. The investigation's findings were that the two mining claims were valid but that the mill site was null and void. The company appealed and, in 1933, the Secretary of

14. Notices of locations, Sept. 5, 1904, and Aug. 21, 1906, Legislative History; E.L. Parsegan, "Chronological History of the Eagle Peak Copper Mining Company, 1903-1966," Archives, Mount Rainier NP. At the time of her filing, Mary's last name was Gehrett; by 1906 her name was Mary A. Long.

the Interior reversed the decision, declaring the mill site claim to be valid.¹⁵

In 1915 the Interior Department gave the company permission to use water from Paradise River for the purpose of generating power, at a fee of \$7.50 per year. World War I brought about a national shortage of copper. Reacting to this, the Eagle Peak Copper Mining Company leased a nearby claim from the Paradise Mining and Milling Company (to be discussed below) and requested the park's permission to install machinery there, including an aerial tramway, to build a 400-foot road connecting its mill site to the government road, and to haul ore over the government road. Director Stephen Mather, National Park Service, promptly approved these proposals.¹⁶

Between 1918 and 1930, Wheelock and his associates carefully made annual improvements to the Aldula and Paradise No. 1 claims so as to protect their validity. Mineral Examiner W.R. Cox inspected the claims in 1923. He found substantial foot bridges across both the Nisqually and Paradise rivers, leading to the claims. An air compressor was housed in a 15 by 28-foot log building close to Paradise River, in the northwest corner of Paradise No. 1 claim. A good trail ran from this power house to the tunnel that was located at an elevation of 3,350 feet. The tunnel was 487 feet deep at that time. Outside the portal stood a mine shed built of heavy timber that protected the tunnel from snow and rock slides. This shed was 10 feet high in front and 40 feet in the rear; it contained a blacksmith shop and mining equipment. At that time tunnelling had not been begun on the Aldula claim.

15. Notice of Location, mill site claims, Nov. 15, 1910; Supt. E. Hall, Mar. 18, 1913, to Secretary of Interior; Actg. Dir. A.E. Demaray, Nov. 21, 1932, to Superintendent, Mount Rainier; Asst. Sect. of Interior O.L. Chapman, July 17, 1933, Legislative History; Parsegan, "Chronological History," Archives, Mount Rainier NP.

16. R.H. Wheelock and Carl Berg, July 6, 1918, to D.L. Reaburn; Reaburn, July 8, 1918, to Director, NPS; S.T. Mather, Aug. 2, 1918, to Reaburn, Legislative History, Archives, Mount Rainier NP. Carl Berg had joined the Wheelocks in managing the company's affairs.

On the mill site Cox found a 1½-story, log boarding house, measuring 16 by 14 feet; a tent cabin; a barn; a woodshed and storehouse, 14 by 22 feet; a new two-room, split cedar shake house, 12 by 28 feet and additions, for Wheelock and his family; and, on the high ground on the west side of the site, a 16 by 18-foot garage that had a shake roof and canvas walls. He said that the company planned to build an ore house on the mill site.¹⁷

About 1930 Park Superintendent Tomlinson wondered if the Eagle Peak mines had sufficient mineral value to entitle them to a patent. As a result of this questioning, the General Land Office sent another inspector to the park. This inspection disclosed that the tunnel on the Paradise No. 1 claim had been extended to a depth of 624 feet. At the north end of the Aldula claim the inspector found considerable development, including 80 feet of crosscut tunnel and 200 feet of drift tunnel. An 800-foot flume fed water from Paradise River to the power plant. A steel cable for a tramway crossed the Nisqually to the mill site. The buildings on the mill site now consisted of a cookhouse, a residence, a tool shed, a loading bin, and a mill.

Since 1920, said the inspector, the company had sent two carloads and two smaller shipments to the Tacoma Smelter in Tacoma. The first carload, 21 tons, had netted \$300, and the second carload of 24 tons had yielded \$115. A shipment of one ton netted only \$7; another of seven tons cleared \$40. The inspector had two samples of ore assayed with the following results:

1. 0.06 ounces of gold, 1.44 ounces of silver, 10.14% copper
2. 0.09 ounces of gold, 1.81 ounces of silver, 1.02% copper

Although these were not encouraging results, they apparently satisfied the General Land Office, for the Eagle Peak Copper Mining

17. W.R. Cox, Mar. 31, 1923, to Commissioner, GLO, Legislative History, Archives, Mount Rainier NP.

Company continued its operations, Wheelock reporting that he spent \$500 in 1931 on the flume and the power plant.¹⁸

During the 1930s and 1940s, the company found times hard indeed. Complaints from stockholders grew increasingly louder. On one occasion a lady stockholder hitchhiked from Tacoma to the park to do the necessary assessment work on the claims herself. Park rangers hardly knew how to handle her. Nevertheless, Wheelock, who was about 78 years old in 1948, remained optimistic. District Ranger Robert K. Weldon found him that year working in the upper mine, on the Aldula claim. Weldon reported that Wheelock had rehabilitated an old shack on the mill site claim and had built a new swinging cable bridge across Paradise River. Weldon also noted that the tunnel on the Paradise No. 1 claim had reached 800 feet in depth.¹⁹

District Ranger Aubrey Haines made a thorough examination of the Eagle Peak mines in 1952. Wheelock was out of the park at the time, thus Haines made his explorations on his own. In general, he found things in a dilapidated state. On the mill site he examined the following structures:

A frame cabin of rough lumber, 12 by 14 feet, which he thought had been built within the past 5 years.

A frame cabin, built in 1951. It housed an air compressor that supplied air to the mines across the river by means of a one-inch pipe.

A spar--a tall tree broken off 20 feet above the ground--which anchored a cable to the upper mine. The cable was 1,270 feet in length, one inch in diameter, and had a slope of 35 degrees. It was rusty.

18. R.A. Holley, Mining Engineer, Portland, Feb. 28, 1931, to Commissioner, GLO; R.D. Waterhouse, Aug. 18, 1931, to Tomlinson, Legislative History, Archives, Mount Rainier NP

19. Weldon, June 17, 1948, to Park Superintendent, Legislative History, Archives, Mount Rainier NP. Weldon said that Wheelock was 74 or 75 years old in 1948. Parsegan in his "Chronological History" wrote that Wheelock was 60 at the time of his death in 1966. Parsegan was in error, inasmuch as Wheelock located his claim 60 years before his death--in 1906.

An unfinished cabin, 10 by 12 feet, which had been started in 1952

A large log cabin that snow had crushed into a ruin.

The ruins of an ore bin and a second cable, which led to the lower mine. This cable was 720 feet in length and had a 26 degree slope. It had not been used for some time.

A powder magazine that was built into a bank.

Crossing the Nisqually, Haines found a small, dilapidated bridge across Paradise River, which led to the old power plant. The plant still had its machinery, but the building was in a state of ruin. The water flume down the side of Paradise River had collapsed completely. A four-inch iron pipe ran from the power plant to the lower tunnel. It had once supplied air for drilling.

He followed the trail up the slope, noting that its right fork led to the Paradise No. 1 tunnel and the left fork to the newer Aldula tunnel. The old tunnel, at 3,350 feet elevation, was 800 feet in length and measured 5 by 5 feet in diameter. It still had an iron track mine railway in it and a considerable stream of water running from it. The platform for a cableway was no longer serviceable.

The Aldula Tunnel was at an elevation of about 3,550 feet. It had two portals. One of these entered the hill for 66 feet where it joined the other at the latter's 100-foot point. From there a single tunnel continued on a curve for 170 feet. The overhead above the second portal had been worked out considerably, creating a narrow cavern. As he had at Carbon River, Haines prepared a detailed sketch of the Eagle Peak claims.²⁰

Despite his advanced age, Wheelock remained active and, characteristic of miners, continued to dream of increasing his undertakings. In 1955, for example, he came up with a scheme for

20. Haines, Jan. 3, 1953, to Chief Ranger, Legislative History, Archives, Mount Rainier NP.

building an aerial tram down the east side of the Nisqually River as far as the Skate River road. Nothing came of this idea however. In 1956 he requested permission to work on the nearby Evans claim; but the National Park Service denied his request.

After Wheelock's death in 1966, the controlling interest in the claims passed on to his children and grandchildren. The secretary of the company, R.P. Crisman, announced that he would take active control.²¹

The Eagle Peak claims remained active until January 23, 1974, when a federal court ruled both mining claims and the mill site claim null and void. At that time the property passed to the federal government.²²

D. Paradise Mining and Milling Company, Longmire

Not only did the two claims of the Paradise Mining and Milling Company parallel those of the Eagle Peak Company geographically, their history closely paralleled the Aldula and Paradise No. 1 claims. Ike and Sherman Evans located these copper claims sometime before the passage of the 1908 law that prohibited new mining claims in the national park. They called them the Iva Henry No. 1 and the Iva Henry No. 2. Adjacent to each other, they too were situated on the lower slope of Eagle Peak only a short distance below the Eagle Peak Company's claims.

The Evanses worked only the lower of the two claims, the Iva Henry No. 1. Unlike Wheelock, the brothers did not locate a mill site claim on the west bank of the Nisqually. Nevertheless, they were required to use this area for their residence, storehouse, and so forth. In 1911 they applied to the federal government for permission to build a road from this site to the government road--a distance of 755 feet--and to erect a cable tram, an ore dump, bin, and chute. It is not known if the Evanses got a permit, but they continued to use the site.

21. Parsegan, "Chronological History," Archives, Mount Rainier NP.

22. Lisa Geier, Mount Rainier, telecom with writer, June 12, 1979.

When the World War I copper shortage occurred, Sherman Evans again applied for the mill site, saying that they had been using it consistently and that they had a house, a storeroom, and a place to drop the ore on it. He wrote that he was 58 years old but that he and his brother were doing their bit to win the war. The National Park Service promptly issued them a special use permit for the mill site.²³

Also in 1918, Roy Wheelock leased the Iva Henry No. 1 claim from the Evanses and obtained permission from the National Park Service to haul ore over the park roads. This lease ran for one year. It is not known if the lease was later renewed; it probably was not inasmuch as these claims were no more productive than those belonging to the Eagle Peak Company.²⁴

A brief description of the claims appeared in 1931 as the result of an inspection by the General Land Office. The report stated that the principal working was a 420-foot crosscut tunnel on the Iva Henry No. 1 claim. There the Evanses had an air compressor, a tram line, ore cars, an air drill, and so forth. An ore sample assayed at no gold, a trace of silver, and 13.47 percent copper.²⁵

In 1946 the Evans brothers, both in their 70s, offered to sell the two claims to the federal government for \$5,000. The National Park Service looked favorably upon this offer, but Congress failed to pass

23. Map, circa 1911, Iva Henry Claims, Eagle Peak; Ike and Sherman Evans, May 24, 1911, to Supt E. Hall; Sherman Evans, July 25, 1918, to Secretary of Interior, Legislative History, Archives, Mount Rainier NP. The referenced map showed a 560-foot chute emerging from the northwest corner of the Iva Henry No. 1, leading down to an ore bin outside the claim. The proposed 800-foot tramway would lead from this bin, cross the Nisqually, and end at a dump bin on the mill site.

24. Wheelock, July 6, 1918, to Supt. D.L. Reaburn, Legislative History; Parsegan, "Chronological History," Archives, Mount Rainier NP.

25. R.A. Holley, Feb. 28, 1931, to Commissioner, GLO, Legislative History, Archives, Mount Rainier NP.

the necessary appropriation. At that point, the Rainier National Park Company entered the picture and offered to purchase the claims and hold them for the United States. The Evans brothers became suspicious of the company's motives and concluded that it wanted the property so that it could resell it to the federal government at a handsome profit. They raised their asking price to \$6,000. Then came the problem of a title. The internal organization of the Paradise Mining and Milling Company was described as a complete wreck, and the Evanses spent the entire year of 1947 trying to get together a clear title.

In March 1948 the Rainier National Park Company withdrew entirely from the negotiations, partly because of the title confusion and partly because it did not have \$6,000 in excess funds. A month later the National Park Service decided to institute condemnation procedures against the mining claims. Finally, on January 3, 1950, title to the 46.32 acres of Evans property was vested in the United States by the U.S. Attorney General.²⁶

E. Mount Rainier Mining Company, Glacier Basin

One of the more interesting mining companies to operate in Mount Rainier National Park was the Mount Rainier Mining Company. Not only were its copper and silver workings in Glacier Basin the most extensive in the park, at one point in its history its officers were jailed for the fraudulent use of the U.S. Mail. In the early days of the company's operations, Park Ranger Tom O'Farrell learned to detest the original company and probably was the first person to recognize that it was as crooked as a switchback trail.

Peter Storbo of Enumclaw and his associates began extracting copper and silver in Glacier Basin as early as 1897, before the national park was

26. C.A. Richey, NPS, Jan. 23, 1950, to Regional Director, Region Four, NPS, Legislative History, Archives, Mount Rainier NP. This citation is but the concluding document to tens of dozens concerning the acquisition in the same file.

established. The Mount Rainier Mining Company was first incorporated in 1905, with its offices in the Alaska Building in Seattle. B.P. Korssjoen was elected president; W.C. Berg became secretary, treasurer, and general counsel; and Peter Storbo was appointed vice president and general manager. Of the three, O'Farrell came to know Storbo the best, meeting him from time to time at the workings in Glacier Basin.

The first mention of this company per se in the park records occurred in 1906 when the Interior Department permitted Storbo to improve the trail from the northern park boundary, up White River and Inter Fork, to his mining camp in Glacier Basin. Presumably the trail was improved, for the park superintendent reported in 1909 that the company had erected a water-powered sawmill in the basin that had a daily capacity of 10,000 board feet and had constructed two cabins, a barn, and a blacksmith shop. As for workings, the miners had dug a 700-foot tunnel, a 73-foot tunnel, and a 13-foot deep prospect hole.²⁷

Despite this activity, mining activities in Glacier Basin soon slackened, so much so that Secretary of the Interior R.A. Ballinger directed the General Land Office in 1911 to institute proceedings against the company on the following charges: (1) None of the claims were marked definitely on the ground. (2) Notices in the office of the Recorder of Pierce County did not contain descriptions of the claims. (3) No discovery of mineral-bearing vein or lode had been made. (4) No development work and no annual assessment work had been done. The outcome of these proceedings was the company's relinquishment of 32 claims and its retention of 9. Those retained were the Mary, Washington

27. Martinson, "Mountain In the Sky," p. 43; Superintendent, Annual Report, FY 1909; Commissioner, GLO, Feb. 22, 1911, to Register and Receiver, Olympia; Asst. Sect. of Interior J.E. Wilson, July 2, 1906, to G.F. Allen, Legislative History; E.L. Parsegan, "Chronological Summary of the Mining Claims in Glacier Basin and of the Mount Rainier Mining Company, 1898-1966," Archives, Mount Rainier NP.

Nos. 1 and 2, Stronghold Nos. 1 and 2, Peach, Snowflake, Reven, and Orinda.²⁸

Park Superintendent Hall wrote the Secretary of the Interior following the relinquishment of the claims asking what should be done with the several structures belonging to the company that were on these relinquished claims. Meanwhile, Ranger O'Farrell prepared a list of the structures. The sawmill stood on the Turtle claim; there were a camp cabin and a barn on the Lake City claim (later called Camp Storbo); a cabin stood near the mouth of a long tunnel on the Gate Claim; and another small cabin guarded the mouth of a short tunnel on the Reven claim. In the end, the mining company compiled a list of requests for permits to use park land outside the claims it still possessed; the Interior Department agreed to all of them:

A camp site on the Gate claim

Maintenance of an 800-foot tunnel on Gate, which led to Washington Nos. 1 and 2, Stronghold Nos. 1 and 2, and Mary.

A lease to Lake City which contained the general camp.

A tunnel on the south side of Inter Fork, which led to the Reven, Snowflake, Peach, and Orinda claims.

The existing sawmill site and waterpower site on the Turtle claim.

Building and improving the road to the basin.

28. Ballinger, Feb. 11, 1911, to Commissioner, GLO; Asst. Sect. C. Thompson, Mar. 18, 1912, to Commisioner, GLO; Chief Clark, Dept. of Interior, June 10, 1913, to Commisioner, GLO, Legislative History, Archives, Mount Rainier NP. The names of the relinquished claims were as esoteric as those of other western mining districts:

Benny	Gadge	Rob Roy	Klondike
Gate	Bar	South Side	White Glacier
Fergus	Dandy	Round Top	No. 1
Turtle	Folden	Pedro	No. 2
Lake City	Snow Cap	Flate	No. 3
O.I.C.	Bisbee	Odin	No. 4
Buty	Perth	Henning	Jenny
New Discovery	Throndhjem	Otter Tail	Gilt Edge

The company said that it wanted to relocate the upper three miles of the road to the north side of the river, instead of its existing location on the south side. It also wished to straighten and improve the lower portion of the road along White River to the park boundary.²⁹

During 1913 and 1914 Ranger O'Farrell ran into Peter Storbo on several occasions. Following one of these encounters O'Farrell wrote to Superintendent Ethan Allen that the officers of the mining company annually "gulled" farmers in Minnesota and the Dakotas for money to operate the claims, even though they knew that mining in Mount Rainier National Park would never be profitable. In the fall of 1914 Storbo informed O'Farrell that the road had been completed up to the "Granite Slide," three miles below Glacier Basin (approximately at today's White River Campground). From there Storbo proposed constructing the road up the north side of Inter Fork.

Shortly after making this report, O'Farrell visited Glacier Basin. He left Enumclaw on November 5, 1914, in a driving rainstorm with one saddle and one pack horse. That first day he traveled 20 miles to W.F. Marey and Company's road camp on Dead Man's Flat. The next morning he rode 8 miles to "Enecht's homestead cabin," where he met Storbo. The two men continued on to the mining company's road camp at the foot of Emmons Glacier, arriving there at 10 o'clock that night. O'Farrell had taken a cyclometer with him which measured the company road within the park as then being 6.6 miles in length. Storbo said that the company had spent \$16,000 on improvements both inside and outside the national park. The next morning, O'Farrell visited the company's sawmill in Glacier Basin.³⁰

29. Hall, Mar. 8, 1913, to Secretary of Interior; O'Farrell, Apr. 3, 1913, to Hall; Mount Rainier Mining Co., June 18, 1913, to Hall; Asst. Sect. A.C. Miller, Nov. 4, 1913, to E. Allen, Legislative History, Archives, Mount Rainier NP.

30. O'Farrell July 28, 1913, and Oct. 27 and Nov. 10, 1914, to E. Allen, Legislative History, Archives, Mount Rainier NP.

Another park ranger reported on the road in 1915. He thought that it was an excellent piece of work, cut through the timber from 16 to 20 feet wide with a 12-foot graded base. The bridges and culverts were well constructed. By then the road had reached the 4,400-foot contour (about 4/10 of a mile above today's White River Campground). From the end of the road a poorly constructed "wagon trail" traversed the northern edge of the ice of Emmons Glacier, following the moraine to the edge of the timber at the 5,300-foot contour, and passing through a timber belt to the sawmill on Inter Fork at 5,709 feet. He confirmed the earlier statements that the road here would be realigned on the north side of Inter Fork.³¹

In 1915 Park Superintendent Reaburn forwarded to the Interior Department the company's plans for two new structures on the relinquished Lake City claim. The larger structure, 36 by 79 feet, would eventually come to be called the "hotel" and would serve as a residence for miners. Reaburn said that the 38 men then employed by the company (mostly on the road) were all Swedes and Norwegians who were religiously inclined. No swearing or bad language was ever heard at the camp.

Reaburn generally described the developments. The proposed new buildings would be 400 feet east of the "old cabin," which measured 16 by 38 feet. The "old barn" on the Lake City claim was 18 by 32 feet. A power plant and a sawmill still stood on the Turtle claim. There was a 700-foot tunnel on the five-claim group (Stronghold-Washington-Mary) and two tunnels, 240 and 300 feet, on the four-claim group (Reven, Peach, etc.) Also, an aerial tram, 800 feet long, led from one of the shorter tunnels down to the wagon road. Occasionally, shipments of ore were taken out by wagon and pack horses to Enumclaw, where they were forwarded to the Guggenheim Smelter in Tacoma. Later Reaburn said that the ore assayed at \$60 per ton.

31. Unsigned letter from a park ranger, Mar. 26, 1915, to Supervisor J.J. Sheehan, Legislative History, Archives, Mount Rainier NP. This letter was much too favorable to have been written by O'Farrell.

The upper part of Storbo Road, as it came to be called, appears to have been completed by 1916. The company reported that year that it had constructed 11½ miles of road within the park at a cost of \$38,500. Cars and trucks could travel on it. The upper five claims then had a total of 1,060 feet of tunnel and the lower four had 200 feet. The 2,400-volt electric power plant was valued at \$8,850. The frame general hotel and boarding house had been completed at a cost of \$11,000. It measured 36 by 70 feet and had a full basement lined with stone walls. The dining room had a capacity of 120 people, while the second floor rooming capacity was 40. This structure was provided with electricity and water and sewer systems. The machinery for a 100-ton concentrator and for its waterpower wheels was on hand, and valued at \$7,960. To date the company's total expenditures amounted to \$113,240. As with many mining ventures, there may have been some exaggeration in these figures for the benefit of stockholders.³²

Whether or not the park concessioner, the Rainier National Park Company, became interested in the mining company's "hotel" in Glacier Basin as a possible addition to its guest facilities is not known. Nevertheless, about 1920, Asahel Curtis of Seattle visited Glacier Basin, then wrote to the president of Rainier National Park Company describing, not too flattering, both Storbo Road and the building.

He said that the first two miles of the road within the park had been graveled; the second two miles were over glacial moraine and needed to be graveled; and the next four miles required widening, grading, and graveling. The last two miles of the road required the most work. Part of it paralleled the moraine of Emmons Glacier and the roadbed was merely cobblestone, measuring from 2 to 6 inches in diameter. The last mile was cut along the side of Inter Fork and streams cutting across had badly rutted it and landslides had already half closed it. Moreover, the grade of the last two miles was about 13 percent.

32. Reaburn, Nov. 3, 1915, to Secretary of Interior, and Annual Report, FY 1916; O.E. Olsen, Sept. 29, 1916, to Reaburn; Plans (4 sheets) for the hotel, Legislative History, Archives, Mount Rainier NP.

As for the hotel, it was unfinished, being boarded up on the outside and none of its rooms finished. There were some temporary partitions in the interior, but the eight-foot porch planned for the front of the building was not yet built. Still, Curtis thought that the structure could be adapted to proper hotel functions. Moreover, there was space nearby for about 100 guest tents. Neither Curtis nor the Rainier National Park Company showed any further interest in developing guest facilities in Glacier Basin.³³

In 1924 the Mount Rainier Mining Company received patents on eight of its nine claims, these having a total of 164.8 acres. The Reven claim remained unpatented; but why that was so is not known.³⁴

Heavy rains destroyed long sections of the upper part of the road in 1926. Landscape Architect Ernest Davidson reported that where the road had been built in old river channels it had washed away so severely that it was impossible to guess that a road had ever existed. A year later Davidson again visited Glacier Basin, noting the repairs that Storbo had made to the road:

The new road. . . was as expected. The grade is heavy, road hardly more than a first class trail, but compares well with his other roads and is probably all that could be expected. He has failed to burn his clearings. . . Location of road near the bed of the stream rather than high on the hillside (as was considered) seems by far the better place. From a distance it seems much the same as river bed.³⁵

33. Curtis, ca. 1920, to D. Whitcomb, Rainier NP Co., Curtis Papers, Library Archives, University of Washington, Seattle.

34. Parsegan, "Chronological Summary," Archives, Mount Rainier NP. All 9 claims were officially surveyed in 1920.

35. Davidson, White River Inspection Trip, Oct. 28-31, 1926, Park Development, Construction Programs, Archives, Mount Rainier NP; and Report for Week Sept. 5-15, 1927, Mount Rainier, General Records, FARC, San Bruno, Calif.

As the 1920s drew to a close complaints by midwestern stockholders against the officers of the mining company began to rise. Ranger O'Farrell's earlier observation that Storbo and his associates were gulling the public was proving true. This issue climaxed in 1930 when Peter Storbo and another company officer, Orton E. Goodwin, were charged with and found guilty of fraudulent use of U.S. Mail in promoting stock sales. Each was fined \$1,000 and sentenced to 18 months in the federal penitentiary at McNeil Island, Washington. This outcome threw the Mount Rainier Mining Company into a state of disarray. The company was disenfranchised in 1932 for nonpayment of corporate taxes to the State of Washington. Then, in 1932, Thomas E. Engelhorn of Churches Ferry, North Dakota, purchased the Glacier Basin claims at a sheriff's sale in Pierce County for \$500. The new owner undertook no work at the site and, as the 1930s passed, both the road and the developments in the basin gradually fell into a state of disrepair.³⁶

About 1940, Ole Oakland, a stockholder in the old company, secured permission from Engelhorn to work on the Glacier Basin claims. When Engelhorn died at some time before April 1942, Ole Oakland became the administrator of his estate. About the same time Oakland attempted, apparently unsuccessfully, to obtain a mining loan from the (U.S.) Reconstruction Finance Corporation in "the interests of National Defense." Not until July 5, 1946, did Oakland and some other survivors from the old company succeed in organizing a new corporation under the laws of the State of Washington. Going under the old name, Mount Rainier Mining Company, the new organization acquired the rights to the claims from the Engelhorn estate for \$500. It capitalized at 300,000 shares of stock with 30 cents per share value. The new officers were: Howard

36. L. W. Eastman, "Appraisal of Mt. Rainier Mining Co.," 1951; Supt. J.C. Preston, Dec. 15, 1944, to T.A. Stevenson, Legislative History; Parsegan, "Chronological Summary," Archives, Mount Rainier NP; N.B. Drury, NPS, Apr. 20, 1942, to U.S. Senator M.C. Walgren, Rainier Mining Claims, General Records, FARC, San Bruno, Calif. The spelling of the new owner's name may have been Englehorn.

Peterson, president; Thor Oakland (Ole's brother), secretary; and Ole Oakland, director and general manager.³⁷

Much had happened over the years to the east side of Mount Rainier since the old company had built its first road into Glacier Basin. The eastern boundary of the park had been extended to the crest of Cascade Range; a state highway ran north and south through the eastern part of the park; and the National Park Service had constructed a modern road westward up White River to Yakima Park and a spur road to White River Campground. In the early 1950s, the new company secured permission from the National Park Service to rebuild the approximately three miles of road from the White River Campground to Glacier Basin. A report dated July 9, 1952, stated that the Oaklands had engaged General Contractor Russ Boe, Seattle, to do the road work. As of that date, the road had been graded to a width of 10 feet and for a distance of two miles beyond the campsite--or to a point 1/2-mile short of the old sawmill site. It was considered to be in good condition, although there were some wet spots. Culverts had been made with old hot-water tanks, their ends cut out and the tanks welded together.³⁸

In 1951 the National Park Service has appraisals made of structures belonging to the Rainier National Park Company as a first step to their purchase by the federal government. It may have been only a coincidence, but Supt. John C. Preston also authorized an appraisal of the Mount Rainier Mining Company that same year. A description of

37. Eastman, "Appraisal of Mt. Rainier Co.," 1951, Legislative History; Parsegan, "Chronological Summary," Archives, Mount Rainier NP; Drury, Apr. 20, 1942, to Walgren, Mount Rainier, General Records, FARC, San Bruno, Calif. Parsegan recorded 1944 as the year of Engelhorn's death; but Drury's 1942 letter referred to him as already deceased. Ole Oakland retained 135,000 of the new shares in his role as trustee for the stockholders of the old company.

38. Unsigned report, July 9, 1952, summarizing a telephone call from "Patterson," Legislative History, Archives, Mount Rainier NP.

conditions in Glacier Basin emerged from this appraisal. The old U.S. Mineral Marker (a large rock marked "USMM # 1148") was located in the meadow near the old hotel and it was used as a starting point. Down the trail on Inter Fork the mill site was inspected. It then consisted of 14 by 16-foot generator building, having cedar siding and a shingle roof; a safety breaker measuring 10 by 10 feet and 25 feet high; and a badly rotted water wheel, 5 by 11 feet. At Storbo Camp (Lake City) the appraiser found the hotel a ruin, it having been crushed by snow. Lumber had been taken from the site to build a 12 by 14-foot cabin nearby. Part of the roof of this cabin had caved in. He valued the building at \$500. On the permitted tunnel site adjacent to the Snowflake and Reven claims stood another cabin of rough cedar siding measuring 10 by 16 feet. Traces remained of the former road within Glacier Basin that ran from Storbo Road to the upper reaches of the basin. Slides, snow, ice, and water had eradicated most of the road and it was now no more than a trail. The appraiser's total evaluation of the property came to \$9,980--\$1,700 for the structures and \$8,280 for the land.

The appraisal also briefly described each of the mine claims:

Orinda It was irregularly shaped and measured 600 by 1,500 feet. The surface was quite precipitous, rising to the summit of a nearby ridge. Permanent snowbanks were to be found on its highest elevation.

Peach. Rectangular in shape, it too measured 600 by 1,500 feet and contained 20.7 acres (fairly standard measurements for all the claims). Located on the hillside, its surface was rocky shale.

Snowflake. This claim lay on a grassy slope with shale on its higher, southern elevation. One could still discern the ruins of former buildings on this claim, as well as several discovery cuts. (The 1920 survey of this claim showed two groups of structures, each containing a boarding house, a blacksmith shop, and bunk house.)

Reven. This was the claim that had not been patented. A discovery cut was located in a wash.

Touching both Snowflake and Reven was a 7.34-acre tract that the National Park Service had permitted to the mining company. It contained a large mine tunnel, a dump, the cabin mentioned above, and a pond.

Stronghold No. 1. This claim was located northwest of and adjoining the foot of Inter Glacier on a steep and rock cliff. The "main shaft" (of the upper five claims?) was located here. A narrow gauge railway ran into the mountain approximately 600 feet. This tunnel was partly cribbed with timbers.

Stronghold No. 2. Adjacent to Stronghold No. 1, this claim lay upslope from it. A part of the claim ran over St. Elmo Pass to the west side.

Washington No. 1. It was located adjacent to and northeast of Stronghold No. 1 on a rugged, shale mountainside. It had a tunnel running 900 feet into the mountain (part of the tunnel lay outside the claim on three acres permitted from the National Park Service). A large mine dump stood at its portal, but the entrance to the tunnel was covered by a cave in. (A mine dump at the head of Glacier Basin today would seem to be the one described here.)

Washington No. 2. It lay above adjacent to Washington No. 1 on the steep mountainside. A part of it ran over St. Elmo Pass to the west side.

Mary. This claim lay entirely on the west side of St. Elmo Pass and ran toward Winthrop Glacier, its length being 1,500 feet. This steep shale slide area contained several mine cuts and a short tunnel.³⁹

39. L.W. Eastman, "Appraisal of Mt. Rainier Mining Co.," 1951, Legislative History, Archives, Mount Rainier NP. A number of photographs was taken at the time of the appraisal and these were filed with the report.

Following the road reconstruction in 1952, the new company resumed operations in a limited way. That September Ranger William J. Butler visited the basin. He drove a panel truck to the old Storbo campsite, parking near the mineral monument. He wrote that the bulldozing had followed the old alignment very well and had done very little damage. He continued on foot to the end of the road at the cabin near the Reven claim. There he found four men at work on Tunnel No. 2 on the Snowflake claim: the two Oakland brothers, "another old fellow," and an Eskimo.

Their transportation consisted of a 4-wheel, army surplus weapons carrier. They had opened the tunnel to a depth of 240 feet and they were experiencing a lot of water in it. Butler reported that the company had applied for a government loan through the Defense Mineral Exploration Association but no decision had been reached as yet. Meanwhile, the miners planned to open Snowflake No. 3 tunnel, in which there was a cave-in at about the 300-foot point.⁴⁰

The Oaklands were no more successful in these renewed operations than their predecessors had been. Throughout the 1950s and into the '60s, minor road repairs and some work on the claims were occasionally carried out. But there was another way to make money with these claims--sell them to the federal government. The National Park Service, in its efforts to reduce the number of "inholdings" in the national parks, was quite interested in acquiring the property. The main problem at Glacier Basin was the question of the value of the claims. In 1950 the stockholders in the company stated that the claims were worth up to \$2,500,000. U.S. Geological Survey inspectors valued them at somewhere between \$500 and \$6,000. A year later the company offered to sell out for \$252,000; the federal government countered with an offer of \$10,000. There the matter rested for a number of years. Again in 1973 the

40. Butler, Oct. 3, 1952, to Chief Ranger, Legislative History, Archives, Mount Rainier NP.

federal government offered \$10,000 for the claims; once more the surviving stockholders held out. The Mount Rainier Mining Company remains the last private inholder in the national park.⁴¹

Conclusions and Recommendations, Mining

Mining activities with Mount Rainier National Park were entirely unsuccessful. Neither copper, nor gold, nor silver ores were found in paying quantities in any of the several areas in which claims were located. The history of mining within the park boundaries is an insignificant one in terms of local history or of regional mining activities. Some physical evidence of mining remains today. While of passing interest to the visitor, it is concluded that this evidence does not warrant consideration to either the area's List of Classified Structures or nomination to the National Register of Historic Places.

Mountain View Group, Mowich River. A 300-foot mine tunnel on an unnamed tributary of Spray Creek is said to remain still. This tunnel is not easily accessible and is not on the Wonderland Trail. It will rarely be discovered by a stray visitor. It was declared to be an invalid claim as early as 1908. Recommend that no identification or interpretation of the Mountain View mine be attempted.

Lorraine Claims, Winthrop Glacier. There is no visible sign of these workings where the Wonderland Trail crosses the former claims east of Winthrop Glacier. Nor is there any evidence of mining activities in the vicinity of Mystic Lake on the west side of Winthrop Glacier. Recommend neither identification nor interpretation of the Lorraine Claims.

Crater Claims, Mowich Lake. While these two claims were located close to today's road to Mowich Lake, it is beleived that owing to the

41. Parsegan, "Chronological Summary," Archives, Mount Rainier NP. Lisa Geier, Mount Rainier, telecom, and Keith Watkins, Pacific Northwest Regional Office, Seattle, telecom, both on June 12, 1979, with writer.

terrain and vegetation it would not be feasible to attempt any marking of them. Certainly, no historical significance can be attached to them, the claimant having been more interested in a hotel site than in mining.

Short Canyon Claim, Paradise River. Located at Carter falls this claim was but little worked and was not a success. Although the Wonderland Trail passes through the area, recommend neither identification of the site nor any interpretation of it.

Hephizibah Mining Company, Carbon River. No known traces of the mill site in the river bottom remain. The high, steep area containing the claims is not easily accessible. No historical significance can be assigned to these claims. Recommend that they not be identified or interpreted.

Washington Mining and Milling Company, Carbon River. It is likely that the short road constructed by this company within the national park is now incorporated with today's park road along Carbon River. Despite the fact that this road building was a pioneering effort in the northwestern portion of the park, recommend that no effort be made to recognize it in an interpretive program. The road led to nowhere and the mining activities of this company were not successful.

The company's 250-foot tunnel on the Rudolph Discovery claim is easily accessible to visitors of sound limb. From a parking turnout on the Carbon River road, a short, easily-climbed trail leads up to the tunnel opening. The iron tracks for ore cars are still present and in fair condition. There is water on the tunnel floor. If unarmed with a flashlight, a visitor can enter into the tunnel only a few feet because of the darkness. Should it be desired, this tunnel could be identified and interpreted as the most accessible representative of mining activity within the park. At the same time, it is recommended that the mine not be considered for inclusion in the area's List of Classified Structures. Like the others, this company was in the end wholly unsuccessful in its mining efforts.

Eagle Peak Copper Mining Company, Longmire. Almost all the evidence of structures on this company's mill site on the west side of Nisqually River is now gone. The short roadway that led to the government road is still discernable. Some cable from a tramway is still to be seen, as is a part of a wooden log structure that probably was a tramway terminus. With prior knowledge of the site, a visitor can still recognize that human activity occurred here. Nonetheless, this evidence is insufficient to serve as a vehicle for interpreting mining history. Moreover, despite the relatively long history of this company, the mill site's historical significance is negligible.

The two mine tunnels across Nisqually River are practically inaccessible, there being no bridge across the mouth of Paradise River and no trail up the east side of Nisqually River. A visitor looking at Eagle Peak from the west side of the Nisqually can discern no evidence of mine tunnels--although there is some scarring of the steep mountain side. While "oldtimers" will remember this mining venture for some time to come, recommend no identification or interpretation of the site.

Paradise Mining and Milling Company, Longmire. There is even less physical evidence of this company's existence than there is of its neighbor, the Eagle Peak Copper Mining Company. Recommend neither interpretation nor identification of it.

Mount Rainier Mining Company, Glacier Basin. Parts of the road up White River and Inter Fork, constructed in 1914, modified over the years, and reconstructed in 1952, still remain. The dirt park road that runs from the road to Yakima Park to White River Campground is most likely on the same alignment as the original mining road. The trail above White River Campground is recognizable in its lower reaches as once being a road. Higher up, today's trail departs from the roadbed along Inter Fork, but comes out at Storbo Camp as did the original road. Although sometimes passable to wagons and, later, motor vehicles, the upper part of the road was rarely in good condition. It was continuously exposed to damage from water, snow, ice, and slides. Above Storbo Camp today it is difficult to realize that there once was a road to the upper reaches of

the basin. Although of use to the miners for two short periods of time, this road possesses little or no historical significance, particularly because the mining activities themselves were unsuccessful.

Little evidence of mining remains in Glacier Basin. The ruins of the stone cellar walls of the "hotel" at Storbo Camp remain. Mine tailings, most likely these associated with the Washington No. 1 claim, are to be found higher up in the basin. Nearby are the rock foundation ruins for a cabin. (Climbers ascending Mount Rainier via Inter Glacier pass close to the ruins.)

The short, easy trail from White River Campground to Glacier Basin is highly popular with today's visitors. Most casual hikers go only as far as Storbo Camp, but a few continue on the upper reaches of the basin. These claims continue to be privately owned. If and when they are acquired by the federal government, recommend that the physical evidence of mining that still exists be retained and identified and/or interpreted for visitor enjoyment. It is concluded, however, that the activities of the Mount Rainier Mining Company are not historically significant, and it is further recommended that none of the ruins be added to the park's List of Classified Structures.

V. Government Structures

Ordinarily, a history of the development of a park, including the various public buildings constructed by the federal government, is to be found in an administrative history of the area rather than in a historic resource study. This study for Mount Rainier, however, discusses various government structures within the national park because a number of them has acquired historical or architectural significance over the years and should be regarded as part of the historic resources of the park.

The following brief outline of the early administration of Mount Rainier may be helpful in discussing the histories of the older structures in the park. In 1893 President Benjamin Harrison created the Pacific Forest Reserve, an area that embraced the great mountain. President Grover Cleveland changed the name of the area to Mount Rainier Forest Reserve in 1897. Two years later, on March 2, 1899, President William McKinley signed the act establishing Mount Rainier National Park. The Secretary of the Interior became responsible for the administration of the area, the fifth national park to be established in the United States. In 1901, rather than calling on the army as had hitherto been done, Secretary E.A. Hitchcock directed Grenville F. Allen, who was charged with the Mount Rainier Forest Reserve, to serve as acting superintendent of the park as well.

Allen, who had his headquarters in Orting, Washington, visited the park as circumstances required his presence. He assigned two of his forest rangers, William McCullough and Alfred Conrad, to temporary duty in the park during the summers starting in 1903. By 1906 Allen had added a "guard" from his "Mount Rainier Forest Reserve Service" to park duty. Allen did not name the guard. He may have been Oscar Brown who, according to Aubrey Haines, was appointed that year as the first "park ranger" and who was assigned to the Nisqually Entrance area. According to Allen, however, the Interior Department appointed the first "park ranger" on November 12, 1906, and he was assigned to the Carbon River district--where he was injured in April 1907. Allen did not give this man's name either.

The rangers' duties during the summer of 1906 were varied. They built a bridge across Nisqually River on the Paradise trail. They also relocated and improved the Indian Henry trail. Superintendent Allen's reports did not note the rangers' lodging accommodations for those early years; but tents must have served the purpose.¹

A. First Government Structures, 1908-1914

In August 1907 the Interior Department permitted automobiles to enter Mount Rainier National Park on the new government road that paralleled Nisqually River. Inasmuch as each car had to pay a fee at the entrance, Superintendent Allen asked the department for funds to build a cabin for the ranger who collected the fees. Construction was authorized and the national park's first ranger cabin, locally known as the Oscar Brown cabin (NE-103), was completed in May 1908. Allen discovered he had enough money left over to build a second cabin. He telegraphed Washington asking if he could build another cabin at Longmire Springs. Permission was swiftly granted. Allen was pleased with the work, "Both were well designed and finished. The rangers have shown a commendable pride in making the surroundings attractive by clearing away the brush and logs and setting out wild flowers."

Another early report stated that the Longmire cabin measured 16 by 24 feet and was 1½ stories high. In 1909 Park Ranger Samuel Estes built a barn nearby. The Nisqually cabin, reported on by Park Ranger Melville Mucklestone in 1909, measured 14 by 16 feet. It had a 3½-foot porch and balcony and faced the new government road to the north. Allen thought that a summer kitchen should be added to the structure. Work began that same year on a ranger cabin on Carbon River. Also in 1909, the rangers acquired their first back country cabins by taking possession of abandoned miners' cabins at the head of Mowich River

1. Secretary of the Interior, Annual Reports, 1899-1903; Superintendent, Annual Reports, FY 1904-1906, Archives, MORA; McIntyre, "Short History," p. 107.

(Mountain View claim?), at Mowich Lake (Crater claims), and in the lower park of Moraine Park (Lorraine claims).²

Edward S. Hall, a political appointee, replaced Grenville Allen as superintendent of the park in January 1910. In his first annual report, Hall gave further details of the three ranger cabins. The cabin at the entrance, which he called the Gatekeeper's Lodge, was made of logs and an addition had been built to it to serve as Hall's office. The Longmire Springs cabin was also made of logs; it had three rooms and a frame kitchen addition. Two brick chimneys had just been added to it. Work had stopped on the Carbon River Cabin and it was not yet completed or occupied.³

During Hall's tour as superintendent, 1910-1913, a few more government structures were built at Mount Rainier. Generally, these were located at those areas where visitors tended to congregate: Nisqually Entrance, Longmire, and Paradise. Most visitors entered the park at Nisqually, although Seattlites for a time expected Carbon River to become "their" entrance. Also, Hall chose Nisqually as the location for his headquarters. Longmire already had visitor accommodations and it was destined eventually to become the park's headquarters and principal service area. Beautiful Paradise Park was the goal of nearly every visitor, and ranger services there would soon be a necessity.

The log, one-room ranger station on Carbon River was finally completed in 1911. (Ranger Thomas O'Farrell was then assigned to that

2. Superintendent, Annual Reports, 1908-1909; Allen, telegram, May 13, 1908, to Secretary of the Interior, Park Development, Construction Programs, Archives, Mount Rainier NP. According to Haines, Mountain Fever, p. 22, Park Ranger Oscar Brown supervised the construction of the Nisqually cabin. The Carbon River ranger cabin was destroyed by fire in 1962.

3. Superintendent, Annual Report, FY 1910; Hall, Mar. 12, 1912, to Secretary of the Interior, Park Development, Construction Programs, Archives, Mount Rainier NP. In the letter, Hall requested \$375 for completing the second floor interior of the cabin at Longmire.

area.) Construction began on a small log ranger cabin at Paradise that year. Another log, one-room ranger cabin was built on Ohanapecosh River in the spring of 1912 (the area was still roadless).

In 1910 Secretary of the Interior R.A. Ballinger visited the park. Before he departed he informed Hall that he wanted a rustic archway constructed at Nisqually Entrance. Hall wrote to Capt. Arthur Williams, the army engineer officer in Seattle in charge of road construction in the park, asking him to start the construction immediately. Williams replied that he could not use his appropriation for the arch; the Interior Department would have to pay for it. Hall eventually found the necessary funds and an impressive entrance arch was constructed in the spring of 1911 (in plenty of time for President Taft's visit that fall). Two huge cedar logs were placed upright on either side of the road and three horizontal cedar logs joined them, creating an arch 22 feet wide and 24 feet high in the clear. Suspended from the center by heavy chains was a hewn log three feet in diameter on which was cut and burned "Mt. Rainier National Park".⁴

In 1912 Superintendent Hall requested \$400 for improvements to the ranger cabin at Nisqually Entrance. He planned to lay a new floor in the main part and he wanted to build a 12 by 14-foot addition to his office for clerical space. Whether or not this work was accomplished is not known. Hall himself was replaced as superintendent by Ethan Allen in July 1913. One of Allen's first tasks was to prepare the annual report for fiscal year 1913. In it he listed the ranger stations:

4. Superintendent, Annual Report, FY 1911 and 1912; Hall, Aug. 3, 1910, to Williams; Williams, Aug. 9, 1910, to Hall, Ricksecker Road Reports, 1907-1913, Archives, Mount Rainier NP. A few years earlier the U.S. Army Corps of Engineers had eagerly built an entrance arch at Yellowstone National Park. In 1973 the Nisqually Entrance Arch was completely rebuilt in a manner similar to the original, except that dimensions were increased so as to facilitate modern traffic. See Seattle Times, Nov. 18, 1973.

Nisqually Entrance. The cabin was used as a general office for the park and as living quarters for a temporary ranger and a clerk stenographer. The main building of two rooms (on the ground floor) was built of Alaska cedar logs. The office and kitchen additions were frame.

Longmire. This cabin, also built of Alaskan cedar logs, had three rooms. It had a frame kitchen addition. Allen had moved the ranger function out of the cabin and was now occupying it himself as the park superintendent's residence. The ranger station was now housed in a building that had been erected by the army engineer when building the government road. During the past year, Longmire had acquired its first government warehouse--the beginning of the maintenance area.

Carbon River. This was a simple, one-room, log cabin.

Paradise. This too was a log, one-room cabin located at Alta Vista.

Ohanapecosh. This log cabin also had one room.⁵

By the end of his first year as superintendent, Ethan Allen had made another important change in the functions of the ranger cabin at Nisqually Entrance. The Longmire cabin was fine as a summer residence, but the winters there were long and cold. Beginning in the winter of 1913-1914, the superintendent lived in the entrance cabin during the cold months and moved back to Longmire for the summers.⁶

5. Hall, Oct. 29, 1912, to Secretary of Interior, Park Development, Construction Programs; Superintendent, Annual Report, FY 1913, Archives, Mount Rainier NP. A later report said that the Longmire cabin was made of "pine" logs.

6. Superintendent, Annual Report, FY 1914, Archives, Mount Rainier NP. Supt. Edward Hall did not mention his place of residence. He may have lived on property that he owned adjacent to the national park at Nisqually Entrance.

Of all these early ranger cabins, only the one at Nisqually Entrance remains today. It was the first government building in the park. In rapid succession it served as the first ranger station, the first administration building, and the park superintendent's winter residence. It is carried today in the park records as structure no. NE-103 and it serves as seasonal employee quarters. While the interior of the building has been remodeled over the years, the exterior retains its original architectural appearance. Across the front of the building are a porch and a balcony above the porch. The main roof extends over them. An upward curving log is set in the front gable end, which is decorated with carefully placed radiating poles. Similar poles are set vertically in the balcony railing. A new shingle roof was put on the building in 1965. A one-story frame addition still stands at the back of the building.⁷

One other pre-1914 government structure remains in the national park today. According to the area's building records, the "Library" at Longmire was constructed in 1910, during Hall's administration. This plain wood-frame building, measuring 16 by 24 feet, 1½ stories, with a single-story addition to the rear, originally functioned as a community kitchen. No mention was made of this structure in the superintendent's annual reports or in other correspondence. Until additional evidence is forthcoming, it is assumed that this structure was indeed built in 1910 and that it is the oldest extant government structure at Longmire. It is carried in the park records today as LD-5, and its structural condition is described as poor.⁸

B. Government Structures, from Reaburn to Tomlinson, 1915-1923

Park management at Mount Rainier took on a degree of professionalism in 1915 with the appointment of De Witt L. Reaburn as the superintendent. A civil engineer, Reaburn had recently had experience

7. Carper, List of Classified Structures. A photograph taken about 1918 suggests that the vertical poles in the balcony railing were added later.

8. Ibid.

in Alaska in government surveying and road construction. He would bridge the transition at Mount Rainier from political appointees to the establishment of the National Park Service, in 1916. In 1919 he would transfer to the superintendency of Grand Canyon National Park. In his first annual report, Reaburn listed the assignments of his ranger force, which had now grown to nine. Chief Park Ranger Thomas O'Farrell was stationed at Carbon River and, presumably, lived in the ranger cabin there. Prof. J.B. Flett, the park's first ranger with a scientific background, was assigned to Longmire (living in the old Corps of Engineers building which was now the ranger station?). Two rangers, Rudolph L. Rosso and M.D. Gunston, lived at Paradise. Herman B. Barnett occupied the Ohanapecosh cabin. At Nisqually Entrance, Earl V. Clifford collected entrance fees for the 3,230 automobiles that entered that year (\$5 per car). To control the one-way traffic on the road from Nisqually Glacier to Paradise, two rangers occupied small frame cabins, 10 by 12 feet, at Nisqually Glacier (Archibald Duncan) and at Narada Falls (L.D. Boyle). On the new mining road to Glacier Basin, on the west side of White River below Crystal Mountain, Park Ranger Arthur White occupied a new ranger cabin which was constructed that year. Still another ranger cabin was constructed in 1915, at Indian Henrys Hunting Ground. This cabin (NX-104) still stands in fair condition.⁹

Reaburn's first year in the park witnessed the construction of several buildings that would become important to Mount Rainier's history. At Longmire the park's first true administrative building was constructed in 1916. It was a frame, shingled, 1½-story building having three rooms on the ground floor and one large room upstairs. It measured 24 by 42 feet. This building, LD-2 continued to function as park headquarters until 1928, when it was turned over to the park naturalist to become a museum. As early as 1926 Superintendent Tomlinson was contemplating

9. Superintendent, Annual Report, FY 1915, Archives, Mount Rainier NP; Caroline L. Tolbert, History of Mount Rainier National Park (Seattle: Lowman & Hanford, 1933), p. 40.

moving the structure across the road to a site that had been designated for a post office. Such a movement would allow for an improvement in the alignment of the government roads and it would be an incentive for tearing down "that old eye-sore," a big white barn. Not until 1929, however, was the museum building moved. By 1934 the building was considered to be too small for museum purposes and plans were made to replace it with a large "Headquarters Museum." However, the structure continues to serve as a museum or "visitor center" and, as of this writing, plans are underway to move it back across the road to its original site.¹⁰

The superintendent's summer residence at Longmire underwent some improvements that year, principally by the addition of a cobblestone fireplace and chimney and the installation of a bathroom. The Longmire ranger station (the old USCE office) received new shingle sides and roof, and a wood-shed was constructed for it.

At the Nisqually Entrance, Reaburn had a new house constructed for himself as a winter residence in 1915. He described it as having four rooms, meaning four rooms on the main floor of the two-story building. The frame house had an open log verandah extending across the front and a large shed-roofed dormer extending above the roof.

The house was located on the north side of the government road close to the park boundary--so close, in fact, that part of the building lay outside the park on private property. Reaburn was probably unaware

10. Carper List of Classified Structures; E. Davidson, Report for Week June 1-8, 1929, Mount Rainier, General Records, FARC, San Bruno, Calif.; Supt. O.A. Tomlinson, Apr. 14, 1926, to T.C. Vint, Los Angeles, and Apr. 7, 1934, to Ansel Hall, Berkeley, Calif, Park Development, Construction Programs; Superintendent, Annual Report, FY 1916, Archives, Mount Rainier NP. While it is commonly stated that this structure was built by the National Park Service, it was completed by June 30, 1916, whereas the National Park Service was not established until August 25, 1916. Many of the exhibits in this museum were developed prior to the Harpers Ferry modernization era, and are regarded by many with considerable affection.

of this at the time of construction and he had an iron fence erected still farther into the private property a few feet west of the house. Luckily for the federal government the property was owned by none other than former Park Superintendent Edward S. Hall, now a U.S. Commissioner. Writing about this matter many years later, Hall pointed out that the property intruded upon by Reaburn had become federal property because Washington state law read that a property division fence or line that was established for 10 years or longer made the division permanent. Nonetheless, he and Mrs. Hall voluntarily agreed in writing that Redburn's fence was the dividing line at that point. The building underwent a rehabilitation in 1965, at which time today's garage was probably built. Today, it still serves as the park superintendent's residence (year-round), having recently been considerably remodeled on its interior. The exterior of the structure continues to exhibit its historic appearance. In the park's building records it is structure no. NE-101.

Although Reaburn did not mention it in his annual reports, a second residence was constructed at Nisqually Entrance in 1915. Located east of the new superintendent's residence, this frame, 1½-story structure was erected as quarters for the chief ranger. Repaired and remodeled many times over the years this building still serves as a ranger's residence. It is carried on the park's records as structure no. NE-102.¹¹

Dynamic Roger W. Toll, mountain climber and history buff, was assigned to Mount Rainier as superintendent for a little more than a year, 1919-1920. In his one annual report, Toll described the fortunes of several of the park's structures. The ranger cabin at Mowich Lake, the cabin confiscated from miners, had its roof crushed by snow during the

11. Superintendent, Annual Report, FY 1916; Hall, Aug. 22, 1938, to Tomlinson, Legislative History, Archives, Mount Rainier NP; Carper, List of Classified Structures. The original ranger station at Nisqually continued to function as such.

winter of 1919-1920. (It would be replaced by today's cabin in 1922.) Improvements, such as interior partitions and finishing work, were made to the ranger cabin at Nisqually entrance, which now housed two men and an office--probably, the old office was retained in this structure for use during the winter months. A garage had been built at the entrance, but it was already considered to be too small. A fire lookout was constructed in 1920 on Anvil Rock, below Camp Muir. Although financed by the National Park Service, this lookout was intended primarily to cover the national forest south of the park.

A visitor to the park about this time said, referring to the Longmire area, that all government buildings had the same color scheme--stain on the shingles and a light or sage green on window sashes and trim.¹²

Toll's report used the term "Wonderland Trail" for the first time in park correspondence to describe the trail around the mountain, which was then 95 miles long. Altogether, the park had 150 miles of trail as of 1920. Other than the two or three cabins that had been built by miners, there was no shelter for either ranger or visitor. Whether or not Toll was aware of the string of back-country cabins that the army had built in Yellowstone National Park, he developed a similar idea: "Additional shelter cabins are needed on the trail around the mountain so that overnight shelter can be obtained either by visitors or rangers while on summer work or winter patrol. These cabins should be located at suitable places about ten or fifteen miles apart. A few of these cabins should be built each year until an adequate number are constructed."¹³

12. Superintendent, Annual Report, FY 1920, Archives, Mount Rainier NP; C.P. Punchard, June 9, 1919, to Director, NPS, History, Letters and Memoranda, Archives, Mount Rainier NP.

13. Superintendent, Annual Report, FY 1920, Archives, Mount Rainier NP. Mount Rainier was Toll's first National Park Service assignment, but he was a native of Colorado and may have been familiar with Yellowstone, where he would become superintendent in 1929. The Wonderland Trail was completed in 1915. See Haines, Mountain Fever, p. 203.

Toll did not distinguish between shelters for hikers and more substantial cabins for rangers on winter patrol, but as the system evolved both types of structure were constructed on the Wonderland Trail. The first of these, a ranger cabin for winter patrol, was built at Lake George in 1921, of native logs and cedar shakes. Whatever structural problems this cabin had were not recorded, but it was replaced about 1934-1935. Plans prepared in 1935 showed an attractive log cabin for Lake George. However, the cabin at the lake today is not the building shown in the plans. Today's cabin, NX-101, has an exterior frame of logs and walls of vertical boards inside the frame. The building records state that the cabin was built in 1934, which suggests it was a CCC project.¹⁴

The superintendent's annual report for fiscal year 1922 stated that three more patrol cabins had been built on the west side of the park. Although the three were not named, the park's records indicate that they were the log cabins built at St. Andrews Creek (NX-192), Sunset Park (or Golden Lakes) (NX-103), and at Mowich Lake (MX-101), this last replacing the miner's cabin that had been crushed with snow. All three cabins still stand and are still in use.¹⁵

Although not a back country cabin, a handsome new ranger station was constructed at Paradise in 1921 to replace the 1911 cabin. The first floor walls were stone and the upstairs living quarters were under a steeply-pitched gable roof of shingled wood frame. In the front stone steps and a stone porch area led to the entrance. A stone chimney stood at the back of the building. The structure complemented the nearby

14. Carper, List of Classified Structures; R.L. McKown, Narrative Report for Season of 1934 (CCC), to T.C.Vint, Mount Rainier, General Records, FARC, San Bruno, Calif. The CCC records for 1934-1935 state that two pit toilets, two stone fireplaces, a barn, and a fishing pier were constructed at Lake George. There was no mention of a cabin.

15. Superintendent, Annual Report, FY 1922, Archives, Mount Rainier NP; Carper, List of Classified Structures.

Guide House and Paradise Inn. This ranger station (PD-1) was the first government office-residence structure in Mount Rainier to employ the extensive use of stone in its construction.¹⁶

Longmire took a large step toward becoming the headquarters for the park in 1923 with the construction of four "small cottages" for permanent employees, including the assistant superintendent. As far as it can be determined from the records, three of these residences remain standing: LD-108, LD-110, and LD-112.¹⁷

C. The Tomlinson Era, 1923-1941

Maj. Owen A. Tomlinson, U.S. Army, had served as governor of Nueva Vizcaya in the Phillipine Islands earlier in the century and, later, he had been field manager at Reno, Nevada, for the U.S. Post Office Department. A capable administrator and a person highly respected by his associates, Tomlinson became superintendent of Mount Rainier in July 1923. He would occupy that position for 18 years, when he would become the regional director for all national park areas on the West Coast.¹⁸

During his long tenure as superintendent, Tomlinson would oversee the maturing of National Park Service development at Mount Rainier--the growth of Longmire into a village, the development of Yakima Park, the work of the Civilian Conservation Corps, extensive road and trail construction, and so forth. So varied and numerous were these activities, a description of them can best be developed by considering, where possible, individual districts or areas rather than a chronological history of the whole park.

16. Superintendent, Annual Report, FY 1921, Archives, Mount Rainier NP. The park's building records state that this building was erected in 1926, which date appears to be an error.

17. Superintendent, Annual Report, FY 1923, Archives, Mount Rainier NP; Carper, List of Classified Structures. It is possible the fourth residence still stands and its construction date misstated in the building records.

18. Tolbert, History, p. 41; Tomlinson, Nov. 13, 1925, to S.T. Mather, History, Letters (Tomlinson), Archives, Mount Rainier NP.

1. Longmire

Throughout the 1920s and 1930s Longmire continued to grow steadily with the addition of residences, maintenance facilities, and a superbly designed administrative building. When Tomlinson arrived at the park, in 1923, there were at least the following government structures at Longmire:

- Park headquarters (LD-2)
- Superintendent's summer residence (no. unknown)
- Residence (LD-108)
- Residence (LD-110)
- Residence (LD-112)
- Residence (no. unknown)
- Ranger office (old USED building)
- Warehouse (number unknown, but possibly today's LD-101)

In contrast to his recent predecessors, Tomlinson chose to live year-round at Nisqually Entrance. This became quite feasible at that time for, beginning in the winter of 1923-1924, the road from the entrance to Longmire was kept open to travel and the superintendent could drive year-round to his headquarters at Longmire. While the new function of the superintendent's Longmire residence has not been documented, it is safe to assume that it continued as a park residence. (It was torn down in 1945 because ants had eaten the logs so badly that it was "undermined.")

Before Tomlinson's time, a "pony" bridge had been built across Nisqually River at Longmire, leading from the developed area across to the east bank. In 1924, today's suspension bridge, capable of carrying automobiles, was completed and a public campground was begun on the east side of the river. This "auto camp" was opened to the public in 1925.

Until then, development at Longmire, both government and concession, had been haphazardly carried out. But in 1926, Tomlinson reported that landscape engineers had prepared a general development plan for Longmire. This was followed by the move of the National Park Service's landscape office from Los Angeles to San Francisco, in 1927. From then on, the chief of that office, Landscape Architect T.C. Vint, regularly visited Mount Rainier and, during the summers, Landscape

Architect E.A. Davidson was assigned to the park to supervise development. Concerning this office and its effect on Mount Rainier, Tomlinson wrote, "The influence of the Landscape Division is becoming quite noticeable in this park in the general improvement that has been done during the past few seasons."¹⁹

In 1926 an employee's residence, 28 by 38 feet and having four rooms, was constructed at Longmire, as was an equipment storage shed, 106 by 26 feet. The park's building records list residence LD-114 as having been constructed in 1926, but the only equipment shed for about that time was LD-205, measuring 112 by 25½ feet and said to have been built in 1927.

Three more employee four-room, rustic "cottages" were erected at Longmire in 1927, along with a car garage. The three residences were most likely LD-113, LD-115, and LD-118, which today's records show as being built in 1928. The garage was LD-107. In the maintenance area a repair and machine shop, 112 by 32 feet, was completed. This structure is today's LD-209.

An important new building added to the scene in 1927 was the Longmire Community Building (LD-6), located on the east bank of the Nisqually adjacent to the public campground. Tomlinson described this structure as being of heavy log post and slab side construction. The main room in the interior measured 30 by 60 feet; at one end of it stood a large stone fireplace and, at the other end, a big bay window. Heavy log trusses supported the steeply-pitched gable roof. At the rear of the building was a 1½-story ell, 37 by 28 feet, designed for ranger quarters. The construction costs for the building amounted to \$3,000. The quarters are still in use and the community hall is still used for movies, talks, meetings, religious services, dinners, and so forth.

19. Superintendent, Annual Reports, FY 1923-1929, Archives, Mount Rainier NP.

In 1928 a 94 by 29-foot, one-story structure was built at Longmire to serve as a mess hall and cook quarters. It seated 100 men. A year later the building was moved back "into the trees" some 40 to 50 feet to make it less intrusive on the open space front of the new administrative building. Later (1947), this building was remodeled into three apartments, and so it remains today, numbered LD-135. (The building records state it was built in 1930 and measures 94 by 27 feet.)²⁰

One of the most important structures ever built at Longmire was also begun in 1928--the administration building, LD-1. An important contribution to the era of rustic architecture, this structure was one of the first major construction projects of the National Park Service Landscape Office after it moved to San Francisco, in 1927. The project supervisor was Ernest A. Davidson. The best description of this building is to be found in the recently published National Park Service Rustic Architecture:

Several major design features, notably the use of a masonry-veneer first floor and an all-wood second story, were borrowed from the Yosemite Administration Building [1924], but the use of material gave the structure a special relationship to the Mount Rainier area. The first story of the 37 by 68 feet structure was constructed of boulder masonry. According to the thought of the time, no type of masonry was more difficult to execute well, for round stones were difficult to mold into a wall displaying visual stability. At Longmire, however, a decision to use stone . . . required the use of boulders for the local terrain supplied little else. Visual stability was sought through battering and through the device of decreasing the stone size in the upper part of the walls. These techniques also tied the building to the earth and masked its essentially rectangular foundation lines. The wood frame upper story was finished in horizontally-placed log half rounds, giving the impression of log construction. Each corner of the upper story was a massive vertical log several feet in diameter. The corner logs drew together the masonry of the lower story with the massive rafters, eaves and brackets, which were made of 12-inch logs with "whittled" (rounded) ends. Thick shakes extended the theme of solid pioneer construction to the

20. Davidson, Report for Oct. 10-Nov. 15, 1929, Mount Rainier, General Records, FARC, San Bruno, Calif.

roof surface. A boulder masonry chimney and a masonry porch framed with logs completed the structure. Numerous windows with heavy log lintels admitted light.

[It] . . . summarized the maturing philosophy of non-intrusive architecture in a forested setting. The lower walls, veneered with native stone, rose irregularly out of the earth. The large logs used in the roof and porch were proportional to the surrounding conifer forest. Shrub screening along the base of the walls established yet another connection between the building and the forest. Completed, the building was a handsome structure with strong visual ties.

Tomlinson was delighted with his new offices. He wrote that the building "is one of the finest ever constructed with National Park funds." In another letter he described proudly the fire-proof safe and the jail in the building. Davidson wrote that his main difficulty during construction had been locating large flagstones for paving the front porch and steps. He had finally found suitable stone at a granite cliff near Marmot Point and at the big slide below Ricksecker Point near the power house.²¹

It has already been noted that the old park headquarters (LD-2) was moved across the road in 1929 to a site roughly in front of the new administrative building and became the naturalist headquarters. Another building that was moved about the same time was the old U.S. Corps of Engineers building. It was then serving as a residence (the Van Horn residence). Writing in October 1928, Davidson reported that the removal of the structure "to its new location on the knoll back of the Duplex residence" was in progress.²²

21. William C. Tweed, Laura E. Soulliere, and Henry G. Law, National Park Service Rustic Architecture: 1916 - 1942 (San Francisco: National Park Service, 1977), p.52; Superintendent, Annual Reports, FY 1928-1929; Tomlinson, Apr. 8, 1929, to Ed Anderson, History, Letters and Memoranda, Archives, Mount Rainier NP; Davidson, Report for October 1928, Mount Rainier, General Records, FARC, San Bruno Calif.

22. Davidson, Report for October 1928 and Report for July 1931, Mount Rainier, General Records, FARC, San Bruno, Calif.

In the residential area one new cottage, 28 by 37 feet, two stories, shake sides and roof, was constructed in 1929. This is most likely the residence numbered LD-117 today; at any rate, it was located next to the Barnett residence. A new frame warehouse, 112 by 30 feet, shake roof, lapboard sides, with a secondstory office and room, appeared in the maintenance area that same year. It is building no. LD-201 today. Also, in 1929, one of the older warehouses, measuring 26 by 48 feet, was converted into a bunkhouse. The 1½-story structure had 13 rooms on the ground floor and one large dormitory on the second floor, housing up to 30 employees. Today numbered LD-101, it is known as the Dormitory. There is a possibility that the warehouse was moved just before it was remodeled. Landscape Architect Davidson wrote at the time that the "old warehouse" had been moved to the foot of the utility group, and, later, he referred to the remodeling of the "old warehouse" into a bunk house. The park's building records state that this building was erected in 1928. However, the superintendent's report for that year did not record a warehouse being built and his 1929 report refers to it as the "old" warehouse. The possibility exists (beyond proof, however) that this was the first government warehouse at Longmire, which was built in 1913.²³

The landscape architect introduced a new term in the park's vocabulary in 1929--"Plaza." The open parking space in front of the new administration building was now referred to as the Longmire Plaza. Soon there would be references to the plaza at Yakima Park, an even larger parking area.²⁴

Fiscal year 1931 at Longmire witnessed alterations being made to the museum building (LD-2); the construction of more employee residences

23. Superintendent, Annual Reports, FY 1913-1929, Archives, Mount Rainier NP; Davidson, Reports for July 9 - Aug. 19 and Aug. 20 - Oct. 10, 1929, Mount Rainier, General Records, FARC, San Bruno, Calif.

24. Davidson, Report for June 18, 1929, Mount Rainier, General Records, FARC, San Bruno, Calif.

(the park's building records show four built that year: LD-116, 119, 124, and 125) that were described as a special cottage, a regular cottage, and two cabins; the erection of another equipment shed (LD-215?); the construction of a garbage incinerator (number unknown); and the building of a duplex comfort station and bathhouses for employees in the maintenance area (LD-103). Landscape Architect Davidson said that in 1931 grading had been done for a play area between the Hewitt-Waterhouse-Glen cottages. He thought it would be an indispensable feature for a community "where people live--and thrive."²⁵

Under the direction of the resident engineer, R.D. Waterhouse, two more employee cottages were added to the Longmire scene in fiscal year 1932 (possibly LD-109 and LD-111). On July 4 that year, Tomlinson and his staff unveiled a memorial plaque to Stephen T. Mather located near the north end of the new administration building. Although Tomlinson apparently still lived at Nisqually Entrance, there were references to the superintendent's residence at Longmire by 1932. Davidson reported that the gardner, Charles Palm, and Walter Mallett had constructed an "interesting rockery" at the Longmire superintendent's residence. A year later, plans seem to have been prepared for a new superintendent's residence. Davidson wrote in October 1933 that a roadway to the site for a superintendent's residence had been completed.²⁶

Between 1932 and 1939, the superintendent's annual reports did not mention the construction of any additional residences at Longmire. The park's building records, however, indicate that one cabin was built in 1936 (LD-123) and three more were constructed in 1937 (LD-120, 121, and 122). All four were CCC projects. In his report for 1938-1939, Tomlinson stated that two 3-room and bath and two 4-room and bath and basement residences had been built at Longmire (most likely LD-126, 127,

25. Ibid., report for August 1931.

26. Ibid., reports for May 1932 and October 1933.

128, and 129). Again, CCC personnel and funds were used in the construction. The next year he reported the completion of two attractive frame and stone residences, each containing five rooms, plus basement and attic (LD-130 and LD-131). In 1941, LD-132 was completed nearby. This was the last structure to be built at Longmire before Tomlinson's transfer to San Francisco. Longmire was now a busy village. But a pause in its future development was at hand as war clouds gathered over the nation, and as the CCC's departure from the park neared.

Because some conflicts, particularly concerning construction dates, exist between the superintendents' annual reports and today's building records, and because the superintendents' reports did not account for all construction at Longmire, a summary of the government structures as Longmire existing today that were constructed as of 1941 is deemed advisable:

<u>Structure No.</u>	<u>Use</u>	<u>Superintendent's Construction Date</u>	<u>Building Records' Construction Dates</u>
LD-1	Administration building	1928-1929	1928
LD-2	Museum building	1916	1916
LD-3	Comfort station	-----	1926
LD-5	Library (community kitchen)	-----	1910
LD-6	Community building	1926-1927	1925
LD-101	Dormitory	(1913?)	1928
LD-103	Comfort station & bathhouse	1931	1931
LD-107	Garage	1927	1927
LD-108	Residence	1923	1923
LD-109	Residence	1932	1932
LD-110	Residence	1923	1923
LD-111	Residence	1932	1932
LD-112	Residence	1923	1923
LD-113	Residence	1927	1928
LD-114	Residence	1926	1926
LD-115	Residence	1928	1928
LD-116	Residence	1931	1931
LD-117	Residence	1929	1929
LD-118	Residence	1927	1928
LD-119	Residence	1931	1931
LD-120	Residence	1937	1937
LD-121	Residence	1937	1937
LD-122	Residence	1937	1937
LD-123	Residence	1937	1936
LD-124	Residence	1931	1931
LD-125	Residence	1931	1931
LD-126	Residence	1938-1939	1938

<u>Structure No.</u>	<u>Use</u>	<u>Superintendent's Construction Date</u>	<u>Building Records' Construction Dates</u>
LD-127	Residence	1938-1939	1938
LD-128	Residence	1938-1939	1939
LD-129	Residence	1938-1939	1939
LD-130	Residence	1939-1940	1941
LD-131	Residence	1939-1940	1941
LD-132	Residence	1941	1941
LD-134	YCC Building (residence)	-----	1930
LD-135	Apartments (mess hall)	1928	1930
LD-137	Garage	-----	1928
LD-150	Garage	-----	----
LD-151	Garage	-----	----
LD-152	Garage	-----	1931
LD-153	Garage	-----	----
LD-154	Garage	-----	----
LD-155	Garage	-----	----
LD-157	Wood shed	-----	----
LD-159	Oil tank house	-----	----
LD-160	Garage	-----	1925
LD-168	Wood shed	-----	----
LD-201	Warehouse	1928-1929	1927
LD-203	Fire equipment building	-----	1929
LD-205	Equipment building	(1926?)	1927
LD-206	Equipment building	-----	1928
LD-207	Equipment building	-----	1928
LD-208	Equipment building	-----	1929
LD-209	Automotive repair shop	1927	1927
LD-210	Equipment building	-----	1930
LD-211	Equipment building	-----	1937
LD-212	Storage and mess hall (CCC warehouse)	-----	1933
LD-213	Storage and paint shop	-----	1932
LD-214	Equipment building	-----	1933
LD-215	Equipment building	1931	1931
LD-219	Stable and storage shed (sawmill)	1926 (Tahoma Ck.)	1933 (Longmire)
LD-220	Grease storage	-----	ca. 1927
LD-234	Tool house	-----	----
LD-235	Feed shed	-----	----

2. Nisqually Entrance

At the beginning of his superintendency, Tomlinson chose to live year-round in his residence at the entrance. The ranger cabin, the park's oldest government structure, was still in use as such. And presumably, the other residence, NE-102, continued to be occupied by a ranger.

An important new structure was added to the entrance area in 1925--a log checking and ranger station. An L-shaped building, it contained an office and registration room in the ell and quarters for three bachelor rangers in the main 22 by 43½-foot unit. The building was located adjacent to the road so that cars could drive immediately to the porch in front of the registration room. This entrance station would be the model for other entrance stations to be constructed elsewhere in the park. The old 1908 ranger cabin continued to function as a residence.

In 1936 a CCC crew raised the new building one foot and placed a new masonry foundation under it. They also put on a new roof and remodeled the interior--possibly to today's floor plan of two small apartments as well as the office. A year later, the CCC constructed a porte-cochere extending over the entrance road from the office so as to provide protection from the elements. This concept was borrowed from the new White River entrance station (which in turn had borrowed from the Nisqually station for its main plan concept). In 1946 a bus entering the park demolished the checking booth that had been built under the outer edge of the porte-cochere. Then in 1962, a new ranger kiosk was built in the middle of the road to handle an everincreasing number of recreation vehicles that were too large to pass under the porte-cochere. The building today is numbered NE-1.²⁷

3. Paradise

Paradise Inn was already a growing concern when Tomlinson became superintendent. A short distance away stood the stone and woodframe ranger station built during Toll's administration. The first government

27. Carper, List of Classified Structures; U.S. Department of the Interior, National Park Service, Park Structures and Facilities (n.p., 1935), p. 22; J.H. Bell, Season Report Covering Emergency Conservation Work, May 10-Nov. 1, 1936; and Bell, Final Narrative Report, 1937 Season, Mount Rainier, General Records, FARC, San Bruno, Calif. The NPS thought that the original roof lines of the station--the scale of the rafters, purlins, shake roof, and pole-capped roof--were excellently handled; but that the masonry chimney was not large enough in scale and it was "trivial."

building constructed at Paradise under Tomlinson was a comfort station in the public campground, in 1924. A year later the campground was doubled in size and a second comfort station was added. In fiscal year 1926, a community building was added for the 800-car auto camp. It measured 40 by 100 feet, had an "enormous" fireplace, and had quarters for four rangers much like Longmire's community building. This structure had a rather short life, being condemned in 1948.

A structure that still stands at Paradise is the comfort station that was constructed in 1928. Located adjacent to the ranger station, the concrete and stone structure was built at a cost of \$6,800. Its inside dimensions were 24 by 36 feet. Constructed under the supervision of the new San Francisco office, the building's exterior surroundings were carefully landscaped. In contrast to the concession facilities at Paradise, this structure's roof was designed to carry the huge amounts of snow found there (it could carry a 35-foot depth of snow weighing 35 pounds per cubic foot). Its building number today is PD-304.²⁸

About 1939 the National Park Service began construction of a ski lodge at Paradise. Because of a shortage of funds this building was not opened to the public until 1942. After World War II the lodge was rented to Rainier National Park Company which operated the facility. Then, in 1964, the building was completely remodeled into apartments for National Park Service employees. It is structure no. PD-608 today.²⁹

4. Tipsoo Lake - Chinook Pass

A state highway up White River and Klickitat Creek to Cayuse Pass, then eastward past Tipsoo Lake through Chinook Pass, and on to Yakima Valley, was opened to traffic in 1932. This road resulted in a new entrance to Mount Rainier National Park, the eastern boundary of the

28. Superintendent, Annual Reports, FY 1924-1928, Archives, Mount Rainier NP; Carper, List of Classified Structures.

29. Superintendent, Annual Reports, FY 1940-1964, Archives, Mount Rainier NP.

park having been extended to the crest of the Cascades in 1931. Superintendent Tomlinson was interested in seeing that visitor facilities be developed for the entrance at the Chinook Pass-Tipsoo Lake are. He wrote Chief Landscape Architect T.C. Vint in San Francisco asking him to prepare plans for an entrance arch, ranger station, picnic area, water supply, comfort station, and a community kitchen. He said that a 200-car parking lot would be necessary. The buildings should be of permanent construction and rustic log architecture. As for the entrance arch, Tomlinson thought it should be made of stone, at least stone columns.³⁰

Not all of Tomlinson's plans were carried out. A CCC crew completed two comfort stations in 1933. Their walls were log and stone and the roofs were made of shakes. (There is but one comfort station at the lake today, which is numbered TL-301.) The entrance arch was completed in 1936. It had rock columns on either side of the road. Heavy logs joined the columns across the top. An unusual feature of the arch was that a horse trail, paved with flagstone, led across its top. Today, this trail is part of the Pacific Crest National Scenic Trail. A picnic area was developed at Tipsoo lake and here the CCC constructed three stone "stoves."³¹

5. White River and Yakima Park

A humble ranger cabin had been constructed on White River in 1915. It was located on the west side of the river at a bridge crossing below and to the west of Crystal Mountain. By 1923, a 160-car free public

30. Tomlinson, Jan 14, 1931, to Vint, Legislative History, Archives, Mount Rainier NP. William J. Kennedy was the first (seasonal) ranger assigned to Tipsoo Lake. During the summer of 1932 he lived in a tent at the west end of the lake. W.J. Kennedy, letter, June 29, 1979, to writer.

31. Superintendent, Annual Report, FY 1934, Archives, Mount Rainier NP; H.M. Davison, ECW report to Chief Architect, 1934; and J.H. Bell, Annual Narrative Report, May 19-Dec. 17, 1936, Mount Rainier, General Records FARC, San Bruno, Calif.; Carper, List of Classified Structures. Originally, a road ran around Tipsoo Lake; this has been reduced to a foot trail.

campground had been constructed farther up White River, fairly close to the foot of Emmons Glacier. Undoubtedly because of the campground, a frame ranger station with split-log horizontal siding was constructed there in 1927. Although reachable by car, this structure was regarded as being a patrol cabin because it was also on the Wonderland Trail. It was a one-story, 16½ by 30½-foot building a pleasing rustic concept of architecture. The gable roof projected over a front porch that stretched the width of the building. It still stands and is numbered WC-301.

In 1929, four years after the construction of the new entrance station at Nisqually, a new entrance station was begun at White River, on the road about half-way between White River Campground and the original ranger cabin. (The park's eastern boundary had not yet been extended to the crest of the Cascades; consequently the station was located 1,400 feet inside the then existing boundary.) Modeled after the Nisqually station this building would serve a park entrance that would soon become important because of the proposed development of Yakima Park.

T-shaped in plan, the log building contained ranger quarters and, in the stem of the T, a registration office adjacent to the road. In one aspect it differed from the Nisqually station--the porte-cochere was constructed at the same time as the rest of the structure, thus preceding the one at Nisqually by eight years. This porte-cochere was Superintendent Tomlinson's idea. The station today is numbered WE-1.³²

One other structure at the White River entrance area requires notice. A wood-frame, one-story storage building, measuring 95 by 22½ feet, is said to have been originally a mess hall and a dormitory for the CCC camp at White River. It was constructed in 1933 and is numbered WE-207. While it is possibly the only surviving CCC camp building

32. Tomlinson, Apr. 27, 1927, to Waterhouse, Park Development, Construction Programs; Superintendent, Annual Reports, FY 1929-1931 Archives, Mount Rainier NP; Carper, List of Classified Structures. The White River station was not completed until 1931; the old ranger cabin was demolished in 1936.

remaining in the park, it should be noted that the building was erected for the CCC, not by the CCC.

After the NPS Landscape Office had moved to San Francisco, there was a decided improvement in the quality of new construction and landscaping at Mount Rainier. All this work, however, had occurred at areas, such as Longmire and Paradise, that had developed haphazardly over the years. In 1929 the Landscape Office got its first opportunity to plan a complete development from the ground up--at Yakima Park. Here would be required administrative offices, living quarters, campgrounds, comfort stations, trails, water and electrical systems, parking areas, and so forth. In contrast to the mediocre quality of the concession facilities constructed at Yakima Park (or Sunrise) at the same time, the government structures were substantial affairs of a high quality.

As the plans evolved, they called for a frontier theme, including blockhouses and a stockade reminiscent of early Pacific Northwest history. But just as the concessioner had difficulty funding its developments during the Great Depression, so did the National Park Service experience delayed appropriations for its construction. In the headquarters area at Yakima Park the plans called for a large community building (or visitor center) and two square blockhouses on the east corners. The area behind the community building was to be fenced in with a high vertical-log stockade. Nearby, there was to be a public campground with its own comfort stations and community kitchens. Farther away, at Shadow Lake, would be another campground.

By the end of the 1930 season, a dam had been completed at Frozen Lake for the gravity-flow water system. A temporary equipment shed (used as a mess hall) had been constructed within the stockade area. Two miles of secondary roads and four miles of trails had been completed. A start had been made on a large parking area that would be called the Plaza. And two comfort stations, one in each campground, had been constructed.

Funds allowed for the construction of only one blockhouse at the headquarters area. Tomlinson considered this structure to be a success, "The design is the frontier style blockhouse with the second story extending over the first story about two feet." The foundation rock had come from a slide about a mile away. The white pine logs for the walls had been taken from a stand on White River, about 12 miles away. The shakes for the roof were made in the Carbon River district and hauled the 80 miles to the site. The superintendent concluded, "so the blockhouse style of architecture together with the log stockade surrounding the yard behind the building carries out the frontier theme completely."³³

Since this was the only headquarters building at Yakima Park for the time being, it quickly came to be called the Administrative Building (YD-1). On its ground floor were two offices, a living and dining room, and a kitchen. The second floor was divided into six bedrooms and two bathrooms. Later it was called the South Blockhouse.³⁴

The second year of construction at Yakima Park saw the completion of a concrete powerhouse (YD-201) for a diesel power plant, the laying of underground transmission cable, a street lighting system with rustic lamp posts around the Plaza, a rustic log pumphouse at Lodi Spring in Berkeley Park, continuing work on the Plaza and roads, and a scenic parapet of native basalt on the Burroughs Mountain trail.³⁵

Most of the construction work was completed in the 1932 season. This included the large, stone and log, rustically-designed comfort

33. Superintendent, Annual Report, FY 1930, Archives, Mount Rainier NP.

34. USDI, NPS, Park Structures, p. 198; Chittenden, "Yakima Park," pp. 1-5.

35. Davidson, Report for August 1931, Mount Rainier, General Records, FARC, San Bruno, Calif. Davidson thought that the pumphouse was too sophisticated for its setting. It should have been a rough log cabin reminiscent of an abandoned trapper's cabin.

station (YD-5) on the northwest corner of the Plaza and the Plaza itself. The latter was 1,300 feet long, 200 feet wide at its west end, 60 feet wide at its east end, and it contained space sufficient to park from 600 to 900 cars.³⁶

In 1939 Public Works Administration funds were allotted for the construction of the second (north) blockhouse and for the community building (by then called "camper's shelter"). A year later, the north blockhouse (YD-2) was 80 percent complete and the community building (YD-3) 20 percent. But once again funds were exhausted, and these two structures were not finally completed until 1943. The north blockhouse was similar in design to the first, but with the upstairs having three apartments rather than six bedrooms. The community building did not acquire its stone and log fireplace until 1952.³⁷

Before the development at Yakima Park occurred, there were mixed feelings about it. Landscape Architect Davidson wrote in 1926 that the soil there was a "very light pumice" and, although it was then well covered with bunch grass, the area would be ruined in a very short time by even limited public use. On the other hand, he admitted, Yakima Park would make one of the most wonderful golf courses in the world--if irrigated. After the original construction was completed, Davidson summed up his opinion from a park landscaper's point of view:

36. Chittenden, "Yakima Park," pp. 587.

37. Superintendent, Annual Reports, FY 1939-1940; Tomlinson, Apr. 7, 1934, to Senior Naturalist Ansel Hall, Berkely, Calif., Park Development, Construction Programs, Archives, Mount Rainier NP; Carper, List of Classified Structures. Until the visitor center was completed, a room in the south blockhouse served as a museum for Yakima Park. It contained a wild flower display and natural history objects. The display cases were built by the CCC.

It is true that, purely from a landscape viewpoint, the whole development might be classed as a failure since the area is far less attractive than it was before development took place. On the other hand, the project may be considered one of the great successes since the general result obtained is far superior in appearance to those other developments with which comparison may be made, and which, "just grew," like Topsy.³⁸

6. Carbon River

By 1926 a new 125-car public campground had been established in the Carbon River district. Little other development took place in that area until a CCC camp was established there in 1933. One of the first activities entered into by the CCC was the construction of an entrance arch. Constructed of logs, this arch was completed in 1934. It does not exist today. The CCC also undertook considerable landscaping in the developed areas. One such improvement was the replacement of out-of-character brick walks at the entrance checking station with more natural-looking flagstone.

The most striking evidence of CCC construction in Carbon River was a ranger cabin built near the mouth of Ipsut Creek. Completed in 1933 and landscaped with native shrubs in 1934, this log cabin was of fine construction. So well did the logs fit on top of one another that chinking was not required. The building measured 15 by 18 feet and contained a small loft. At the rear was a 10 by 18-foot lean-to wood-shed. The cabin, numbered CI-103, is in excellent condition today. Recently certain modifications were made in the structure. A new shake roof was put on; a small flat skylight was built on the rear side of the gable roof (the building stands in a dark rain forest); and the ends of the logs in the walls were whittled back so as to be protected from rain by the roof

38. Davidson, White River Inspection Trip, Oct. 28-31, 1936, Park Development, Construction Programs, Archives, Mount Rainier NP; Chittenden, "Yakima Park," p. 128, quoting Davidson. A special note must be made on the term "Stockade." When development got underway at Yakima Park, the Stockade was the palisaded fence at the rear of the administrative area. Today, park personnel refer to the whole complex as the Stockade.

overhang. A skilled craftsman accomplished this work in such a manner that the integrity of the structure was preserved.³⁹

7. Back Country Cabins and Shelters

It will be recalled that the rangers' first back country cabins were a few that had been taken over from miners. In 1915 a ranger cabin (NX-104) was built in Indian Henrys Hunting Ground. Superintendent Toll in 1920 urged the construction of cabins on the Wonderland Trail for the use of rangers and hikers alike. In 1921 a patrol cabin was built at Lake George, and it was quickly followed by three others, also on the west side of the park: St. Andrews Creek, Sunset Park, and Mowich Lake. (According to the park's building records, the patrol cabin at Sunset Park has been demolished; however, there is a patrol cabin still (1978) standing there.)

Trail shelters at Mount Rainier were generally three-sided structures covered with a shed roof. A map of the park published in 1924 showed seven trail shelters that cannot otherwise be documented as to construction dates:

Trail shelter on southwest side of Mowich Lake (no longer extant).

Trail shelter on south side of Mystic Lake (no longer extant).

Trail shelter on St. Andrews Creek (no longer extant).

Trail shelter on Kotsuck Creek, above Chinook Creek. This may have been the same shelter described elsewhere as being at the junction of Chinook and Deer creeks (regardless, neither is extant).

Trail shelter on North Puyallup River (no longer extant).

39. H.M. Davidson, Report on Camp NP3 at Carbon River, 1934 Season, Mount Rainier, General Records, FARC, San Bruno, Calif.

Trail shelter in Sunset Park or Golden Lakes (according to park records, this trail shelter, NX-308, was "obliterated;" however, there is a trail shelter at Golden Lakes today).

Trail shelter on the Wonderland Trail at Mowich River (today there are three trail shelters in this vicinity but not all their construction dates have been determined. One of them is numbered MX-301).

During the Tomlinson era several more patrol cabins and trail shelters were constructed. They were:

Patrol cabin near James Lake in the northern part of the park. Constructed in 1929, this log cabin measured 18 by 20 feet. Today it is structure number YX-104.

Patrol cabin (originally called a fire lookout's cabin) near the junction of Muddy Fork and Nickel Creek in the southern part of the park. This cabin was built in 1931 before the construction of the Stevens Canyon Road. It no longer exists, although its foundation may still be traced.

Patrol cabin at Mystic Lake. Constructed in 1931, this 16 by 12½-foot long cabin is today numbered YX-102.

Patrol cabin in Grand Park. According to park records, this cabin was constructed in 1931. It is said to be in poor condition today. It is numbered YX-103.

Patrol cabin at Three Lakes, in the southeast corner of the park. This log cabin was built in 1934, but it is not known if the CCC constructed it. The cabin was built according to a standard plan for patrol cabins at Mount Rainier that had been approved in 1933. An engineer's report stated that this cabin was intended for the district ranger while on patrol duty for a temporary headquarters during the hunting and fire season. It was considered to be a logical location for an overnight stay between Ohanapecosh and Yakima Park. It is numbered HX-101 today.

Trail shelter on Mowich River. This shelter cabin was built by the CCC in 1934. It is one of three in the same vicinity (see above concerning one of them possibly being there as early as 1924). The supervisory landscape architect said of this 1934 shelter, "It is a model of good log construction." (Although documentation has not been found, the third shelter cabin on North Mowich River may also have been built by the CCC in the 1930s--two on the shelters are quite similar in detail.)

Trail shelter at Summer Land on the eastern side of the mountain. This shelter had stone walls and was constructed by a CCC crew in 1934. It is numbered today as WX-301. The supervisory landscape architect reported that the workmen were inexperienced in stonework and the shelter was "not too good in appearance," but it was in harmony with its location.

Trail shelter at Berkeley Park west of Yakima Park. This log shelter was the third trail shelter built by the CCC in 1934. It has been demolished.

Trail shelter at Indian Bar on the east side of the mountain. This stonewall shelter, today numbered HX-303, was constructed in 1940 by a CCC crew.⁴⁰

Following Tomlinson's departure from Mount Rainier in 1941, future reports by superintendents did not note new construction of either patrol cabins or trail shelters. But there are back country cabins in the park that were not accounted for in annual reports either before or after 1941. Although their construction dates cannot be accounted for, it seems probable that most of them were constructed before 1941. They are:

40. Superintendent, Annual Reports, FY 1923-1941, Archives, Mount Rainier NP; H.M. Davidson, Report on CCC Camps at Carbon River and White River, 1934 Season, Mount Rainier, General Records, FARC, San Bruno, Calif.; Carper, List of Classified Structures. A standard plan was prepared for shelter cabins having stone walls such as the two at Summer Land and Indian Bar. This type was to be built only where no logs were available.

Trail shelter at Lake George. Structure no. NX301. Log frame and boards; it still stands.

Trail shelter at Klapatche "Park." Numbered NX-304, this cabin was described in 1967 as being in poor condition. It has since been demolished.

Trail shelter in Van Trump Park. Numbered PX-308, it was described in 1967 as being in poor condition and sliding down hill. It is not extant.

Trail shelter on Panther Creek. Numbered HX-304, it was located only ½-mile from the state highway in the southern portion of the park. Not used by hikers and in poor condition by 1967, it was eventually demolished.

Patrol cabin located near the north park boundary on Huckleberry Creek. It is extant and is numbered YX-101.

Trail shelter on Nickel Creek. Structure number unknown. Log, open front, covered leanto on front. It is still standing.

Trail shelter at James Lake. This is the one cabin that, according to the park's building records, was built after Tomlinson's departure. Constructed in 1954, it is numbered YX-301.⁴¹

Of this multitude of back country patrol cabins and trail shelters, a relatively small number continue to survive today. They are:

41. John A. Townsley, July 31, 1967, a list of trailside shelters at Mount Rainier, folder "PCP, Building, Active;" Encyclopedias of Information; unmarked box containing building folders for structures "obliterated," all in Archives, Mount Rainier NP.

Ten Patrol Cabins

Indian Henrys Hunting Ground, NX-104
Lake George, NX-101
St. Andrews Creek, NX-102
Sunset Park, NX-103 (?)
Mowich Lake, MX-101
Huckleberry Creek, YX-101
Mystic Lake, YX-102
James Lake, YX-104
Grand Park, YX-103
Three Lakes, HX-101

To these may be added two cabins that originally were regarded as patrol cabins but which serve as seasonal employee residences at campgrounds:

White River Campground, WC-301
Carbon River-Ipsut Creek, CI-103

Nine Trail Shelters

Lake George, NX-301
Sunset Park (Golden Lakes), NX-308
3 on Mowich River, one of which is MX-301
Nickel Creek--Indian Bar, HX-303
Summer Land, WX-301
James Lake, YX-301

8. Fire Lookouts

The Anvil Rock fire lookout, constructed about 1920, was the only such station at Mount Rainier for a decade. During the Tomlinson regime, however, six additional lookouts came into their own. In 1930 the frame for a station was built at Longmire then moved to Sunset Park. There it was erected on Colonade Peak near the head of South Mowich River. In 1932 four more lookouts were constructed: Gobblers Knob (west of Lake George), Windy Knoll (near Windy Gap), Shriner Peak (southeast area), and Tolmie Peak (northwest area). The Gobblers Knob lookout was typical of the new construction. It had two stories and measured 14 by 14 feet. An exterior stair led to a balcony that ran around the second floor.

Two additional lookouts were completed in 1934, on Mt. Fremont and on Crystal Mountain. No sooner were they finished when a wind storm tore the roofs off at the Mt. Fremont and Tolmie Peak stations. The Anvil Rock lookout was razed in 1947, and the Colonnade and Windy Knoll stations were removed at unknown dates. Today four towers--Gobblers Knob (NX-1), Tolmie Peak (MX-1), Mt. Fremont (YX-1), and Shriner Peak (HX-1)--remain, more or less one in each quarter of the park.⁴²

D. World War II and Postwar

Even before Tomlinson departed from Mount Rainier, evidence of increased American concern about the world at war appeared in the park. In November 1940 a platoon of the 41st Division Military Ski Patrol visited the area, along with a flurry of public relations officers. Although the trip was called a "preliminary instruction exercise," it was clear that its main purpose was publicity. The Seattle Post Intelligencer had exclusive rights to film the exercise, but nobody told the park information ranger. He promptly telephoned other news media alerting them to the event. Despite the news leak, the four-hour visit passed pleasantly.⁴³

A month later a detachment of the 15th Infantry ("Can-do") Regiment Ski Patrol arrived in the park to spend most of the winter of 1940-1941 training in skiing and maneuvering. Park rangers usually accompanied the troops when they made overnight ski patrols. The troops were assigned quarters in the dormitory at Longmire (LD-101). In February 1941 the patrol accomplished a six-day, 55-mile ski trip which marked the high point of the training. That same winter a ski detachment from the 41st Division probably made training patrols within the park also; it was stationed at a former CCC camp three miles outside Nisqually Entrance.⁴⁴

42. Superintendent, Annual Reports, FY 1930-1947, Archives, Mount Rainier NP; Martinson, Mountain In the Sky, p. 66; McIntyre, "Short History," pp. 147-148; Carper, List of Classified Structures.

43. Information Ranger, Nov. 22, 1940, to Tomlinson, Magazines, Clippings, and Press Releases, Archives, Mount Rainier NP.

44. O.W. Carlson, Mar. 18, 1941, to Director, NPS, Magazines, Clippings, and Press Releases, Archives, Mount Rainier NP.

The army returned to Mount Rainier in the spring of 1942 when a small detachment from the 87th Mountain Infantry Division, Mountain Training Center, Camp Hale, Colorado, arrived for intensive training on the mountain. They made the concession's Lodge at Paradise Valley their base of operations. Among the detachment's exercises was a successful ascent to the summit on May 16, 1942. The storms, wind, and snow taught the troops a number of important lessons about mountain survival and equipment. As has been noted, their Paradise headquarters has since been demolished.⁴⁵

Both the Air Force and the Navy contemplated establishing a rest center at Mount Rainier in 1943. The Rainier National Park Company was enthusiastic about this military use of its facilities within the park. In the end however, the park was not chosen as a location for such activities.

Military use of the park reached its apex in the fall of 1943 when no fewer than three army units arrived for training. A 100-man detachment from the Mountain Training Center in Colorado spent three weeks at Paradise undergoing ski training. They occupied the government-owned ski lodge (PD-608). At the same time, 150 soldiers from the 938th Aviation Engineers arrived at Paradise Lodge to engage in snow camouflage tests. This group remained in the park for two months. Toward the end of its stay it was joined by Camera Unit No. 9, U.S. Army Signal Corps Photographic Center from New York City (30 men), which made an army training film. It is not known which facility was used to house these troops. By November 1943 all three units had departed and, so far as it can be determined, that ended the military's training visits to Mount Rainier during World War II.

During the Korean War, the United States Air Force took Mount Rainier by surprise when a small group of airmen from McChord Field,

45. Lt. Col. G.E. Dawson, Camp Hale, Nov. 20, 1942, to Supt. J.C. Preston, Mountain Climbing, Archives, Mount Rainier NP.

Tacoma, arrived unannounced to conduct a training exercise in winter survival in January 1951. Acting Superintendent Harthorn Bill overlooked this unauthorized use of the park but suggested that future visits be preceded with a request for such. Meanwhile, he assigned Park Ranger Elvin R. Johnson to instruct the airmen in skiing techniques. As for lodging, the airmen spent their one night in the park sleeping in a snow cave that they constructed behind the Paradise ranger station.⁴⁶

Another World War II venture at Mount Rainier involved not the military but conscientious objectors. In July 1942 Regional Director Tomlinson notified the superintendent that the Selective Service was considering the establishment of a Civilian Public Service Camp (CPS) for conscientious objectors at the former CCC camp at Sunshine Point. However the CCC had already transferred all the facilities of that camp to the U.S. Navy. Attention then turned to the former CCC camp at Packwood, a few miles below Ohanapecosh Springs and outside the park boundaries. It was concluded, however, that the citizens of Packwood would object to such a camp in their community and that plan was dropped.

There the matter rested until 1945, when Superintendent Preston requested a detail of 12 conscientious objectors be sent to Mount Rainier from the CPS camp at Sequoia-Kings National Parks in California to engage in insect control. Preston planned to house them at the White River Entrance Station (in old CCC buildings?). The 12-man crew arrived in the park about June and remained there until October 1945. Instead of White River, they made their base camp at Longmire, and they undertook snag felling near Klapatche River rather than insect control.

46. Actg. Supt., Jan. 18, 1943, Memo for Files; Regional Director, San Francisco, Jan. 18, 1943, to Director, NPS; Preston, Sept. 27, 1943, to Director, NPS; Preston, Oct. 11, and 12, 1943, to Regional Director, Region IV, NPS, all in Army-Navy Use, Mount Rainier, General Records, FARC, San Bruno, Calif; Superintendent, Annual Report, FY 1952, Archives, Mount Rainier NP. Supt. Preston P. Macy gave a permit to the U.S. Air Force to use the shelter at Narada Falls during the winter of 1951-1952.

Chief Ranger Ward Yeager was delighted with their work, "The C.P.S. crew was considered to be more effective than a similar crew of regularly employed men." Although Superintendent Preston wanted to keep the crew longer, their California camp director insisted that they be returned because their spiritual needs (Mennonite) could not be met at Mount Rainier.⁴⁷

During World War II little new construction occurred at Mount Rainier. One historic structure, however, was demolished. In 1945 the superintendent reported that the oldest residence at Longmire had been razed because carpenter ants had eaten into the logs until it was undermined and unfit for habitation. Although the report stated that the building had been constructed in 1910, it is believed that it was the original ranger station at Longmire--the station built in 1908.⁴⁸

After the war, the number of visitors to Mount Rainier and other national parks increased dramatically. By the mid-1950s it was apparent to all that park facilities had failed to keep up with the increased demands made on them. President Eisenhower approved the National Park Service's plan for a 10-year development program for all the national parks in 1956. Called MISSION 66 this plan was to be completed by 1966, the fiftieth anniversary of the National Park Service.

At Mount Rainier, MISSION 66, as finally implemented, called for the removal of some of the older structures, such as the Lodge at Paradise, the improvement of others, such as Paradise Inn, and the construction of new ones, including the architecturally controversial day-use building at

47. Tomlinson, July 18, 1942, to Superintendent ; F.J. Olsen, CCC, Oct. 13, 1942, to Mr. Gerner, NPS; B.F. Mabey, NPS, Oct. 19, 1942, to Director; Yeager, Dec. 20, 1945, to Superintendent, Mount Rainier, Army-Navy Use, 1942-1952, General Records, FARC, San Bruno, Calif. During the Korean War there was some discussion about reestablishing a conscientious objector work camp at Mount Rainier.

48. Superintendent, Annual Report, FY 1945, Archives, Mount Rainier NP.

Paradise. An important decision at that time was to establish a new administrative headquarters outside the park, at Tahoma Woods near Ashford. The primary reason given for this concept was that the headquarters area at Longmire was dangerous because it was subject to repeated washouts by heavy spring thaws and the breaking off of glaciers. The new administrative headquarters, including some housing, was constructed at Tahoma Woods. Nevertheless, Longmire continues to be a focal point of both visitor and staff activities.⁴⁹

Regarding the newer structures at Mount Rainier built as a result of the MISSION 66 program or later, insufficient time has yet passed to make objective determinations concerning any potential historical or architectural significance they may have or may acquire.

E. Conclusions and Recommendations, Government Structures

I. Longmire

The first ranger cabin at Longmire, built in 1908, is no longer extant. The U.S. Corps of Engineers building at Longmire, built about 1904 and later serving as the second ranger cabin and a residence, presumably is no longer extant. The oldest known government structure at Longmire today is the community kitchen or library, built in 1910 and today numbered LD-5. The first warehouse in the area was constructed in 1913. It is possible that this structure is today's dormitory, LD-101.

Longmire's future as the park headquarters area became apparent in 1916 with the construction of the first true administration building, LD-2, which today serves as the Longmire museum. Then, in 1923 four cottages were constructed there to serve as residences for the park staff. Three of these remain standing: LD-108, LD-110, and LD-112.

49. Conrad L. Wirth, Oct. 2, 1957, to Secretary of Interior, Concessions, 1953-1962, Archives, Mount Rainier NP; "\$10 Million Development Set for Mount Rainier," Yakima Morning Herald, Mar. 15, 1956.

During the Tomlinson era, Longmire developed into a village complex of administrative buildings, maintenance facilities, and residences. From about 1927 on, the National Park Service's Landscape Office in San Francisco guided the development of the Longmire area, making it an attractive place in which to live and work. Construction funds were never extravagant in their amounts at Mount Rainier during the 1920s and 1930s, but they did allow for the construction of the handsome new administration building, LD-1, in 1928-1929. In the late 1930s, CCC funds and personnel were employed in the construction of between eight and eleven residences at Longmire. The CCC's contributions to the National Park System have been recognized for their importance in conservation and development, and here at Longmire is the evidence of that importance.

The government structures at Longmire illustrate and preserve the area's history as the headquarters of the nation's fifth oldest national park. In contrast to the four older parks (Yellowstone, Yosemite, Sequoia, and Kings) which were directly administered by the U.S. Army, Mount Rainier's administrators were appointed by the Secretary of the Interior from its beginning. With the exception of the USCE building, all government structures at Longmire were designed and built by the Department of the Interior for its employees and park visitors. When the National Park Service was established in 1916, it continued to maintain its headquarters at Longmire. The administrative offices and the residences have witnessed a steady procession of dedicated men and women who have protected and interpreted the great natural resource, Mount Rainier National Park.

An earlier chapter in this study recommended a historic district at Longmire that would include the Longmire tract, the springs, the hotel, and the Longmire cabin. It is here recommended that the portion of Longmire containing the old government residential area and the administrative area be included in the Longmire historic district. Also recommended for inclusion are such individual features as the suspension bridge across Nisqually River and the community building on the far side of the river. It is further recommended that, with some exceptions, the

maintenance (or industrial) area at Longmire not be included within the historic district, inasmuch as most of the structures there are deemed to possess neither historical nor architectural significance: Recommend also that the plaza, automobile garages, and other outbuildings not be considered significant structures, either historically or architecturally.

Administrative buildings at Longmire that appear to possess historical or architectural significance as part of the historic district are:

Administration building, LD-1 (1928)
Museum building, LD-2 (1916)
Library (community kitchen), LD-5 (1910)
Community building, LD-6 (1926)

Residences at Longmire that appear to possess historical or architectural significance as part of the historic scene are:

Dormitory (possibly first warehouse),	LD-101 (1913 or 1928?)
Residence:	LD-108 (1932)
	LD-109 (1932)
	LD-110 (1923)
	LD-111 (1932)
	LD-112 (1923)
	LD-113 (1927)
	LD-114 (1926)
	LD-115 (1928)
	LD-116 (1931)
	LD-117 (1929)
	LD-118 (1927)
	LD-119 (1931)
	LD-120 (1937)
	LD-121 (1931)
	LD-122 (1937)
	LD-123 (1937)
	LD-124 (1931)
	LD-125 (1931)
	LD-126 (1938)
	LD-127 (1938)
	LD-128 (1938)
	LD-129 (1938)
	LD-130 (1940)
	LD-131 (1940)
	LD-132 (1940)
	LD-135 (mess hall) (1928)

The one other structure at Longmire recommended for inclusion in the historic district is the suspension bridge across Nisqually River, constructed in 1924. All the structures are considered to possess a local level of significance, which is primarily their locations, setting, and exterior appearances. It is recommended the the Longmire historic district be nominated to the National Register of Historic Places.

As of 1977 four of the above structures were on the area's List of Classified Structures: Suspension Bridge, CS-5; Administration Building, LD-1; Visitor Center, LD-2; and Community Building, LD-6. It is

recommended that the LCS for the area be expanded to include the structures listed above for the historic district.

2. Nisqually Entrance

Nisqually was the first formal entrance to Mount Rainier National Park. With the completion of the government road from the park boundary to Longmire and beyond and with the admittance of automobiles in 1907, this entrance immediately became important as a control point and checking station. The park's first ranger station (NE-103), constructed in 1908, remains standing and in residential use today. Besides being the first ranger station, the cabin also served as the park's first administrative offices, and as the oldest surviving superintendent's residence. It is in relatively good condition today and its distinctive front facade continues to retain its architectural integrity.

The Nisqually Entrance Arch (CS-3) was first constructed in 1911 on the orders of Secretary of the Interior R.A. Ballinger. Built of cedar logs and in impressive rustic architecture, the arch was the first of its kind at Mount Rainier. It was a symbol to the arriving visitor that he was formally entering a great national park. The arch was completely reconstructed in 1973 in a manner similar to the original structure. Although a reconstruction, today's arch is considered to possess historical significance because of its continuing symbolism as the first formal entrance to Mount Rainier and because it has not changed in its general appearance for almost 70 years.

The superintendent's residence (NE-101) at Nisqually Entrance was constructed in 1915 by Supt. Dewitt L. Reaburn. It continues to serve as the park superintendent's residence 65 years later. Although remodeled several times in its interior, the exterior appearance of the structure maintains its integrity and it contributes to the historic scene. At the same time (1915), a residence (NE-102) was constructed at Nisqually Entrance for the Chief Ranger. Still occupied by park staff, the exterior of this building continues to possess its historical appearance.

The entrance station (NE-1) at Nisqually was constructed in 1925. It was located adjacent to the government road so as to increase the efficiency of checking in and out an ever-increasing stream of motor vehicles. It contained both a registration room and ranger quarters. This entrance station became a model for other later stations at Mount Rainier, even though its porte-cochere was not added until 1937. Remodeled in its interior, the station today retains most of its exterior historic appearance--a few small modifications, such as removal of the ridge pole, have occurred.

Recommend the establishment of a historic district at Nisqually Entrance to include the original ranger cabin (NE-103), the entrance arch (CS-3), the superintendent's residence (NE-101), the ranger residence (NE-102), and the entrance station (NE-1).

Recommend that other structures at Nisqually Entrance (including two pit toilets and a utility building) not be considered as possessing historical or architectural significance.

Recommend that the five historic structures be considered as possessing a local level of significance, based on their locations and exterior appearances only.

Recommend that the Nisqually Entrance historic district be nominated to the National Register of Historic Places.

Of the five structures, four are now on the area's List of Classified Structures. Recommend that the fifth, the superintendent's residence, NE-101 be added to the LCS.

3. Paradise

The original ranger cabin at Alta Vista no longer exists. But there are three government-built structures at Paradise that are deemed to possess a local level of historical and architectural significance. They are: Paradise ranger station, PD-1, built in 1921; comfort station, PD-304, constructed in 1928; and the ski tow structure, PD-514, erected

in 1937. All three were constructed in the rustic tradition and they complement the nearby Paradise Inn and Guide House.

The ranger station was one of the first government-built structures at Mount Rainier to employ an extensive amount of stone in its construction. The steeply-pitched shingle roof is a reminder of the excessive amounts of snowfall at Paradise. The solidly-built comfort station is an attractive concrete and stone structure, exceptionally well landscaped so as to fit into its environment. The small A-frame ski tow structure, constructed by the CCC, is a visual reminder of the time (1920s-1940s) when Paradise was the most popular ski slope in Washington State.

Recommend that the three structures be considered to possess a local level of historical and architectural significance, based on their locations and exterior appearances only.

Recommend that the three structures together with Paradise Inn and the Guide House be established as a historic district.

Further recommend that the Paradise historic district be nominated to the National Register of Historic Places. (Paradise Inn has already been determined to be eligible for nomination to the Register.)

Three of the structures are already on the area's List of Classified Structures: Ranger station, PD-1; Paradise Inn, PD-600; and the Annex, PD-601. Recommend that the other three be added to the LCS: Guide House, PD-602; Comfort station, PD-304; and Ski tow hut, PD-514.

4. Tipsoo Lake-Chinook Pass

There is but one structure in this area of the park that is deemed to possess historical and architectural significance--the entrance arch. Its stone columns were suggested by Superintendent Tomlinson and the resulting structure was a pleasing example of rustic architecture. An unusual feature of the arch was the flagstone horse trail across its top. This trail is now a part of the Pacific Crest National Scenic Trail that

extends from Canada to Mexico. The arch was completed in 1936 and is numbered TL-301. The arch is already on the area's List of Classified Structures.

Recommend that the Chinook Pass entrance arch be considered to possess a local level of historical and architectural significance.

Also recommend that it be nominated to the National Register of Historic Places as an individual structure.

5. White River

The oldest structure in the White River area today is the patrol cabin at White River Campground. It was constructed in 1927 and is today numbered WC-301. It was designed in a pleasing style of rustic architecture. Although it may be reached today by car, this cabin was originally considered to be a patrol cabin because of its location on the Wonderland Trail.

Today's White River entrance station was constructed in 1929. While it was modeled generally after the Nisqually entrance station, it was the first to have a porte-cochere, which was built at the same time as the station. This porte-cochere was Superintendent Tomlinson's idea. The building is numbered WE-1.

Recommend that each of these two structures be considered to possess a local level of historical and architectural significance.

Also recommend that the two structures be nominated to the National Register of Historic Places, and that they be added to the area's List of Classified Structures.

Concerning the CCC mess hall-dormitory, WE-207, at White River Entrance, recommend that it be added to the List of Classified Structures.

6. Yakima Park

The National Park Service development at Yakima Park was completely designed from the ground up by the San Francisco Landscape Office, whereas other areas such as Longmire grew during the early years without a master plan. Yakima Park was also unique to the national park in that, in addition to a continuation of rustic architecture, it was developed along the lines of a historic theme--the frontier blockhouse era of the Pacific Northwest.

Although funding difficulties delayed completion of the structures for a number of years, the administrative complex eventually was finished. The outlying structures, such as the dam at Frozen Lake or the concrete powerhouse are deemed not to possess either historical or architectural significance. They did not follow the frontier theme and, for the most part, must be considered as simply functional structures.

In the administrative complex are five structures that contribute to the historic scene at Yakima Park. They are:

South Blockhouse, YD-1, completed in 1930. This log blockhouse-appearing structure was a handsome example of both rustic architecture and the imaginative frontier theme. For several years it stood alone and fulfilled the three roles of administrative headquarters, museum, and ranger quarters. The large rustic, stone and log comfort station, YD-5, at the northwest corner of the Plaza was completed in 1932. It fitted well into the general thematic scene.

Not until 1943 was construction of the North Blockhouse, YD-2, and the Community Building, YD-3, finally completed. (This last structure has also been called the campers' shelter and visitor center.)

The vertical-log palisade enclosing a yard at the rear of the community building was constructed at the same time as the first blockhouse, in 1930. It was an integral part of the whole and furthered the frontier theme.

These five structures--the two blockhouses, the community building, the stockade, and the comfort station--are deemed to possess a local level of historical and architectural significance.

Recommend that the five structures, along with the gasoline service station, be considered a historic district.

Further recommend that the Yakima Park historic district be nominated to the National Register of Historic Places and that the five structures be added to the area's List of Classified Structures (the service station is already on the LCS).

7. Carbon River

The first ranger cabin at Carbon River, completed in 1911, was destroyed by fire in 1962. But there is one patrol cabin in the district, located at the mouth of Ipsut Creek, that is worth being classified as a historic structure. This log cabin, CI-102, was constructed by the CCC in 1933. It was a finely-constructed building of a rustic style of architecture. Although some necessary modifications have been made to the exterior of the structure, these have been minor in nature and the basic exterior integrity of the cabin remains intact. This CCC-built structure is deemed to possess a local level of historical and architectural significance.

Recommend that it be nominated to the National Register of Historic Places and that it be added to the area's List of Classified Structures.

8. Back Country Cabins and Shelters

The first back country ranger (or patrol) cabins were abandoned miners' cabins in the northwest portion of the park. None of these remains standing today. The Indian Henrys Hunting Ground patrol cabin, NX-104, is the oldest patrol cabin extant; it was built in 1915. Beginning with Roger Toll's superintendence, 1919-1920, the concept of a string of patrol cabins for rangers and shelter cabins for hikers began to assume reality. The first of these was a patrol cabin built at Lake George in 1921. About 1934-35 it was replaced, probably with today's

cabin, NX-101. It is possible that this structure was built by the CCC. The three patrol cabins built in fiscal year 1922 remain standing: St. Andrews Creek, NX-102, Mowich Lake, MX-101, and Sunset Park (Golden Lakes), NX-103.

Four of the five back country patrol cabins built during Tomlinson's superintendency remain: James Lake, YX-301 (1929), Mystic Lake, YX-102 (1931), Grand Park, YX-103), and Three Lakes, HX-101 (1934). Although the Three Lakes patrol cabin was built when the CCC was active in Mount Rainier, there is no evidence in the building files to indicate that the CCC built the cabin.

The construction date of still one more patrol cabin has not been determined. This is the cabin on Huckleberry Creek, YX-101.

All ten patrol cabins, except the one at Grand Park, are believed to be in a reasonably good condition today. The Grand Park cabin is said to be in an advanced state of deterioration. All the cabins are small structures, consisting on one or two rooms and a few having sleeping lofts. All but the cabin at Lake George are made of logs. The Lake George cabin has a log frame and board walls. And all have rustic architecture.

The trail shelters at Mount Rainier were generally three-sided affairs (a few had the fourth side partially enclosed). Most of the shelters had log walls, but two had rock and one had board walls. Construction records of the first shelters are scarce; but a 1924 map of the park showed no fewer than seven scattered around the mountain. Today, there are but two cabins left at these seven locations: Sunset Park (Golden Lakes), NX-308, and North Mowich River, MX-301. There are two other shelter cabins at North Mowich River, One or both of which may have been constructed by the CCC in 1934.

At Summer Land, WX-301, and at Indian Bar, HX-303, are two trail shelters having stone walls. Both were constructed by the CCC (Summer Land in 1934, Indian Bar in 1940). A CCC-built log shelter in Berkeley Park no longer stands.

In addition to these are two trail shelters that may have been built by the CCC in the 1930s: Lake George, NX-301, and Nickel Creek, number unknown. The newest trail shelter in the park is at Lake James, YX-301, which was constructed in 1954.

All nine trail shelters are believed to be in relatively good condition, with some replacement of logs and shakes being required here and there.

The chain of patrol cabins around Mount Rainier allowed the park rangers to make winter as well as summer patrols for the protection of the park's resources. The cabins allowed too for the stationing of rangers in the back country during the hiking season. Although Yellowstone National Park was the first to develop such a system (the "snowshoe cabins" constructed by the U.S. Army), Rainier's back country patrol cabins were and are a vital contribution to the history of the park.

Likewise, the chain of shelter cabins in the often hostile weather conditions found at Mount Rainier has been an important factor in visitor enjoyment of the National park. These shelter cabins have perpetuated an age-old custom of the provision of shelter for travel in the wilderness--monasteries in the Himalayas or on the Crusade routes of Europe, for examples. Although backpacking equipment has vastly improved in recent years, such as lightweight and waterproof tents, shelter cabins continue to play a role in the experiences of weary, wet travelers.

List of Extant Structures

Patrol Cabins

Indian Henrys Hunting Ground, 1915
St. Andrews Creek, 1922
Mowich Lake, 1922
Golden Lakes, 1922
White River Campground, 1927
Lake James, 1929
Mystic Lake, 1931
Ipsut Creek Campground, 1933
Three Lakes, 1934
Lake George, ca. 1934-35
Huckleberry Creek, ?

Trail Shelters

Golden Lakes, by 1924?
3 on Mowich River, ?
Nickel Creek, 1933?
Lake George, 1934
Summer Land, 1934
Indian Bar, 1940
Lake James, 1954

Only one of these structures is presently on the area's List of Classified Structures--the St. Andrews patrol cabin, NX-102. Earlier sections of this chapter recommended the classification and nomination of the two patrol cabins at Ipsut Creek Campground, CI-102, and at White River Campground, WC-301. Of the remaining structures, the patrol cabin at Grand Park is said to be in an advanced state of deterioration.

Recommendations concerning the patrol cabins and trail shelters are as follows:

Recommend that the determination be made whether or not the Grand Park patrol cabin can be preserved. If preservation is possible, recommend that the cabin be added to the area's List of Classified Structures. If preservation is not feasible, recommend that the cabin be recorded and allowed to melt back into the earth naturally (any safety hazards being removed as necessary).

Recommend that all eleven patrol cabins and all nine trail shelters, shown in the above lists, be included in the area's List of Classified Structures.

Recommend that the following patrol cabins and trail shelters be nominated to the National Register of Historic Places both for the individual significances and as representatives of this phase of Mount Rainier's history:

Patrol Cabin, Indian Henrys Hunting Ground, NX-104, the oldest back country patrol cabin existing, having been constructed in 1915. It is located in an area long popular with visitors and the location of one of the earliest guest facilities in the park.

Patrol Cabin, St. Andrews Creek, NX-102, constructed in 1922. It is an excellent example of rustic architecture as employed by the National Park Service prior to World War II.

Patrol Cabin, Mowich Lake, MX-101, also constructed in 1922 and also an excellent example of rustic architecture.

Trail shelter, Summer Land, WX-301, constructed in 1934. Built by the CCC, this shelter is the earlier of two such structures having masonry walls.

Trail shelter, Mowich River, possibly MX-301. Of the three trail shelters at this location, the one being recommended here is the most northerly of the three. It appears to be the oldest and it may have existed prior to 1924.

9. Fire Lookouts

Of the several fire lookouts constructed at Mount Rainier, beginning with Anvil Rock about 1920, four remain today that are representative of such structures that were all-important in the protection of the natural resources of the park and the surrounding national forest lands. They are: Gobblers Knob, NX-1, built in 1932, Tolmie Peak, MX-1, built in 1932, Mt. Fremont, YX-1, built in 1934, and Shriner Peak, HX-1, also built in 1932.

Perhaps next to living on a South Sea island, most people have contemplated passing at least one season of their life as a fire lookout on an isolated mountain top. While few ever attain that goal, it is an indication of the romance that, rightfully or erroneously, has become associated with lookout stations. The advent of aerial detection has somewhat reduced the importance of back country fire lookouts in recent times. Yet they continue to play a role in the protection of the natural resources.

Recommend that each of the four lookouts be considered to possess a local level of historical significance and that they be added to the area's List of Classified Structures only.

VI. Roads and Trails

The Longmire family earned much of the credit for the development of the first trail up the Nisqually, through the future forest reserve, and on to the Springs in 1884. In 1891 this trail was widened and horsedrawn stages could then reach Longmire over a rough and treacherous tollroad. To encourage travel to their hotel, the Longmires also played a role in developing a horse trail from Longmire Springs to scenic Paradise Valley (1892). In 1904 the Tacoma and Eastern Railroad completed a line to Ashford, six miles short of the park boundary. Originally a logging railroad, the line soon began carrying passengers from Seattle and Tacoma. The time had come for the federal government to construct suitable roads within the park for the increasing numbers of visitors.¹

A. Roads

1. Nisqually-Paradise Road

In 1903 the U.S. Congress, prodded by Congressman Fancis W. Cushman from Washington State, appropriated \$10,000 to enable the Secretary of War to undertake a survey to determine "the most practicable route for a wagon road" into the national park. As he had for Yellowstone, the Secretary of War directed the U.S. Army Corps of Engineers to carry out the survey and the road construction. Maj. John Millis, stationed in Seattle, became the first supervisor of this work. He employed a remarkable civilian engineer, Eugene Ricksecker, as the immediate overseer of the work crews. Oscar A. Piper carried out the survey. He selected Longmire as his zero point and surveyed both east toward Paradise and west to the Nisqually Entrance. Concerning the old Longmire road he reported that it followed the old pack trail and was very rough and never dry. Although some citizens of Seattle urged Millis

1. J.P. Kiley, Chicago, Milwaukee, St. Paul & Pacific RR Co., June 1, 1948, to C. Frank Brockman, Brockman Papers, University Archives, University of Washington, Seattle.

to construct a road in the northern part of the park first, the major decided to concentrate the initial efforts on the Nisqually route.²

In 1904 Congress appropriated \$30,000 to complete the survey and to begin the actual construction of the road. Even before then, Millis had written the already-famed Capt. H.M. Chittenden at Yellowstone National Park for typical sections of that park's roads and drawings and photographs of bridges that Chittenden had built.³

By mid-summer 1904, Ricksecker had established his construction camp at Longmire Springs and had revised the location of the road as it passed through the Longmire area. So carefully and well did he execute this plan that the road still has the same alignment today. He said of the new location, "It avoids the big bend on the flat near the Springs, passes close to the springs and present hotel, affords a fine view of the Springs from the clearing at the new bend, is some 400 feet shorter, and is considered preferable to the old route. It crosses a portion of the Longmire Claim."⁴

Until Chittenden arrived in Seattle, the engineers had planned to construct the upper road from Longmire toward Nisqually Glacier before improving the lower section from Longmire to Nisqually Entrance. In fact, a contract had been let to A.D. Miller on July 1, 1905, for the

2. Williams, The Mountain That Was "God," p. 59; E.A Krag, Spokane, Dec. 21, 1911, to Secretary of the Interior, Park Development, Construction Programs; O.A. Piper, Mar. 17, 1904, to Ricksecker, Road Reports, 1904-1906; and Everett Smith, Seattle, Apr. 14, 1903, to Millis, Road Reports, 1907-1913, Ricksecker Papers, Archives, Mount Rainier NP.

3. Millis transferred from Seattle in the summer of 1905. He was followed briefly by Lt. F.A. Pope, CE. Then, in the spring of 1906, Chittenden himself arrived in Seattle to supervise the continuing construction of the park road.

4. Ricksecker, Aug. 13, 1904, to Millis, Road Reports, 1904-1906, Ricksecker Papers, Archives, Mount Rainier NP.

construction of the first four miles above Longmire. Then Chittenden made his first visit to the park. He was horrified. He wrote the Chief of Engineers that the existing road below Longmire, "built by private parties is, I think, without exception the worst I have ever traveled over. At the time I passed over it it required four and one-half hours with a single seated light rig and a good team to cover a distance of ten miles. It seemed to me entirely unjustifiable, and I so informed the railroad company which advertises for tourist travel to the park. . . ." He urged that the construction of the lower portion of the road be given the higher priority.⁵

By the end of 1906 Chittenden had recovered sufficiently from his ride to conclude apparently to work on the road in both directions from Longmire. He advised the Chief of Engineers to adopt formally the project of constructing a 25-mile-long road from Nisqually Entrance to Camp of the Clouds in Paradise Park. He recommended that the roadbed be 18 feet wide with 3 feet on each side for ditches, and a total width of clearing of 30 feet. He estimated that the lower 10½ miles would cost \$65,000 to complete, while the upper portion to Camp of the Clouds would cost about \$250,000.⁶

A year later, 1907, the Interior Department bowed to public pressure and allowed automobiles to enter the park and to travel up the Nisqually as far as Longmire Springs. In 1908 Chittenden turned over the responsibility of road construction to Maj. C.W. Kutz, CE, while Ricksecker remained directly responsible for the work. Ricksecker reported that during the 1907 season 60 automobiles had entered the park--as compared to 950 vehicles of other types. He urged, unsuccessfully, the completion of the road to Paradise in time for the Alaska-Yukon-Pacific Exposition which was to be held in Seattle in 1909.

5. Ricksecker, July 4, 1906, to Chittenden; Chittenden, July 30, 1906, to Brig. Gen. A. Mackenzie, Road Reports, 1904-1906 and 1907-1913, Ricksecker Papers, Archives, Mount Rainier NP.

6. Chittenden, Dec. 28, 1906, to Mackenzie, Road Reports, 1907-1913, Ricksecker Papers, Archives, Mount Rainier NP.

At one point he got carried away slightly by suggesting that the road be extended to Camp Muir.⁷

At the end of 1908 season, the U.S. Engineer Office in Seattle reported that 19½ miles of road had been completed, with 3½ miles yet to go. So far, \$190,000 had been spent on the road and during the past summer 200 workmen had been employed on the construction. The park superintendent toned down these figures somewhat, writing that 14 miles of the road had been constructed. On July 14, 1908, the road was opened to the public as far as Nisqually Glacier. With understandable pride, the superintendent said that it was "the first road constructed by the United States to reach a glacier." The number of automobiles entering the park in 1908 was almost double the first year's--177.⁸

Although Chittenden had urged an 18-foot wide roadbed, only a little over a mile of the road achieved that width. The rest of the road remained at 12 feet. Ricksecker estimated that an additional \$60,00 would be required to widen the road properly. It perhaps was he who became alarmed in 1910 at the goings-on along the lower section of the road. Here was to be found what was considered the largest body of uniformly large cedar trees in that part of the country. Ricksecker had built the road so as to cause the least damage to the trees. But now "commercial greed" had raised its head. The Department of the Interior had entered into a contract for the removal of dead and down cedar, but the contractor was "denuding" the area of immense cedars for three miles along the government road.⁹

7. Ricksecker, April. 15, 1908, to Chittenden, Road Reports, 1907-1913, Ricksecker Papers, Archives, Mount Rainier NP.

8. Edmond S. Meany, History of the State of Washington (New York: Macmillan, 1924), p.232n; Superintendent, Annual Report, FY 1908, Archives, Mount Rainier NP.

9. Superintendent, Annual Report, FY 1909; (no signature), May 14, 1910, to Kutz, Road Reports, 1907-1913, Ricksecker Papers, Archives, Mount Rainier NP; Williams, The Mountain That Was "God," p. 62, quoting the assistant engineer.

John H. Williams summed up the transportation situation in Mount Rainier as of 1910. The visitor could drive by car from Seattle or Tacoma to Longmire, or he could take a train to Ashford and then an automobile stage to Longmire. After lunch at the Springs, he could take a horsedrawn stage from there all the way to Reese's Camp in Paradise, or he could continue by car to the foot of Nisqually Glacier. The round trip to Paradise cost \$3. He doubted that automobiles would ever be permitted above the bridge at Nisqually Glacier. For those traveling by car, the maximum speed limit on straight sections of the road was 15 miles per hour, otherwise it was six miles. At all times horses had the right of way.¹⁰

An Interior Department inspector visited the park in 1911 and examined the government road. He reported that the total length of the road from Nisqually Entrance to the Camp of the Clouds was 24.08 miles, of which 2.2 miles were only partially completed and 1.68 miles had not yet been built, as of June 30, 1910. He said that in many places the road was not even 12 feet wide, but only 10; and that the work of making it a first class, macadam (crushed rock) road was only half-completed. All the bridges had been constructed of wood. He recommended, however, that as these bridges required replacements, they be of reinforced concrete or steel. He also prepared an estimate for widening the road to 18 feet and macadamizing it to a width of 15 feet at a total cost of \$164,076. At the request of Superintendent Hall, he also investigated the possibility of construction a road from the new government road to Indian Henrys Hunting Ground, but recommended that it not be undertaken at that time.¹¹

10. Williams, The Mountain That Was "God," pp. 44, 62, and 140-141.

11. E.A. Krag, Dec. 21, 1911, to Secretary of the Interior, Park Development, Construction programs, Archives, Mount Rainier NP. In October 1911 the first automobile, bearing President Taft, reached Paradise. However, it accomplished the upper part of the journey by being pulled by mules.

Ricksecker's road may not have achieved its final design when the Corps of Engineers withdrew from Mount Rainier about 1912, but observers have consistently recognized Ricksecker's great contribution to the national park. C. Frank Brockman has written: "It is interesting to note, in passing, that Ricksecker's survey, with very few exceptions, has been adhered to even in this day [ca. 1940] of modern vehicles which often required raising highway standards." And again, "Ricksecker . . . was one of the first engineers to appreciate the importance of preserving the scenic beauty of an area through which a highway passed, and in making the most of its scenic attractions without a sacrifice of engineering principles." Asahel Curtis, never overly-generous in his praise, wrote that Ricksecker did a "splendid" piece of work in locating and construction that first road to Paradise.¹²

During the decade between 1912 and 1922, a few notices of improvements of the Nisqually River road, as it was then called, were made. In 1912, a car, operating under its own power, succeeded in reaching Paradise. Superintendent Reaburn reported in 1915 that the road was being covered with "cement gravel," and that a new reinforced concrete, two-span bridge had replaced a wooden one over Tahoma Creek. That same year, the road above Nisqually Glacier to Paradise was opened to one-way auto traffic. In 1917 he noted that the road below Nisqually Glacier was finally being widened to 16 feet. Also, the parking lot at popular Narada Falls was being enlarged. This road widening together with improvements above Nisqually Glacier resulted in the announcement in 1921 that the road from the entrance to Narada Falls was then a two-lane road. Director Stephen Mather announced in March 1921 that \$50,000 would be made available to improve the one-way road above Narada Falls.¹³

12. C. Frank Brockman, The Story of Mount Rainier National Park, 2d ed. rev. (Longmire: Mount Rainier National Park Natural History Association, 1952), pp. 29 and 30; Curtis, Dec. 19, 1929, to T.A. Stevenson, Curtis Papers, Library Archives, University of Washington, Seattle.

13. McIntyre, "Short History," p. 117; Superintendent, Annual Reports, FY 1915-1921; Reaburn, Oct. 30, 1916, to R.B. Marshall; and Mather, Mar. 31, 1921, to Congressman J.F. Miller, Park Development, Construction Programs, all in Archives, Mount Rainier NP.

Park Superintendent W.H. Peters wrote a lengthy plea to the director of the National Park Service in 1922 for the improvement of existing roads and the construction of new ones within the park. Concerning the Nisqually River road he pointed out that it was still one-way above Narada Falls:

Last Season nearly fifty-seven thousand people traveled this road in a period of less than three months, and due to the necessity for traffic control on this narrow portion of the road hundreds of visitors were forced to turn back and consequently were denied the ultimate pleasure of their visit to the park, namely, the trip to Paradise Valley. This traffic control system . . . is one of the park's largest items. . . . During four months of the year it is necessary to employ steadily three rangers at \$120.00 per month and three additional rangers (temporary) during week-end periods of heavy traffic.

Peters also stressed the importance of laying a concrete pavement on the Nisqually River road. He said that Washington State had already paved the highway from Tacoma eastward to La Grande and that the State Highway Commission had assured him that the pavement would reach the park entrance in 1923:

A pavement to park entrance will be one of the greatest assets to the park ever considered but will be utterly useless and fail entirely in its purpose unless the work is continued into the park, a distance of six miles to Longmire Springs. . . .

Such a pavement from Puget Sound cities to Longmire Springs will automatically make Mount Rainier National Park one of the world's great resorts for winter sports.

He was quite certain that the pavement should be concrete, for a "black top pavement would be excessively dangerous [slippery?]." As for the road above Longmire, it needed only gravel because "it will probably always be used as a summer road only."¹⁴

14. Peters, June 9, 1922, to Director, NPS, Park Development, Construction Programs, Archives, Mount Rainier NP.

By 1924, the problem of one-way traffic above Narada Falls had been eliminated by the construction of a second road, three miles long and called both the Narada Cut-Off and the New Road. The old road, now referred to as the Switch-backs, was used for one way traffic up to Paradise, and the Cut-Off served for traffic coming down. Also in 1924, the U.S. Congress passed the National Park Highway Law that authorized the construction and reconstruction of roads in the national parks. Concerning the Nisqually River road, the law authorized paving the 6½ miles from the entrance to Longmire, and "surfacing" the remainder of the road up to Paradise. Two "firsts" occurred that year: The road from the entrance to Longmire was kept open throughout the winter. And the road to Paradise was opened to two-way, unrestricted traffic.¹⁵

The 1924 law opened a new era in road construction at Mount Rainier. The next five years would bring improvements to the Nisqually River road that would result in its achieving generally its present-day appearance. In 1925 Superintendent Tomlinson announced as a first step the letting of a contract for permanent bridges. Succeeding reports listed the completion of these structures:

Tacoma Creek, rustic log span
Kautz Creek, rustic log span
Nisqually Glacier, concrete arch
Paradise River on Narada Cut-Off, concrete girder
Paradise River, Fourth Crossing, stone-faced concrete arch
Edith Creek, stone-faced concrete arch.
Van Trump Creek at Christine Falls, stone-faced concrete arch
Paradise River, First Crossing at Narada Falls, stone-faced concrete arch

The stone-faced, concrete arch bridges at Narada and Christine Falls were particularly attractive and became popular photographic subjects. Historians of rustic architecture note that with regard to rustic architecture, bridge designs were a particular challenge:

15. O.A. Tomlinson, "Park Roads," 1924, and Tomlinson, Nov. 29, 1924, to P. Nelson, Enumclaw, Park Development, Construction Programs; Superintendent, Annual Report, FY 1924, Archives, Mount Rainier NP. Despite these advances, Tomlinson noted that the entire road still needed extensive improvements.

Bridges needed to be substantial and easy to maintain, yet modern materials, like concrete, if used honestly, did not blend well with the natural scene. The most frequently used solution to this problem was the concrete and stone arch bridge. First a concrete vault one or two feet thick and 20 to 30 feet wide would be constructed spanning the obstacle in question. Then rustic stone walls would be erected on each side of the concrete vault to simulate an arch. Finally the concrete and stone structure above the vault was filled with earth and graded. The result was a trouble free modern concrete bridge with a traditional appearance. If its masonry was properly executed a bridge of this sort could achieve a high degree of sympathy with its natural setting.¹⁶

Beginning in 1926, the 12 miles of road between Nisqually Entrance and Glacier Bridge were widened, straightened where possible, surfaced with crushed rock, then oiled. A contract was let on the upper nine miles of the road that included the reopening of the old Ricksecker Point road and building a 50-car parking space there. A great improvement was the elimination of the lower switchbacks just above Narada Falls (some of these switchbacks may still be seen). In Paradise Valley the road leading up to the inn was widened and improved (this was today's one-way road that encircles the valley "behind" Paradise Inn).¹⁷

The Rainier National Park Company began a campaign in 1928 to persuade the federal government to extend the road at Paradise so that cars could reach the rim of Nisqually Glacier. T.H. Martin, then the company's general manager, wrote Congressman Louis C. Crampton that such a road would open up one of the four great scenic wonders of the world, the others being Old Faithful, Niagara Falls, and Grand Canyon. He noted that such a road would bring needed revenue to the company's coffers. Martin invited Crampton and his family to visit Paradise and stay as long as he wished. Crampton declined the invitation.

16. Superintendent, Annual Reports, FY 1925-1927; Tomlinson, Apr. 8, 1929, to E. Anderson, History, Letters & and Memoranda, Archives, Mount Rainier NP; E.A. Davidson, Oct. 17, 1927, to "Dear Tom" (Vint), Mount Rainier, General Records, FARC, San Bruno, Calif.; Tweed, et al, Rustic Architecture, pp 68 and 71.

17. Tomlinson, Apr. 8, 1929, to "Dear Ed" [Anderson], History, Letters & Memoranda, Archives, Mount Rainier NP.

Superintendent Tomlinson agreed with Martin that the "Paradise Scenic Road" was needed and so advised Director Horace Albright. At first Albright was strongly against this road. But, by 1931, he changed his mind after a visit to the park, "I am certain that I shall adhere to the tentative decision made while I was with you, namely, that the Paradise scenic road will be constructed as a National Park Service force account job." In the end, the scenic road was not constructed. Today a foot trail leads to Glacier Vista and Panorama Point.¹⁸

Asahel Curtis, always greatly interested in the status of Mount Rainier's roads (and president of the Washington State Good Roads Association), noted with satisfaction in the fall of 1929 that reconstruction of the Nisqually -Paradise road had been completed at a cost of \$800,000. It was now a standard 18-foot wide road surfaced with crushed rock. Nearly all the wooden bridges had been replaced with concrete structures, most of them faced with stone. As a rather fitting gesture he sent Tomlinson a picture of Eugene Ricksecker for the park's archives.¹⁹

Throughout the 1930s improvements continued to be made to the Nisqually-Paradise road, some of them being accomplished by CCC crews:

1930-1931. Twelve miles of asphalt paving laid on the Longmire section.

Winter 1931-1932. Road kept open through the winter to a point eight miles above Longmire.

1933. Masonry work carried on for a large masonry wall at the Narada Falls parking area.

18. Martin, Dec. 12 and 21, 1928, to Crampton; Tomlinson, Dec. 26, 1928, to Albright; Albright, Oct. 2, 1931, to Tomlinson, all in Park Development, Construction Programs, Archives, Mount Rainier NP.

19. Curtis, Oct. 23, 1929, to J.A. McKinnon, Enumclaw; Tomlinson, Dec. 20, 1929, to Curtis, Curtis Papers, Library Archives, University of Washington, Seattle.

1933-1934. Nisqually Glacier bridge reconstructed.

1935. Narada Falls parking area improved.

1936-1938. The road from Nisqually Entrance to Nisqually Glacier bridge given a bituminous retread and seal. The section from Glacier bridge to Paradise received a bituminous surface and slope stabilization.

1938. A new winter operations equipment shed was built at Narada Falls. This structure still stands.²⁰

After World War II floods resulted in further changes in the Nisqually-Paradise road. On October 2, 1947, a great flood down Kautz Creek, below Longmire, wiped out the bridge and one-half mile of road. Although communications were quickly restored, not until 1958 were new approaches and a new bridge completed. Another great flood in October 1955 swept away the Nisqually Glacier bridge. Temporary communications were restored by the installation of a Bailey bridge by the U.S. Army. A new high-level bridge and its approaches were begun in 1958. This impressive modern structure was completed in 1961. Another considerable improvement to the road was a new two-mile section between Narada Falls and Paradise which was begun in 1958 as a part of the MISSION 66 program. In the 1960s repavement of nearly the entire road was carried out.²¹

Were Ricksecker to see his road today, he would easily recognize large parts of it. But the amazing switchbacks above Narada Falls are gone from its route, a loop road now serves Paradise Park, and slope stabilization and all-weather surface have changed its character. But it still curves through the big cedars below Longmire; it still passes by Christine Falls; and it is still Ricksecker's road.

20. Superintendent, Annual Reports, FY 1930-1940, Archives, Mount Rainier NP.

21. Superintendent, Annual Reports, FY 1948-1962; "History, Nisqually Entrance Road," History (General) Brockman, Archives, Mount Rainier NP.

2. Around-the-Mountain Road

Major Hiram Chittenden possibly was the first person to conceive of a road around the lower slopes of Mount Rainier. In 1907 he recommended that a horse trail be constructed just under the glacier line, so located that it could later be enlarged into a wagon road. Six years later Park Ranger Thomas O'Farrell advised Superintendent Edward Hall as to a possible road route across the north side of the park--a route that would connect Carbon River with the west branch of White River, via Moraine Park, Glacier Basin, Frozen Lake, Lodi Basin, and Grand Park. He admitted that the best route for a utility road would be by way of Huckleberry Creek and Grand Park, but for a scenic highway the route should take in the vicinity of Emmons Glacier and Glacier Basin. Because of the changes in elevation and the "peculiar topography," the section of the route from Moraine Park to Grand Park would be an expensive project.²²

Supervisor Reaburn furthered the concept of such a road in 1915 by saying that the most feasible route on the west side would be from the Carbon River, up Ipsut Creek, to Crater (Mowich) Lake, and into Spray Park. As for the east side, the Washington State Highway Department had already located a route just outside the then park boundary, up White River, through Cayuse Pass and Chinook Pass, and on to Yakima Valley. Reaburn had recently made a visit to Glacier Basin and the old White River ranger station and he reached the same conclusion as had O'Farrell--that the high and rugged terrain between Carbon River and Glacier Basin did not look promising for a road on the north side of the mountain.²³

Further discussion of an "Around-the-Mountain" road occurred during Roger Toll's superintendency. Civil Engineer George E. Goodwin

22. Williams, The Mountain That Was "God", p. 69; O'Farrell, Apr. 9, 1913, to Hall, Park Development, Construction Programs, Archives, Mount Rainier NP.

23. Reaburn, Nov. 1, 1915, to Asst. Secretary of the Interior, Park Development Construction Programs, Archives, Mount Rainier NP.

advised Toll in 1920 that less than twenty miles of road would be required on the north side to join Carbon River with Glacier Basin. The points of interest that this road would connect were many: Crest Falls, Windy Gap Pass, Vernal Park, the snout of Winthrop Glacier, Narada Falls, Berkeley Park, Frozen Lake, and Starbo mining camp. Toll was considerably more cautious. It was his opinion that the maximum elevation for the Around-the-Mountain road should be 5,500 feet. This would cause no problem on the west side where the highest elevation would be Ipsut Pass, 5,100 feet; nor on the south side, Reflection Lake, 4,900 feet; nor on the east, Cayuse Pass, 4,700 feet. The north side, however, might be impracticable for a road because Windy Gap had an elevation of about 5,750 feet and Frozen Lake was at about 6,750 feet.²⁴

Despite Toll's caution, his successor, Superintendent W.H. Peters (1920-1922), wrote the director of the National Park Service, making a strong argument for a system of roads that would encircle the mountain. He noted that Washington State had "completed the construction of a comprehensive system of park approach roads to the Southeast [southwest], northeast and northwest corners of the park and is at present working with the Forest Service in the completion of an approach road to the southeast corner of the park." It was of the utmost importance, he said, that the southwest corner (Nisqually Entrance) and the northwest corner (Carbon River) of the park be joined by a road--a project that had been "constantly promised." Inasmuch as the state had spent nearly \$7,000,000 on the approach roads and the federal government had spent less than \$300,000 on park roads, "It seems distinctly our duty at this time to connect these state projects." He added, "Aside from such consideration as keeping faith with the people of the State of Washington . . . such a encircling road would be the world's most scenic and spectacular highway. . . ."²⁵

24. G.E. Goodwin, Sacramento, Mar. 11, 1920, to Toll; Toll, Mar. 16, to Goodwin, Park Development, Construction Programs, Archives, Mount Rainier NP.

25. Peters, June 9, 1922, to Director, NPS, Park Development, Construction Programs, Archives, Mount Rainier NP.

Peters' memorandum was the last strong plea for an Around-the-Mountain road. Toll's concerns would in the long run carry the day. It would eventually become clear that not even Ipsut Pass was suited to road building. Also, not everyone in the Pacific Northwest was in favor of developing the northern part of the park. The mountaineering clubs were the leaders against opening that area by roads and the inevitable commercialism that would follow. The Mountaineers expressed these concerns to Superintendent Tomlinson and urged that the northern and certain other areas within the national park be set aside as "wilderness." In the summer of 1928 Director Albright informed Tomlinson that the northern third of the park was to be restricted to horse and foot trails. Thus ended the concept of the Around-the-Mountain road. Eventually, however, there would be roads on the west, south, and east sides of Mount Rainier.²⁶

3. Carbon River Road

The Washington Mining and Milling Company constructed a three-mile section of road on the south bank of Carbon River in 1907. Although the company intended to extend the road northwest toward the logging railroad out of Fairfax, its plans came to nought when the mining venture proved unprofitable. The first Carbon River road went nowhere and rapidly faded into obscurity.

26. The Mountaineers, Minute Books, Sept. 6, 1928, microfilm, University of Washington, Seattle; Superintendent, Annual Report, FY 1928, Archives, Mount Rainier NP. Asahel Curtis, an early supporter of The Mountaineers, was beginning to be at odds with the conservationists of the 1930s. He wrote that most people were in favor of reasonable road development although there were a few who insisted on a state of wilderness: "The development program for Mount Rainier . . . will develop about from one to two percent of the park. It will leave untouched an area in the northern part . . . containing about 125 square miles of forest and mountain. This area alone will accommodate all the people I know whose habits are such that they cannot enjoy a mountain if someone else is looking at it." Curtis, Aug. 17, 1934, to M.N. Dana, Curtis Papers, Library Archives, University of Washington, Seattle.

Although the Carbon River area had been opened to visitors by means of foot and horse trails, there was an increasing demand for road access, particularly from the northern communities such as Seattle and Enumclaw. Finally, in 1921, Congress appropriated \$50,000 for the Carbon River road within the park. In his annual report for fiscal year 1921, Superintendent W.H. Peters announced that five miles of new road were under construction. At the same time, the U.S. Forest Service began building the three miles of road on its land necessary to connect the park and state roads.²⁷

By late 1923 the road had been more or less completed for a distance of eight miles, where it stopped one mile below the snout of Carbon Glacier. The upper three miles of the road were for one-way traffic only. The National Park Highway Law of 1924 authorized the surfacing and improving of the road and for the construction of a 15-mile extension from it to North Mowich River. Sometime soon thereafter, however, it was discovered that the proposed route of the extension over Ipsut Pass was impossible, and no new construction was undertaken.²⁸

Superintendent Tomlinson, in 1924, prepared a statement on the status of the park's roads. Concerning Carbon River, he said:

CARBON RIVER ROAD. 8 miles.

CARBON RIVER ENTRANCE TO IPSUT CREEK. 5½ miles.
Two-way.

Condition. 20 feet wide, graded and drained. Some wash-outs from river overflowing banks, no surfacing.

Needs. A wing dam or revetment near Evans Cabin, 2 miles from entrance, to protect road from encroaching river.

27. Superintendent, Annual Report, FY 1921; S.T. Mather, Mar. 31, 1921, to Congressman J.F. Miller, Park Development, Construction Programs, Archives, Mount Rainier NP. It was probably this construction that spurred Peters to push for a road around the mountain.

28. Superintendent, Annual Report, FY 1924; Tomlinson, Nov. 29, 1924, to P.N. Enumclaw; Mather, Apr. 17, 1928, to Congressman L.C. Cramton, Park Development, Construction Programs, Archives, Mount Rainier NP.

First high water is liable to destroy a mile or more of the road. Road should be surfaced early next season before travel is permitted over it. . . .

IPSUT CREEK TO END OF ROAD, 2½ miles. One-way with turn-outs.

Condition. 1½ miles of this section graded and shaped. No surfacing. 1 mile under construction will probably be completed about June, 1924.

Needs. Surfacing and eventually widened for two-way travel.²⁹

During the 1930s a CCC camp was located in the Carbon River district. The crews from this camp made some improvements on and along the road. This involved such projects as the construction of a rustic entrance arch at the park boundary. Twenty years later, the MISSION 66 development plan for Mount Rainier contained an item that called for the improvement of the Carbon River road. This unspecified work was carried out in 1958.³⁰

The washouts that Superintendent Tomlinson worried about in 1934 eventually came to the Carbon River road. Today it terminates at the Ipsut Creek campground, approximately five miles from the park boundary. It is still unpaved and provides a pleasant drive through the magnificent forest of the northwest corner of the national park.

4. West Side Road

A road along the west side of the mountain, joining the Nisqually River road and Carbon River, was long the dream of the early

29. Tomlinson, "Park Roads," 1924, Park Development, Construction Papers, Archives, Mount Rainier NP.

30. H.M. Davidson, ECW report, Carbon River, 1934 Season, Mount Rainier, General Records, FARC, San Bruno, Calif; Yakima Morning Herald, Mar. 15, 1956.

superintendents, engineers, and ordinary citizens. In 1920, when discussing the idea of an Around-the-Mountain road, Superintendent Toll concluded that a road on the west side completely within the park and crossing over Ipsut Pass, was entirely feasible. In 1921 funds became available for construction the Carbon River Road, which was then considered to be the first leg of a west side road.

The West Side road received a considerable boost from the 1924 National Park Highway Law. This act authorized the construction of nine miles of new road northward from the Nisqually road to South Puyallup River, and fifteen miles of new road southward from the Carbon River road to North Mowich River. Superintendent Tomlinson was in favor of this road, although Washington officials mistakenly believed he favored a road into Yakima Park as a first priority.³¹

The south end of the projected road got underway in 1926 and by 1928 it reached Round Pass, just short of South Puyallup River. That year Tomlinson reported the letting of an additional contract in the amount of \$230,000 for extending the road four miles to Klapatche Ridge. The north end from Carbon River had not experienced similar good fortune. It was now realized that a road up Ipsut Creek to Ipsut Pass was not feasible owing to the steepness of the creek valley. A new plan had evolved which now called for a road from the west boundary of the park to Mowich Lake. The governor of Washington State, however, was not in favor of financing a state road south from Fairfax to reach the west park boundary.

Asahel Curtis now entered the picture with his plan to dedicate the Mowich Entrance, as it would come to be called, in honor of the explorer, Dr. William Fraser Tolmie. It so happened that Governor Roland H. Hartley of Washington State was a native of Canada, and Curtis planned

31. Tomlinson, Nov. 29, 1924, to P. Nelson, Enumclaw, and Nov. 19, 1924, to Albright, Park Development, Construction Programs, Archives, Mount Rainier NP.

to influence him through some Canadian friends, including Tolmie's son, S.F. Tolmie, then the premier of British Columbia.³²

The superintendent's annual report for fiscal year 1929 listed the work then underway on the West Side road. He broke the work down into four projects, three on the south end and one on the north:

Round Pass section, 9 miles
Klapatche Ridge section, 4 miles
Klapatche Ridge - North Puyallup section, 3.1 miles
West Boundary - Mowich Lake section, 1.7 miles

Two new concrete-arch, stone-faced bridges were constructed on the south end in 1930-1931: one on South Puyallup River, and one on St. Andrews Creek. These were as handsome in appearance as the similar bridges on the Nisqually road. On July 4, 1930, the first nine miles of the West Side road were opened to travel.

A CCC camp was installed at St. Andrews Creek in 1933, and its crew built a temporary bridge on North Puyallup River, which the south segment now reached, and began construction of concrete abutments for a permanent bridge and grading for a parking area on the north side of the river.³³

Also in 1933 a road had been completed up to Mowich Entrance and the entrance was dedicated in honor of Tolmie. Because of a lack of funds, however, the National Park Service was unable to complete its road from the new entrance to Mowich Lake in time for the dedication.

32. Tomlinson, Apr. 8, 1929, to "Dear Ed" [Anderson], History, Letters & Memoranda; Mather, Apr. 17, 1928, to L.C. Crampton, Park Development, Construction Programs, Archives, Mount Rainier NP; Curtis, Nov. 22, 1929, to Albright, Curtis Papers, Library Archives, University of Washington, Seattle.

33. E.A. Davidson, Report for Aug. 1-25 and for October, 1930, and Report for July and August, 1933, Mount Rainier, General Records, FARC, San Bruno, Calif.; Superintendent, Annual Report, FY 1929, Archives, Mount Rainier NP.

In 1935 the CCC completed the construction of the permanent bridge across North Puyallup River. But further construction of the West Side road now suddenly came to an end. The agent that caused this cessation was none other than Landscape Architect Ernest A. Davidson, then overseeing all development within the park. In a forceful letter to Chief Architect Thomas C. Vint, Davidson wrote, "For several years I have doubted the advisability of completing the connection between the present two legs of this West Side Highway." He went on to explain:

It will be remembered that at the time this West Side Highway was planned to connect thru . . . there was no system of roads contemplated to loop the mountain via Stevens Canyon [on the south] and East Side Highway. This loop has been held of more importance, and has had priority over the previously planned West Side Road.

To complete BOTH road systems seems to me to be overdoing the highway development of Mt. Rainier, to the definite detriment of National Park scenic and wilderness values.³⁴

No opposition to Davidson's conclusions seems to have developed. Road construction on the west side of Mount Rainier simply was not continued, although some CCC men did repaint the North Puyallup Bridge in 1936. The road from the west boundary to Mowich Lake was not opened to the public until 1955. The MISSION 66 program for Mount Rainier called for building and improving both the existing north and south segments, but there was no discussion of any extension of either. Between 1973 and 1976 the National Park Service tentatively considered closing sections of both segments to motor vehicle traffic. But public opposition to the closures caused officials to reconsider this idea. Early in 1977 the National Park Service's Pacific Northwest Regional Director Russell Dickenson announced that he would recommend keeping the roads open as they had been.³⁵

34. Davidson, Apr. 18, 1935, to Vint, Park Development, Construction Programs; Superintendent, Annual Report, FY 1935, Archives, Mount Rainier NP.

35. Superintendent, Annual Reports, FY 1936 and 1955, Archives, Mount Rainier NP; Yakima Morning Herald, Mar. 15, 1956; Seattle Post-Intelligencer, Mar. 17, 1976; Seattle Times, Mar. 1, 1977.

Today, a visitor may still drive the south segment as far north as North Puyallup River. There he will find the concrete and masonry abutments built by the CCC; but the bridge itself is now gone. High above him the spectacular Puyallup Glacier leans against the sky. Today's visitor may also drive to tranquil Mowich Lake on the northern segment of the West Side road.

5. East Side Road

The first road on the east side of Mount Rainier was a mining road constructed by the Mount Rainier Mining Company up White River and Inter Fork to Glacier Basin. First begun as a trail, this route was described as being a wagon road in 1911. Not until 1914, however, did the company develop it into true wagon road. It entered the park at the old ranger station on White River, at boundary post no. 62. It continued up the north side of White River, terminating in Glacier Basin, 12 miles from the old boundary. In his annual report for 1916 the park superintendent described the road as being 12 feet wide inside its ditches; the bridges and culverts were 16 feet wide and well constructed; and a portion of the road had been surfaced so that a company truck could operate on it.³⁶

By 1918, Washington State had undertaken the construction of a state highway up White River to cross the Cascades. During the years of planning and construction this highway was called alternatively the McClellan Pass and the Naches Pass Highway--even though it would eventually cross the range via Cayuse and Chinook Passes. By 1918 the road was completed 29 miles beyond Enumclaw to the Dalles on White River. Two years later state and federal authorities were extending the highway through the national forests to the (old) White River ranger station. Anticipating increased visitor traffic up White River beyond that point, the National Park Service assumed responsibility for the lower

36. Superintendent, Annual Reports, FY 1911 and 1916, Archives, Mount Rainier NP.

three miles of the mining road inside the park boundary, and reconstructed and surfaced the first two miles of it.³⁷

In his plea for an Around-the-Mountain road, Superintendent Peters described this White River road as of 1922: "The upper nine miles of this road are not accessible to automobile travel, the road having been constructed with excessive gradients, sharp curves, and a very narrow cross section. The lower four miles of the road will, however, be available for automobile travel and while not in first class condition can be used in an emergency."³⁸

When Tomlinson made his report on the park roads in 1924, this route had still not been improved any:

WHITE RIVER ROAD. 6 miles

ENTRANCE TO WHITE RIVER CAMP. 4 miles. Two-way.

Condition. Very poor. No surfacing, no drainage and road is unprotected from high water which overflows the banks of White River every Fall and Spring during heavy rains and period of rapid melting of snow.

Needs. A new road located higher up and away from possible damage from high water.

WHITE RIVER CAMP TOWARDS GLACIER BASIN. 2 miles.
One way.

Condition. Extremely poor, rough and narrow. This is a part of an old wagon road leading up to the Storbo Mining Camp at Glacier Basin and has not been improved. It was merely brushed out and the worst slides and down timber removed. While extremely difficult for automobile travel nevertheless hundreds of cars used it going until they become stuck or the roadway become too narrow for further travel.

37. Superintendent, Annual Reports, FY 1918 and 1920, Archives, Mount Rainier NP. The three-mile point would have been in the vicinity of today's White River ranger station.

38. Peters, June 9, 1922, to Director, NPS, Park Development, Construction Programs, Archives, Mount Rainier NP.

Needs. The White River section of the Park is in great need of a road to accomodate [sic] the number of people who desire to visit there. 6,949 cars and 26,856 people entered the park from the White River entrance and traveled over this extremely poor road during the last season. The completion of the fine approach highway [by the state] to that section of the park has created a demand for a park road that will eventually connect with the Carbon River side of the park and the proposed West Side road.³⁹

This great increase in travel to White River soon led to the concept of developing Yakima park to include both administrative and concession facilities and, of course, a new road leading to them. Construction on this new 14-mile highway began in 1927. Superintendent Tomlinson reported on the project in 1929. He was particularly proud of the new bridge across White River, about 1¼ miles below the White River patrol cabin. He described it as being a 60-foot concrete arch bridge faced with granite. In addition to stone railings it had a four-foot-wide bridle path that was separated from the auto traffic. Tomlinson also listed the several sections of the new construction:

State highway to East boundary, 1.35 miles
East boundary to White River, 4.12 miles
White River to Yakima Creek, 2.0 miles
Yakima Creek to Sunrise Ridge, 4.2 miles
Sunrise Ridge to Shadow Lake, 3.32 miles

Bridges across Klickitat Creek (concrete, faced with stone) and Fryingpan Creek (concrete abutment, steel girder) were completed in 1931.

Asahel Curtis traveled on the still unfinished road in 1929. He wrote enthusiastically, "I know nothing in our part of the world that in any way compared with this road from the standpoint of the view that is

39. Tomlinson, "Park Roads," 1924, Park Development, Construction Programs, Archives, Mount Rainier NP.

developed along the highway." He recommended that a parking turn-out be arranged at Sunrise Ridge (today's Sunrise Point).⁴⁰

The Yakima Park road was essentially finished by 1931, as were the first administrative unit and the concession lodge. Tomlinson was already weary of the long roundabout car trip from Longmire to Yakima Park--135 miles one way. He complained that this condition practically resulted in two separate national parks. Even before the Yakima Park development was completed, park planners began turning their attention to a route from the Nisqually River road near Narada Falls, past Reflection Lakes, and on eastward to join the state highway, probably at Cayuse Pass. Strong disagreements on the precise location of this road soon arose both within and without the National Park Service. The landscape architects generally favored a route down Stevens Canyon to Nickle Creek, then in a northeast direction to join the state highway. The engineers, supported by the Rainier National Park Company, wanted to keep the route high on Stevens Ridge, then past the snout of Cowlitz Glacier and on to the state highway. This, they argued, would open up vast panoramas of a beautiful and scenic country. Both the Sierra Club and The Mountaineers were against road construction in this high country. They favored, instead, an East Side road located in the area that the national park was about to obtain by the extension of the eastern boundary to the crest of the Cascades.

Asahel Curtis, in his role as chairman of the Rainier National Park Advisory Board, pushed for the high scenic route and spent the spring of 1931 writing a torrent of letters to Director Albright urging him to keep the road up on the Cowlitz Divide. Albright finally pacified him by agreeing to have two surveys made, one from the northern end of the

40. Tomlinson, Apr. 8, 1929, to "Dear Ed" [Anderson], History, Letters & Memoranda; Superintendent, Annual Reports, FY 1929-1931, Archives, Mount Rainier NP; Curtis, Sept. 28, 1929, to W.H. Lynch, Curtis Papers, Library Archives, University of Washington, Seattle.

Cowlitz Divide down Ohanapecosh River, and the other down Olallie Creek. There the matter rested for the time being.⁴¹

Stephen T. Mather, the first director of the National Park Service, died in January 1930. Only two years earlier, on a visit to Mount Rainier, he had inspected the new state highway that led up White River toward Chinook Pass to connect the Yakima Valley to the cities on the Sound. At that time Mather had suggested calling the highway the "Cascade Parkway" and that the natural beauty along it be preserved. Later, he added details to his suggestion, saying that the timber and scenery should be saved along a 75-mile stretch of the road from a point east of Enumclaw to a point west of Naches. A large portion of this section of road lay within national forest land and the U.S. Forest Service promptly gave its full support to the concept. Superintendent Tomlinson and Asahel Curtis also joined with their enthusiastic support.

In January 1929 Mather left Washington, D.C., enroute to the Pacific Northwest to promote a campaign for saving the timber along the road. While in Chicago he suffered a severe stroke that ended his westward journey. A year later he died. Shortly thereafter Curtis wrote Horace Albright suggesting that this scenic road be named the Mather Memorial Parkway. By then, Mount Rainier's eastern boundary had been extended to the crest of the Cascades and 12 miles of the proposed parkway were embraced by the national park. In March 1931, Secretary of Agriculture Arthur M. Hyde sign a "land classification order" giving notice that 50 miles of national forest land along the new highway was designated at the Mather Memorial Parkway. Soon thereafter Interior Secretary Ray L. Wilbur proclaimed a similar designation for the 12 miles (from Silver Spring to Chinook Pass) within the park. On July 2, 1932 the Rainier National Park Advisory Board, the National Park Service, and the U.S.

41. L.A. Nelson, Jan. 2, 1931, to Tomlinson, History, Letters (Tomlinson); Superintendent, Annual Report, FY 1930, Archives, Mount Rainier NP; Sceva, Dec. 23, 1929, to Curtis; Curtis, Numerous letters, spring 1931, to Albright, Curtis Papers, Library Archives, University of Washington, Seattle.

Forest Service held a dedication of the parkway near Chinook Pass. Governor Hartley and the beloved old professor, Edmond S. Meany, gave the principal addresses. During the ceremony it was recalled that Mather was successfully climbed Mount Rainier back in 1905.⁴²

Throughout the rest of the 1930s work on clearing, grading, and surfacing was carried out in a continuing effort to construct an extension to the East Side road that would connect the state highway at Cayuse Pass to Ohanapecosh Hot Springs. (A road from Packwood northward to Ohanapecosh was open in 1933.) The park superintendent reported in fiscal year 1938 that a 512-foot tunnel had been completed for this road on the west slope of Seymour Peak. Then, in 1939, a contract in the amount of \$1,400,000 was let for completion of the road. The East Side road was open to traffic in 1940. A dedication ceremony, sponsored by the Southwest Washington Good Roads Association, was held on June 16. One could now drive throughout the length of the east side of the park and take the spur road up to White River campground and Yakima Park, or drive eastward over Chinook Pass to Yakima. Only one major road had yet to be constructed--from the Nisqually River road to the East Side road.⁴³

6. Stevens Canyon Road

The dispute between the conservationists and the developers concerning the route of the proposed connection between the Nisqually and the East Side roads was resolved by 1932 with the decision to

42. R.N. McIntyre, Sept. 12, 1952, "Mather Memorial Highway, A Brief History"; Sect. of Agriculture, Mar. 24, 1931, Land Classification Order; Sect. of Interior, Order No. 502, Apr. 23, 1931, all in History, General (Brockman), Archives, Mount Rainier NP; Albright, Feb. 16, 1931, to Curtis; Tomlinson, Mar. 7, 1931, to Curtis; Curtis, Aug. 12, 1931, to F.J. Clark, and July 5, 1932, to F. Adams, Curtis Papers Library Archives, University of Washington, Seattle.

43. Superintendent, Annual Reports, FY 1932-1940; Tomlinson, June 19, 1940, to Director, History, Memorials & Dedications, Archives, Mount Rainier NP; Asahel Curtis, "Trail Parks of Rainier", The Argus 39 (December 1932), 40-41; Brockman, Story of Mount Rainier, p. 37.

construct the road down Stevens Canyon to Muddy Fork, the southward around the nose of Backbone Ridge and the Cowlitz Divide, and from there in a northeasterly direction to join the new East Side road near Silver Falls. It took some time, however, for the opposition to still its complaints about this route that was "devoid of any scenery" and the fact that it would be outside the park boundary where it rounded Backbone Ridge. In 1932 a contract was let to begin the grading of the new road.⁴⁴

Succeeding reports by the park superintendent noted continuing clearing and grading of the road. At least one of the two tunnels that were required was completed by the summer of 1938. The Stevens Canyon road was well along toward completion by 1941 when the entry of the United States into World War II brought a halt to further construction. In 1950 the park superintendent noted that it would take three additional years to complete the road. Finally, funds became available for the work. On September 4, 1957 the Stevens Canyon Road was opened to the public. Mount Rainier's road system was finally complete, not as it had been envisioned in the early days but in a manner that allowed millions of visitors to enjoy the beauties of the mountain.⁴⁵

B. Trails

Indians and animals established the earliest trails on the slopes around Mount Rainier. The early explorers and climbers, aided by Indians, approached the mountain on these paths through the forest. Within the area to become the national park, the Longmires and other early hostellers cut out horse trails up the Nisqually to Longmire Springs, and from there to Paradise Park and Indian Henrys Hunting Ground. On the north side of the mountain men such as Bailey Willis and George Driver blazed trails up Carbon River and on to such higher altitudes as

44. McIntyre, "Short History," p. 119; Curtis, "Trail Parks," p. 41.

45. Superintendent, Annual Reports, FY 1932-1958, Archives, Mount Rainier NP.

Spray Park. In 1896 Willis completed a reconnaissance completely around the mountain.⁴⁶

One of the first trail improvements after the national park was established occurred in 1906, when Forest Ranger McCullough relocated and improved the trail from Longmire to Indian Henrys Hunting Ground. That same year the forest rangers constructed a bridge across the Nisqually River on the trail to Paradise. In September 1906 the Interior Department authorized the expenditure of \$2,250 for the construction and improvement of trails to Spray Park, Glacier Basin, and Indian Henrys Hunting Ground.⁴⁷

In 1907 Maj. Hiram Chittenden urged the construction of a bridle trail around Mount Rainier, just under the glacier line. A step in that direction occurred during the years 1908-1910 when a trail was constructed on the north side of the mountain between Carbon and White Rivers. In August 1908 The Mountaineers wrote to Supt. G.F. Allen informing him that the club planned a trip around the mountain in 1909 and they wished to know if they could get horses north of Indian Henrys Hunting Ground. Allen replied that the 1906 (Ricksecker) map of Mount Rainier was in error and that there were no trails north of Indian Henrys. He planned, however, to complete a system of trails throughout the park and he would appreciate any advise that the club might offer. By autumn 1908 Allen was able to report that almost 10 miles of trail had been completed from Carbon River to the West Fork of White River. Pack horses with light loads could travel the trail successfully.⁴⁸

46. McIntyre, "Short History," pp. 55-56; Martinson, Mountain in the Sky, p. 18. Driver was a geologist on the Northern Transcontinental Survey.

47. Superintendent, Annual Report, FY 1906; Actg. Sect. Thomas Ryan, Sept. 19, 1906, to G.F. Allen, Park Development, Construction Programs, Archives, Mount Rainier NP.

48. Williams The Mountain That Was "God," p.69; Superintendent, Annual Reports, FY 1907-1910; Allen, Oct. 20, 1908, to Secretary of Interior, Park Development, Construction Programs, Archives, Mount Rainier NP; Curtis, Aug. 17, 1908, to Allen, and Allen, Aug. 19, 1908 to Curtis, Curtis Papers, Library Archives, University of Washington, Seattle.

The Mountaineers did more than offer suggestions. In 1909 they sent a contribution of \$75 to the park to be used in constructing the trail accross the moraine of Carbon Glacier, a most difficult section. Meanwhile, G.S. Ish, a sometime-temporary laborer in the national park, was busy at construction a trail along the north side of Carbon River, outside the park boundary. While it is not know for certain, Ish's trail may have been associated with the mining activities then taking place along the Carbon (in 1909 Supt. H.L. Hurd said that the Washington Mining and Milling Company was running a pack train on the north side of the Carbon).⁴⁹

Superintendent Hall added to the trail system in 1910 when he acquired \$500 to construct a three-mile trail from Longmire to the top of Eagle Peak. Williams wrote at that time that a visitor could hire a guide and horse for \$1.50 round trip on this new route. He also said that by 1910 one could travel eastward from Paradise around the mountain to Carbon River: "It is quite practicable, if not easy, to make the trip eastward from Camp of the Clouds, crossing Paradise, Stevens and Cowlitz glaciers, and thus to reach the huge White [Emmon] glacier on the east side and Winthrop and Carbon glaciers on the north."⁵⁰

Superintendent Hall was quite involved with Mount Rainier's trail system during the three years of his administration. While the U.S. Army was then assigned the task of building park roads, Hall was responsible for trail construction. In 1911 he noted with some satisfaction that a loop trail had been completed on the northwest side of the mountain: Carbon River to Spray Park via Catract Basin, Spray Park to Crater (Mowich) Lake, Crater Lake to the Meadows and the Grindstone

49. Curtis, July 7, 1909, to Ranger T. O'Farrell; Hurd, June 14, 1909, to Curtis, Curtis Papers, Library Archives, University of Washington, Seattle; Superintendent Annual Reports, FY 1907-1911, Archives, Mount Rainier NP.

50. Hall, June 29, 1910, to Sect. of Interior, Park Development, Construction Programs, Archives, Mount Rainier NP; Williams, The Mountain That Was "God", pp. 50 and 140-141.

Camp outside the park. He also noted that the mining trail to Glacier Basin had two branches: one via Sand Mountain (?) to the head of Huckleberry Basin and on to Grand Park; the other leaving the main trail at "old Knapp Cabin," then over the ridge to the Lodi mine, and on down the creek basin to Grand Park. Hall wrote Asahel Curtis, repeating Chittenden's earlier idea, "I am of the opinion that a good trail should be constructed around the mountain, at the lowest practical elevation. . . . A trail of this kind would not only open the park to a great extent for tourists, but, what to my mind is more important, would enable a patrol to be maintained throughout the entire park."⁵¹

Hall recommended to the Interior Department in 1912 that a patrol trail be constructed along the east side of the park from Grand Park south to Ohanapecosh. He estimated the construction cost for such a trail to be \$5,500. About the same time, the Interior Department authorized the construction of a number of trails:

Ohanapecosh Trail, 12 miles	\$1,000
Timberline Ridge Trail (?)	200
Paradise Glacier Trail, from Camp of the Clouds	100
Van Trump Park Trail, from Indian Henrys trail	
on the Ramparts	350 ⁵²
Pinnacle Peak Trail, from Paradise	150

In 1912 and 1913 at least four new trails were completed: A new trail from the snout of Nisqually Glacier to Paradise, 1½ miles. A trail from Reflection Lakes to the Ohanapecosh ranger station, 16 miles. A trail up Tahoma Creek in Indian Henrys Hunting Ground, 6 miles. And a trail from the old Indian Henrys trail to Van Trump Park. By 1913 the park possessed a total of 115 miles of trail, of which 40 miles were new. In a special report Hall summarized the trails that had been built by the government:

51. Superintendent, Annual Report, FY 1911; Hall, Sept. 4, 1911, to Curtis, Park Development, Construction Programs, Archives, Mount Rainier NP.

52. Hall, Sept. 6, 1912, to Sect. of Interior; Chief Clerk, Interior Dept., July 18, 1912, to Hall, Park Development, Construction Programs, Archives, Mount Rainier NP.

<u>Name</u>	<u>Length</u>	<u>Cost</u>
Eagle Peak	3½ miles	\$239.
Ramparts	1¼	110.
Paradise Valley	6	778.
Ohanapecosh (incomplete)	12	946.
Van Trump Park	3½	348.
Pinnacle Peak	1½	149.
Carbon River-Grand Park, and extensions	25	4,263.
Cataract Basin	3½	957.
Indian Henrys	7	692.
Tahoma Creek	3½	200.
Crater Lake-Spray Park	5	200.
Nisqually Glacier	1¼	596.
Kautz Creek	6	125.
Bear Prairie	2	101
<hr/> Total		\$9,704

Superintendent Reaburn reported in 1914 that the main effort that year was to connect north and south on both the east and west sides of the mountain.

The effort succeeded. In his annual report for fiscal year 1916, Reaburn announced that the park trail system entirely encircled the mountain. The complete system was 150 miles in length and it could be traveled in 7 days.⁵³

Reaburn prepared a detailed report on Mount Rainier's road and trails in 1916, soon after the establishment of the National Park Service. While it took him only two or three lines to discuss the 32.4 miles of road within the park, he consumed several pages to describe the trails, which he totaled up as comprising 200 miles:

53. Superintendent, Annual Reports, FY 1912-1916; Hall, Feb. 28, 1913, to Sect. of Interior. The earliest use of the term "Wonderland Trail" seems to have been in 1920, by Supt. Roger Toll.

South Trails

Eagle Peak, from Longmire to summit of Eagle Peak via the Nisqually River pony suspension bridge, 3.5 miles.

Camp Muir, from Paradise to Camp Muir, 4 miles.

Rampart-Van Trump, from Longmire to Van Trump Park via Rampart Ridge, 5 miles.

Indian Henrys, from Kautz Creek bridge to Indian Henrys via the divide between Tahoma and Kautz creeks, 7 miles.

Tahoma Fork, from Tahoma Creek bridge to Indian Henrys via Tahoma Creek and the snout of South Tahoma Glacier, 7 miles (today the West Side road in part).

Skate Creek, from Longmire to Lewis (Packwood) Trail, 1.5 miles.

Van Trump Creek, from Christine Falls to Van Trump Park via Van Trump Creek and Comet Falls, 2 miles.

Glacier, from Longmire to Paradise via Nisqually Glacier, 5 miles.

Tramway, from Nisqually Glacier to Frog Heaven (Paradise), 0.4 miles.

Ohanapecosh, from Narada Falls to Ohanapecosh ranger station via Reflection Lakes, Stevens Canyon, and Cowlitz Divide, 16 miles.

Pinnacle Peak, from Reflection Lakes to summit of Pinnacle Peak, 1 mile.

Cowlitz Divide, an old Indian trail along the summit of Cowlitz Divide from the south boundary to Indian Bar and Ohanapecosh Park (connected by an incomplete trail to the Fryingpan trail in Summer Land), 10.5 miles.

Paradise Valley, from Longmire to Paradise via Paradise River and Narada Falls, 6 miles.

Indian Henrys, from Longmire to Indian Henrys via Rampart Ridge, Kautz Creek, and Squaw Lake, 7 miles.

East Side Trails

East Side, from Ohanapecosh ranger station to the White river road at the mouth of Fryingpan Creek via Ohanapecosh River, Chinook and Kotsuck creeks, and Owyhigh Lakes, 17 miles.

Fryingpan, from the junction of Fryingpan Creek and White River to Summer Land, 5 miles.

West Side Trails

West Side, from Tahoma Creek trail four miles above Tahoma Creek bridge to the Grindstone trail at Meadow Creek via Round Pass, Sunset Park, and the Forks of Mowich River, 27 miles.

Crater Lake Cut-Off, from the Forks of Mowich River to Crater (Mowich) Lake-Spray Park trail, 3.1 miles.

Crater Lake-Spray Park, from the park boundary at Meadow Creek to Glacier Cabin via Crater Lake and Spray Park, 17 miles.

North Side Trails

Carbon River, from the northwest corner of the park to Glacier Cabin via Carbon River, 8.5 miles.

North Side Inner Belt, from Glacier Cabin to Glacier Basin via Moraine Park, Mystic Lake, and Granite Lake (Creek?), 12.5 miles. (This "inner belt" is today's Wonderland Trail.)

Grand Park, from Carbon River trail below Alice Falls to Glacier Basin via Natural Bridge, West Fork of White River, Grand Park, Berkeley Park, and Burroughs Mtn., 20 miles. (Today, this is called the Northern Loop Trail.)

Yakima Park, from northern boundary at Huckleberry to White River via Huckleberry Creek and Yakima Park, 14 miles.

Summary of Trails

South Side	75.9 miles
East Side	22.0 miles
West Side	47.1 miles
North Side	<u>55.0 miles</u>
Total	200.0 miles ⁵⁴

Succeeding reports recorded the construction of additional trails:

1917, from Mowich Lake to Carbon River via Joseph Creek (?), 6 miles.

1918, from West Side trail to park above Klapatche Ridge, 2 miles.

1920, loop trail in Paradise to Alta Vista, 1.5 miles.

1921, from Wonderland Trail to Lake George.

The total length of the trail system continually grew larger. Superintendent Toll said that the Wonderland Trail alone was 95 miles long and the total trails in the park measured 150 miles. By 1930

54. Reaburn, Oct. 30, 1916, to R.B. Marshall, Superintendent of National Parks, Park Development, Construction Programs, Archives, Mount Rainier NP.

Superintendent Tomlinson was able to report that the trail system measured 242 miles.⁵⁵

Asahel Curtis maintained almost as great an interest in the trails as he did in the park roads. For example, in 1920 he wrote the park superintendent concerning the trail up to Yakima Park--before the road was constructed to that place. He recalled that the first trail to that area had been located on a poor (too steep?) grade. When cattlement had been allowed to use Yakima Park during World War I, they had located a new trail that was even worse than the old one, for it cut across several springs. If it were continued in use, Curtis said, it would have to be puncheoned. He urged yet another location for this trail.⁵⁶

The Great Depression and the establishment of CCC camps in Mount Rainier National Park brought increased activity in maintenance and construction of trails. Tomlinson reported in 1932 that the CCC crews were maintaining 102 miles of existing trail and had constructed 73 miles of new trail. In 1934-35 the CCC built a total of 40 miles of fire trail in the park. By 1936 Mount Rainier possessed a total of 320 miles of trail. In its post-World War II development plan, MISSION 66, the National Park Service discussed the trails of Mount Rainier. Specifically listed were such items as constructing a new section of the Wonderland Trail from Paradise to Indian Bar, completion of the Tatoosh Trail, and the improvement of all existing trails.⁵⁷

55. Superintendent, Annual Reports, FY 1916-1930, Archives, Mount Rainier NP. Toll's low figure of 150 miles may have referred to only those trails constructed with government funds.

56. Curtis, Dec. 10, 1920, to Supt. W.H. Peters, Curtis Papers, Library Archives, University of Washington, Seattle.

57. Superintendent, Annual Reports, FY 1932-1962 Archives, Mount Rainier NP; Yakima Morning Herald, Mar. 15, 1956.

Nearly all the trails at Mount Rainier described by Superintendent Reaburn in the first months of the National Park Service, 1916, still exist. Portions of them have been, and undoubtedly will continue to be, relocated as conditions changed. Trail maintenance is a continuing operation. The Wonderland Trail, in various combinations, continues to encircle the Noble King Mountain.

C. Conclusions and Recommendations

The construction of roads and trails within the historic period at Mount Rainier covers a span of nearly 75 years--from Longmire's trail up the Nisqually River in 1884 to the completion of the Stevens Canyon road in 1957. The most historic of today's roads is the Nisqually road, up through Longmire, and on to Nisqually Glacier and Paradise. Eugene Ricksecker, supervised by Maj. Hiram Chittenden and other engineer officers, constructed this road with great sensitivity for the natural environment and with such skill that future improvements resulted in little change to his original alignment.

The road today, however, bears little resemblance to the original unpaved, 12-foot-wide road that wound through immense cedars below Longmire and struggled upward on intricate switchbacks above Narada Falls. The lower section of the road was opened to automotive travel in 1907 (eight years before Yellowstone allowed cars), but the upper section to Paradise was not open to cars until 1915, after the army engineers had left the park.

Today's road, with its all-weather surface, slope stabilization, and wide two lanes is designed for a different time.

Early dreams of an Around-the-Mountain road, which promised to be one of the most spectacular scenic roads in the world, did not reach fruition. But from those dreams came roads that still allowed the visitor to explore the national park from many directions. The dilemma between "conservation" and "enjoyment", common to all national parks, quickly arose at Mount Rainier concerning road locations--particularly in the northern part of the park and in the Stevens Canyon area. While a

"pure" conservationist of today might argue that all roads are bad, the conservationists of the 1930s generally won their battles: the West Side road is still incomplete; there is no road over Ipsut Pass, the North Side road was not built; and the road up Cowlitz Divide was not realized. Although various plans have called for the closure of some roads and for the reduction of automobile travel, the roads that were constructed are all in use today:

Carbon River road,	1921-1923
White River road,	1920-1931
Mowich Lake road,	opened 1935
West Side road,	1926-1935
East Side road,	1932-1940
Yakima Park road,	1927-1931
Stevens Canyon road,	opened 1957

The first bridges constructed by Ricksecker were built of timber. It was realized early on that these would eventually have to be replaced with more permanent structures. In the mid-1920s these replacements began to appear. This report noted the problem of designing a modern, permanent bridge that will harmonize well with the natural environment. At Mount Rainier, a solution was found resulting in a number of substantial, modern bridges that blended well with the natural scene. These bridges consisted of reinforced concrete arches with stone (usually granite) facings on their sides. The stone facings usually extended above the bridge bed to form guard walls.

Of the several bridges of this type on the Nisqually road, two of the oldest are the Narada Falls and the Christine Falls bridges, both built in 1925. Because of their locations, particularly that of the Narada Falls bridge, both may be (and are) viewed by many visitors.

Similarly, on the West Side road there are two bridges of fine rustic architecture that are also good representatives of that era. They are the South Puyallup River bridge and the St. Andrews Creek bridge, both built in 1930-1931.

On the east side of the national park one of several rustic bridges is an especially fine representative of that style of architecture--the White River bridge on the road to Yakima Park, constructed in 1927-1929.

While the Stevens Canyon road was not completed and opened to travel until 1957, the rustic bridge over Muddy Fork at Box Canyon, which was faced with stone taken from the adjoining road tunnel, is, perhaps, the most beautifully designed bridge of rustic architecture in the entire park. While it may not seem possible when described in words, the bridge and the tunnel give the appearance of being one structure, each flowing into the other, when viewed together from the east. While the construction date of this bridge and tunnel has not been firmly established, they were most likely completed before World War II halted construction on the Stevens Canyon road.

This chapter reviewed the construction of the early trails at Mount Rainier. Inevitable from the beginning, a passable trail completely around the mountain was not finished until 1915. Named the Wonderland Trail, possibly during Roger Toll's superintendency in 1920, this trail continues to attract backpackers in large numbers. Located strategically on this and other trails are shelters for weary hikers and patrol cabins for back country rangers.

Recommend that none of the roads or trails per se be considered as historic structures.

Recommend that the following six bridges and one tunnel be considered as being structures possessing historical and/or architectural significance and as being representatives of the history of road construction in Mount Rainier National Park:

Narada Falls bridge, Nisqually Road
Christine Falls bridge, Nisqually road
South Puyallup River bridge, West Side road
St. Andrews Creek bridge, West Side road
White River bridge, White River-Yakima Park road
Muddy Creek bridge at Box Canyon, Stevens Canyon road
Tunnel at Box Canyon, Stevens Canyon road.

Further recommend that these six structures be added to the List of Classified Structures for the park and, since they appear to be eligible for the National Register of Historic Places, that they be so nominated.

The history of trails within Mount Rainier can best be commemorated by the preservation of the ranger patrol cabins and the shelter cabins that are to be found along them. This recommendation was made in an earlier chapter of this study.

VII. Summary of Notable Structures

One structure at Mount Rainier National Park is presently on the National Register of Historic Places:

Longmire cabin, LD-4.

Two structures are presently (1979) in the process of being nominated to the National Register:

Paradise Inn, PD-600
Paradise Inn Annex, PD-601

Nineteen structures are presently on the area's List of Classified Structures:

Longmire cabin, LD-4
Soda Springs, CS-1, at Longmire
Iron Mike Springs, CS-2 at Longmire
Suspension Bridge, CS-5 at Longmire
Administration building, LD-1 at Longmire
Visitor Center, LD-2 at Longmire
Community Building, LD-6 at Longmire
Ranger cabin, NE-103, at Nisqually Entrance
Ranger residence, NE-102 at Nisqually Entrance
Entrance station, NE-1 at Nisqually Entrance
Entrance arch, CS-3 at Nisqually Entrance
Ranger station, PD-1, at Paradise
Paradise Inn, PD-600
Paradise Inn Annex, PD-601
Public shelter, PX-301, at Camp Muir
Guide shelter, PX-202 " " "
Gas station, YD-602, at Yakima Park
Patrol cabin, NX-102, at St. Andrews Creek
Entrance arch, CS-4, at Chinook Pass

This study recommends the following structures be included in both the National Register and the List of Classified Structures:

Nisqually Entrance Historic District, to include:
Ranger cabin, NE-103
Ranger residence, NE-102
Superintendent's residence, NE-101
Entrance station, NE-1
Entrance arch, CS-3

Longmire Historic District, to include:

- Longmire cabin, LD-4
- Soda Spring, CS-1
- Iron Mike Springs, CS-2
- National Park Inn, LD-600
- Manager's residence, LD-501
- Gas station, LD-620
- Administration building, LD-1
- Visitor center, LD-2 (administration building)
- Library, LD-5 (kitchen and mess hall)
- Community building, LD-6
- Suspension bridge, CS-5
- Dormitory, LD-101 (warehouse)
- 25 Residences, between and including LD-108 and LD-132
- Residence, LD-135 (mess hall)

Paradise Historic District, to include:

- Ranger station, PD-1
- Comfort station, PD-304
- Ski tow hut, PD-514
- Paradise Inn, PD-600
- Paradise Inn Annex, PD-601
- Guide House, PD-602

Sunrise Historic District, Yakima Park, to include:

- South blockhouse, YD-1
- North blockhouse, YD-2
- Visitor center, YD-3
- Comfort station, YD-5
- Service station, YD-602

Multiple resource nominations not within an historic district include:

- Patrol cabin, NX-104, Indian Henrys Hunting Ground
- Patrol cabin, NX-102, St. Andrews Creek
- Patrol cabin, MX-101, Mowich Lake
- Patrol cabin, CI-102, Ipsut Creek Campground
- Patrol cabin WC-201, White River Campground
- Trail Shelter, WX-301, Summer Land
- Trail shelter, MX-201, Mowich River
- Bridge, Christine Falls
- Bridge, Narada Falls
- Bridge, St. Andrews Creek
- Bridge, South Puyallup River
- Bridge, White River
- Bridge, Muddy Fork (Box Canyon)
- Tunnel, Muddy Fork (Box Canyon)
- Entrance Arch, TL-301, Chinook Pass
- Entrance Station, WE-1, White River

Guide Shelter, PX-202, Camp Muir
Public Shelter, PX-301, Camp Muir

In addition, the following structures are recommended in the study to be added to the area's List of Classified Structures only:

- Patrol cabin, YX-301, Lake James
- Patrol cabin, YX-101, Huckleberry Creek
- Patrol cabin, YX-102, Mystic Lake
- Patrol cabin, NX-103, Golden Lakes
- Patrol cabin, NX-101, Lake George
- Patrol cabin, HX-101, Three Lakes
- Trail shelter, YX-301, Lake James
- 2 Trail shelters, Mowich River
- Trail shelter, NX-301, Lake George
- Trail shelter, NX-308, Golden Lakes
- Trail shelter, HX-303, Indian Bar
- Trail shelter, Nickel Creek
- Fire lookout, MX-1, Tolmie Peak
- Fire lookout, HX-1, Shriner Peak
- fire lookout, YX-1, Mt. Fremont
- Fire lookout, NX-1, Gobblers Knob
- Electric power plant, LX-501, Paradise River

One structure, the electric power plant, LX-501, on Paradise River, is recommended for special study. Built by the Rainier National Park Company in 1920, it was the second such plant in the national park. Recommend that an engineer experienced in historic engineering evaluate this plant to determine if it appears to be eligible for nomination to the National Register of Historic Places.

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History, General (Brockman)

History - Letters and Memoranda

History, letters (Tomlinson)

History, Memorials and Dedications
History, Rainier National Park Company
Legislative History
Legislative History - Land Claims, Water Claims
Magazines, Clippings, and Press Releases
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Ohanapecosh Hot Springs (Kilian), 1962-1968
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ILLUSTRATIONS

1. Nisqually Entrance Arch, ca. 1918.

The original arch, shown here, was constructed in 1911, in time for President Taft's visit to Mount Rainier. It was rebuilt in 1973 in a similar manner.

Courtesy, Penrose Memorial Library, Whitman College, Walla Walla, Washington.

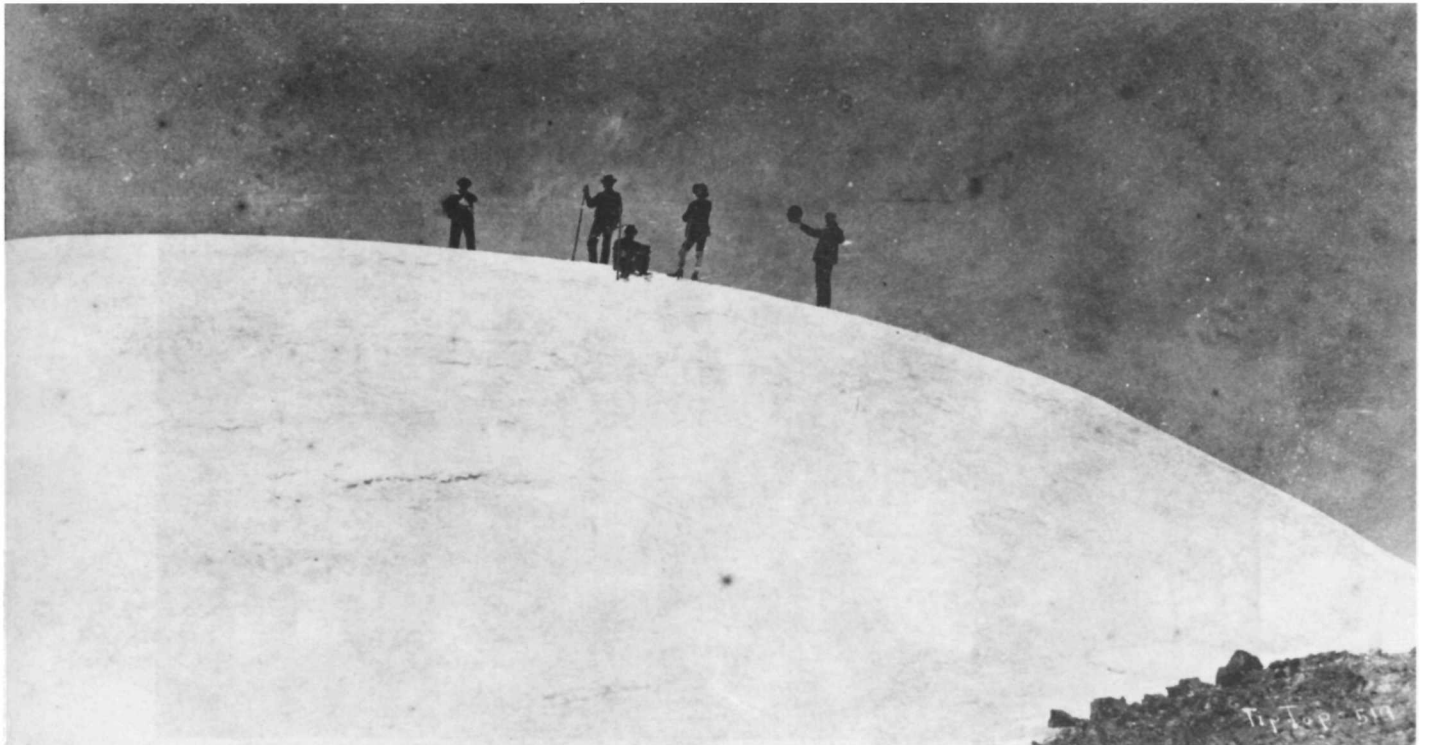
Photo by John W. Langdon.

2. John Muir on Summit, 1888.

John Muir, seated, and party reached the summit in 1888. Muir, then 50 years old, employed Arthur Warner to take the first photographs on the top of the mountain.

Courtesy, Photography Collection, University of Washington Library.

Photo by Arthur Churchill Warner.



3. Camp Muir.

This climbers' shelter was constructed in 1921 by the National Park Service. The doorway was later moved to the left end of the structure, where winds kept snow from drifting against it.

Courtesy, Photography Collection, University of Washington Library.

Photo is in the A.C. Warner Collection

4. First Ranger Cabin, Nisqually Entrance.

Built in 1908, this attractive cabin served as the first ranger cabin in the park, as the park's administrative office, and as the superintendent's winter residence. It is presently used as seasonal quarters and is known locally as the Oscar Brown cabin.

Rober L. Carper, NPS, 1975.



5. National Park Inn, Longmire.

Originally constructed as an annex to the first National Park Inn, this hotel represents a continuing history of visitor lodging at Longmire since the arrival of the Longmire family in the 1880s.

Erwin Thompson, NPS, 1978.

6. Guide House, Paradise.

The gambrel roof helps defend the building against Paradise's tremendously heavy snowfall.

Erwin Thompson, NPS, 1978.



7. Ranger Station, Paradise.

It was the first government building at Mount Rainier to have stone walls. The ranger office is on the first floor and a small apartment is upstairs.

Erwin Thompson, NPS, 1978.

8. Longmire Hotel, ca. 1903.

The two-story section was built in 1890. The single-story unit on the left later became two stories. Trees now shade the site of the hotel, the first public inn in Mount Rainier National Park.

NPS Files.



9. Longmire Cabin.

Constructed by Elcaine Longmire in 1888, the simple log cabin is the oldest structure in the national park.

Erwin Thompson, NPS, 1978.

10. Paradise Inn, ca. 1918.

This photograph was taken from near where the Annex now stands. Today's gift shop and soda fountain, between the trees, had not yet been built.

Courtesy, Penrose Memorial Library, Whitman College, Walla Walla, Washington.

Photo by John W. Langdon.



11. Aerial View of Sunrise, 1932.

This view shows the Sunrise area at Yakima Park nearing completion of its development. The many guest cottages are now gone, but the scar they caused on the fragile terrain remains. At the head of the valley in the upper left corner of the photo is Glacier Basin with its mining claims.

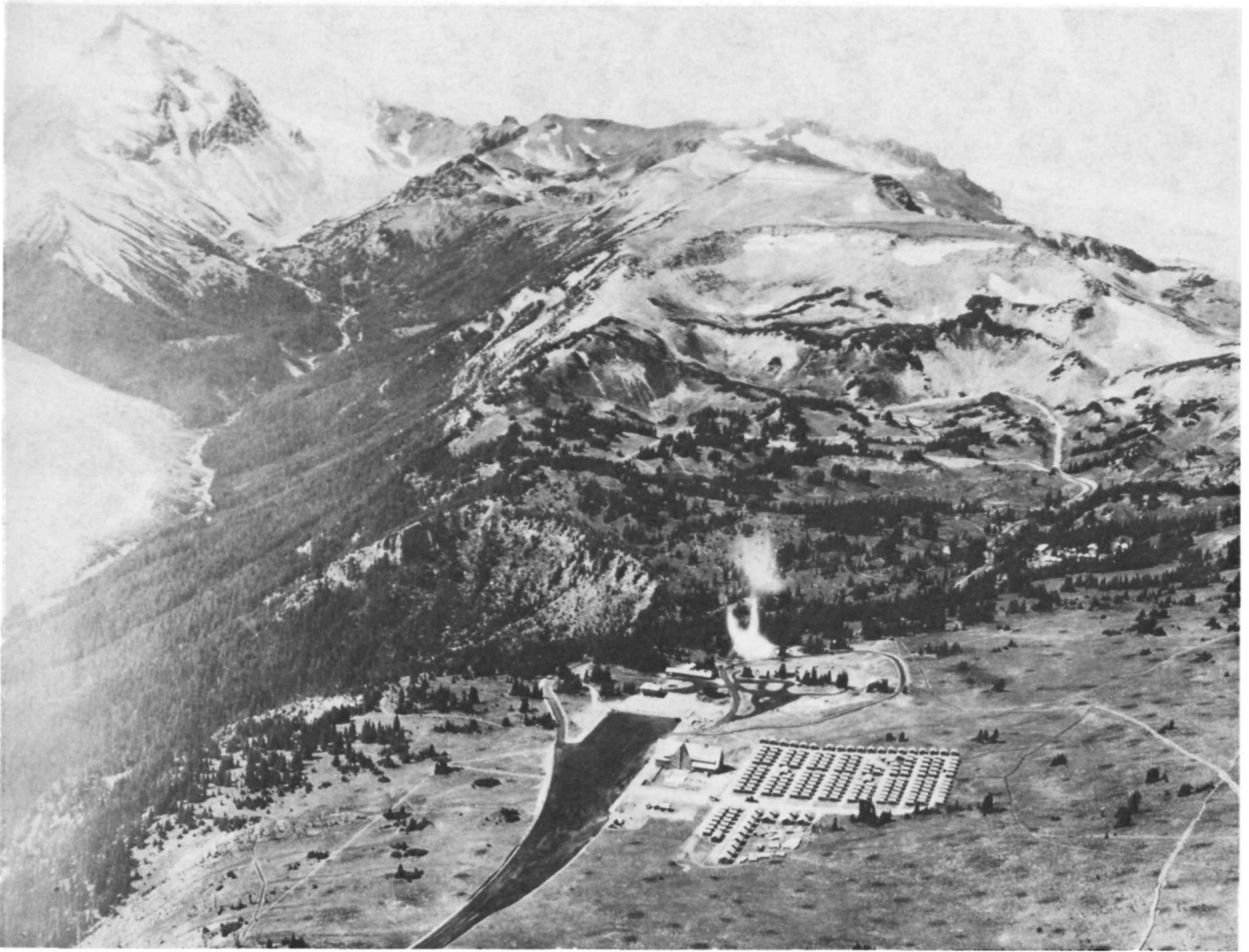
Courtesy, Photography Collection, University of Washington Library.

Photo by U.S. Army.

12. Sunrise Lodge.

Only this one unit of a large hotel planned for Yakima Park was completed. It contains a curio shop and a cafeteria.

Erwin Thompson, NPS, 1978.



13. Mine Tailings, Glacier Basin.

The Mount Rainier Mining Company's patented claims in Glacier Basin are now the only private inholding in the national park.

Erwin Thompson, NPS, 1978.

14. Foundation Ruins of the "Hotel," Glacier Basin.

The Mount Rainier Mining Company erected this structure to house its employees.

Erwin Thompson, NPS, 1978.



15. The "Library," Longmire.

No longer used to house the park library, this ancient kitchen is believed to be the oldest government building at Longmire, having been constructed in 1910.

Erwin Thompson, NPS, 1978.

16. Community Building, Longmire.

This plain but comfortable building serves as a social center for both visitor and staff. It is located across the Nisqually River from the rest of the historic district.

Erwin Thompson, NPS, 1978.



17. Park Residence 112, Longmire.

This "cottage" is typical of the 25 residences in the historic district at Longmire. While unpretentious, the residential area blends well with its surrounding natural environment.

Erwin Thompson, NPS, 1978.

18. Park Residence 131, Longmire.

One of the "newer" of the park houses, it was constructed in 1941.

Erwin Thompson, NPS, 1978.



19. Visitor Center, Longmire.

This rustic building was the first park headquarters designed as such. Since this photograph was taken the building had been moved back to its original location.

Erwin Thompson, NPS, 1978.

20. Administration Building, Longmire.

Constructed in 1928, this handsome building is perhaps the finest example of rustic architecture to be found at Mount Rainier.

Erwin Thompson, NPS, 1978.



21. Entrance Station, White River.

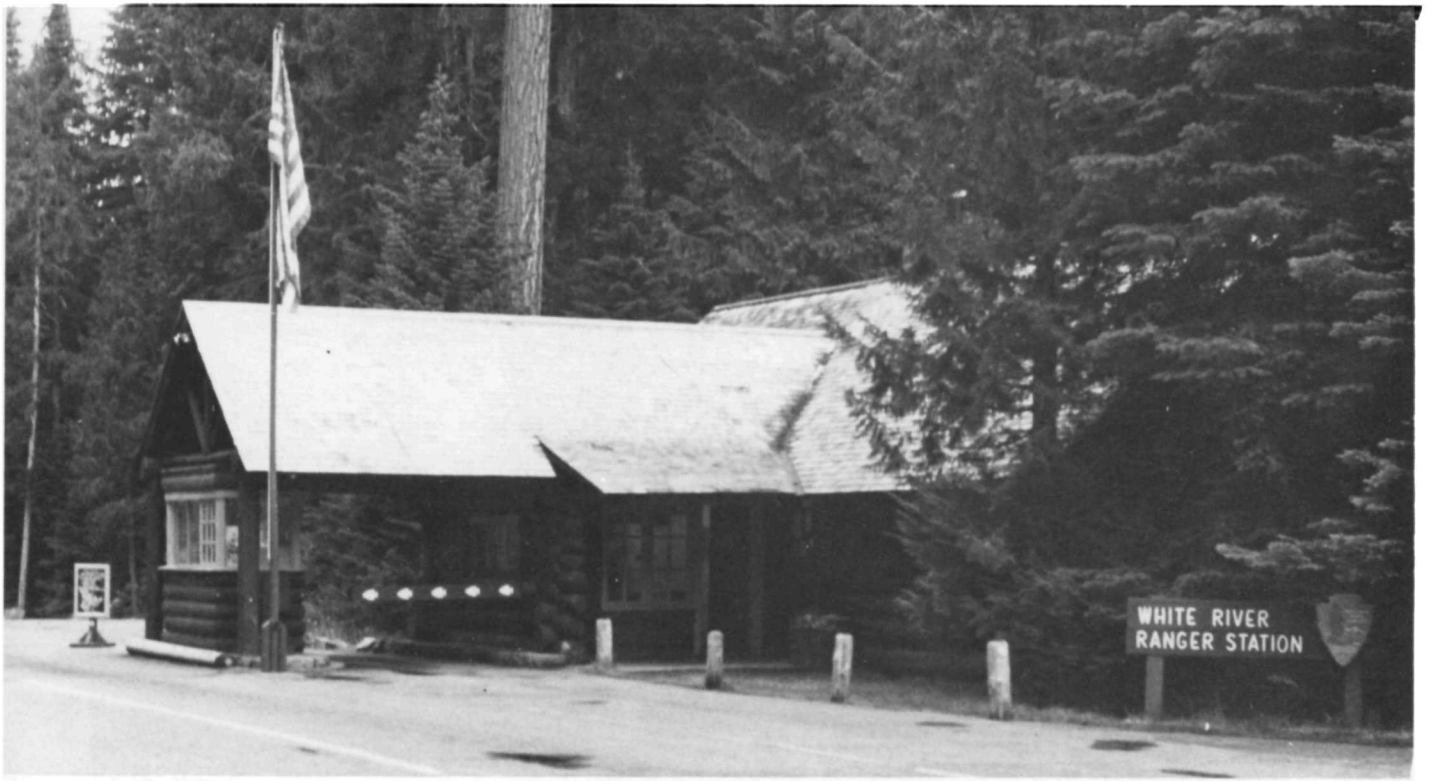
The porte-cochere, or covered driveway, was suggested by Superintendent O. Tomlinson. Too small for today's campers and trailers, it is no longer used. Visitors now drive up to a kiosk.

Erwin Thompson, NPS, 1978.

22. Entrance Arch, Chinook Pass.

The Pacific Crest National Scenic Trail crosses over the top of the arch. Here, too, Tomlinson became involved by suggesting the use of rock in the construction of the pillars.

Erwin Thompson, NPS, 1978.



23. Comfort Station, Paradise.

Stoutly constructed, this concrete building with a stone masonry veneer is an excellent example of the use of native material in both the structure and the landscaping.

Erwin Thompson, NPS, 1978.

24. Comfort Station, Sunrise.

Also built in a rustic style, this building incorporates both stone and timber in its construction. It was a part of the development of Yakima Park that was planned as a whole.

Erwin Thompson, NPS, 1978.



25. North and South Blockhouses and Visitor Center, Sunrise.

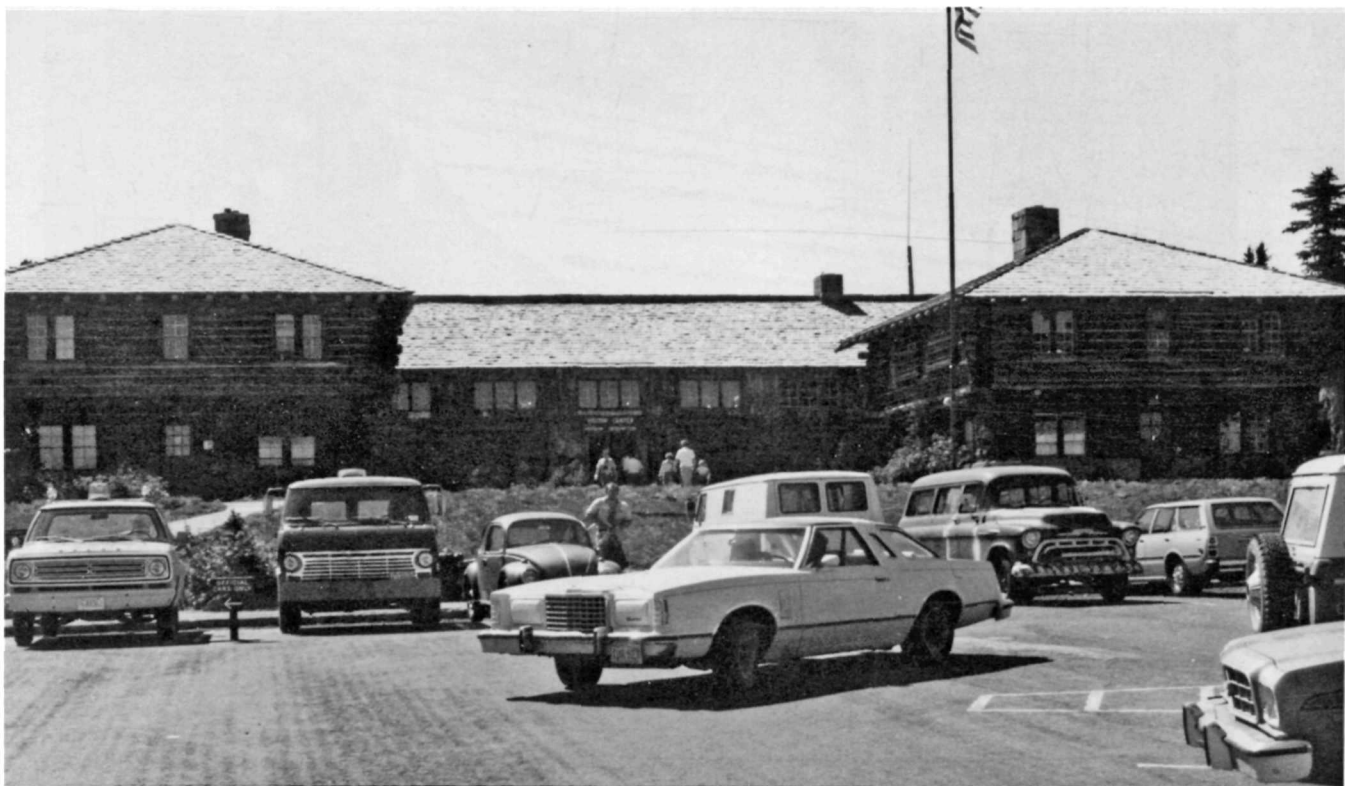
Built in the theme of frontier blockhouses of the Indian wars of Washington Territory, this administrative-visitor use facility took many years to complete because of scarce appropriations. Locally, the complex is called the Stockade.

Erwin Thompson, NPS, 1978.

26. Service Station, Sunrise.

Although situated in an open park, this structure, with its horizontal lines and rustic architecture, is not the gross intrusion that might be expected.

Erwin Thompson, NPS, 1978.



27. Patrol Cabin, Golden Lakes.

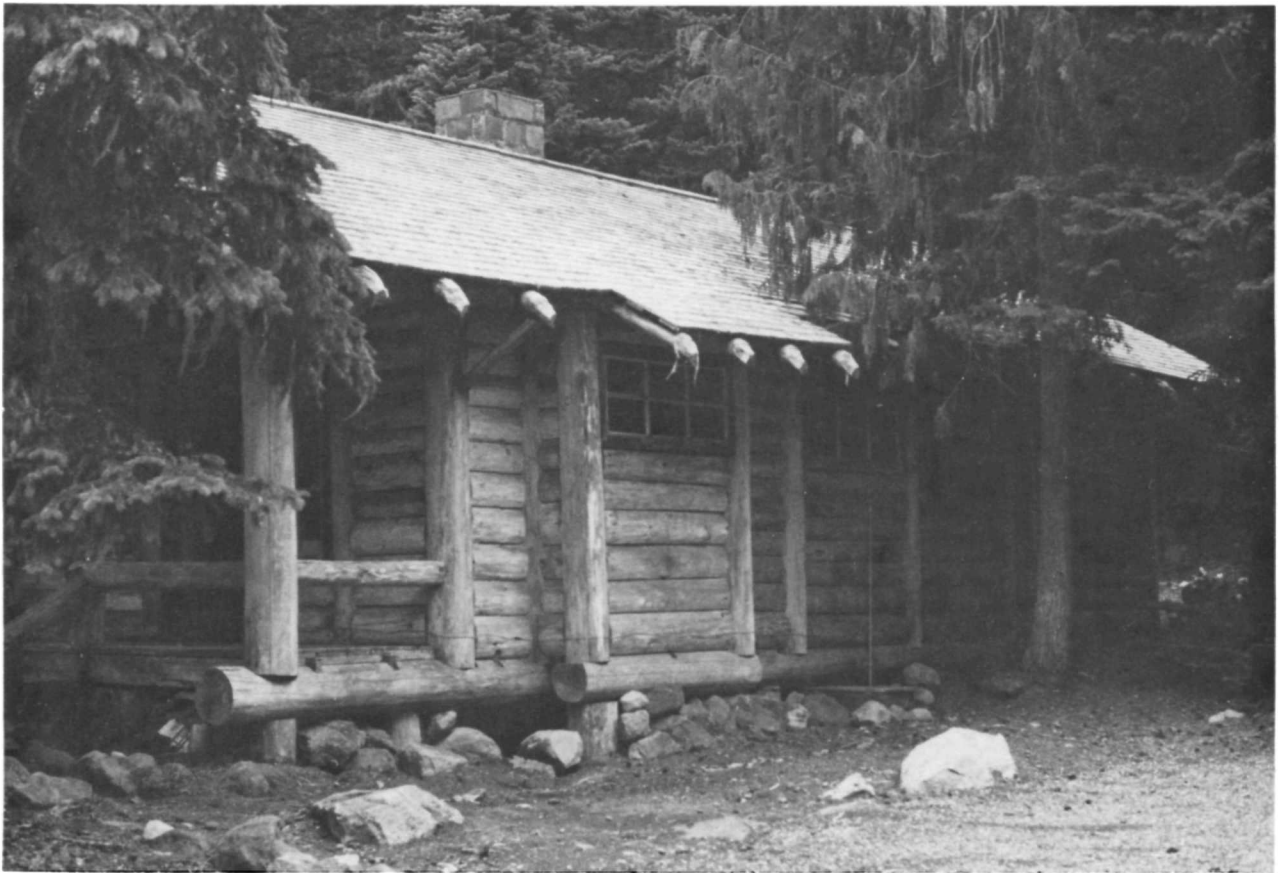
One of a series of ranger patrol cabins scattered along the Wonderland and other trails in the back country at Mount Rainier.

Courtesy, Ranger Skip Snow, NPS, 1978.

28. Patrol Cabin, White River Campground.

Although this cabin may be reached by automobile, it was originally considered to be a patrol cabin on the Wonderland Trail. It is presently used as seasonal ranger quarters.

Erwin Thompson, NPS, 1978.



29. Trail Shelter, Nickel Creek.

This hikers' shelter is typical of those constructed of logs. Despite improved backpacking equipment, travelers continue to appreciate these shelters when storms strike.

Courtesy, Ranger Skip Snow, NPS, 1978.

30. Trail Shelter, Summer Land.

One of two rock-walled shelters constructed in the national park by the Civilian Conservation Corps in the 1930s.

Courtesy, Ranger Skip Snow, NPS, 1978.



31. Nisqually River Road, early 1900s.

Constructed by the U.S. Corps of Engineers under the direct supervision of Eugene Ricksecker, the Nisqually River road was opened to automobile travel in 1907. Today's road generally follows the original trace.

Courtesy, Photography Collection, University of Washington Library.

Photo by Asahel Curtis.

32. Narada Falls Bridge.

The main road no longer crosses on this handsome rustic bridge constructed over the falls in 1925.

Erwin Thompson, NPS, 1978.



33. St. Andrews Creek Bridge.

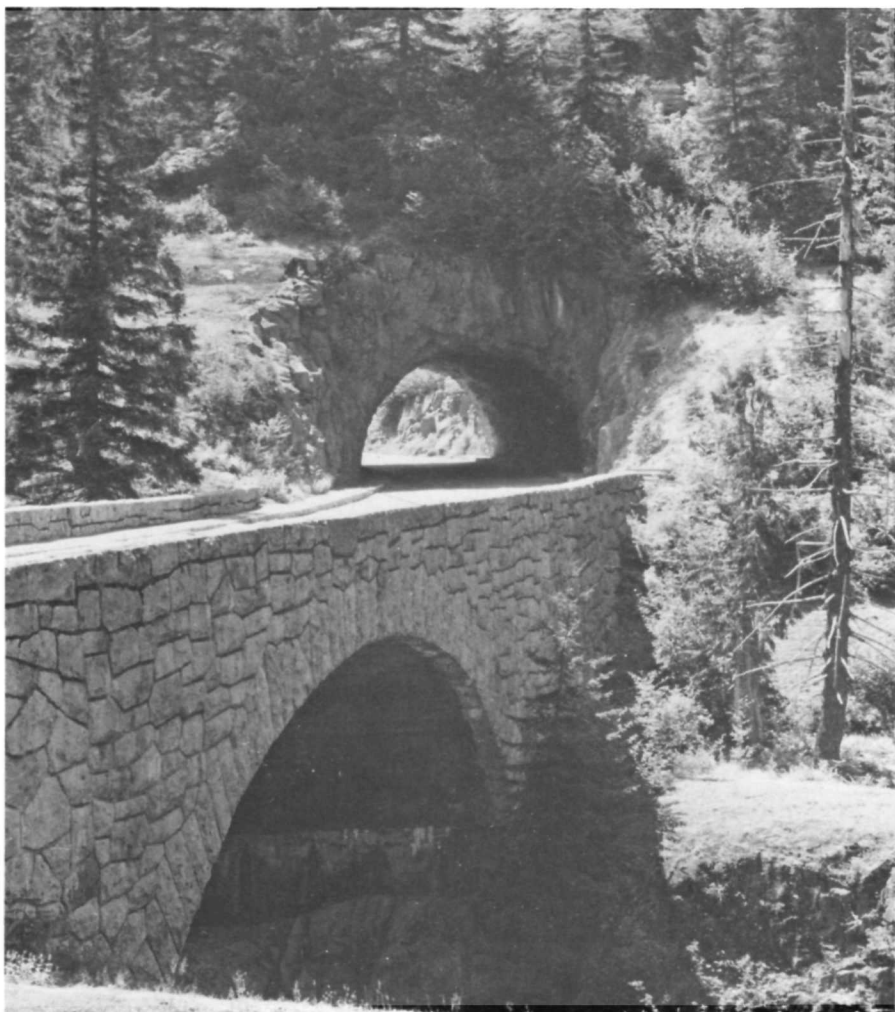
This concrete arch bridge, faced with local stone, is on the West Side road. It was constructed in 1930-31.

Erwin Thompson, NPS, 1978.

34. Rustic Bridge and Tunnel, Box Canyon.

Located on the Stevens Canyon road, this attractive bridge and tunnel at the Box Canyon of Muddy Creek is an outstanding example of complementary design.

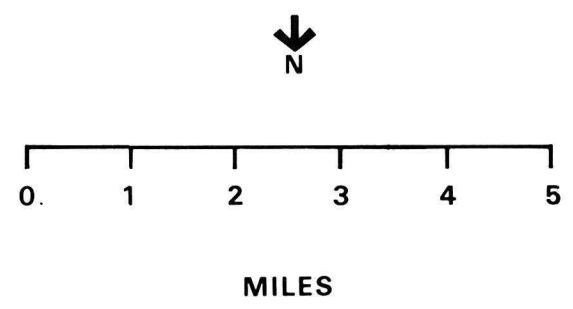
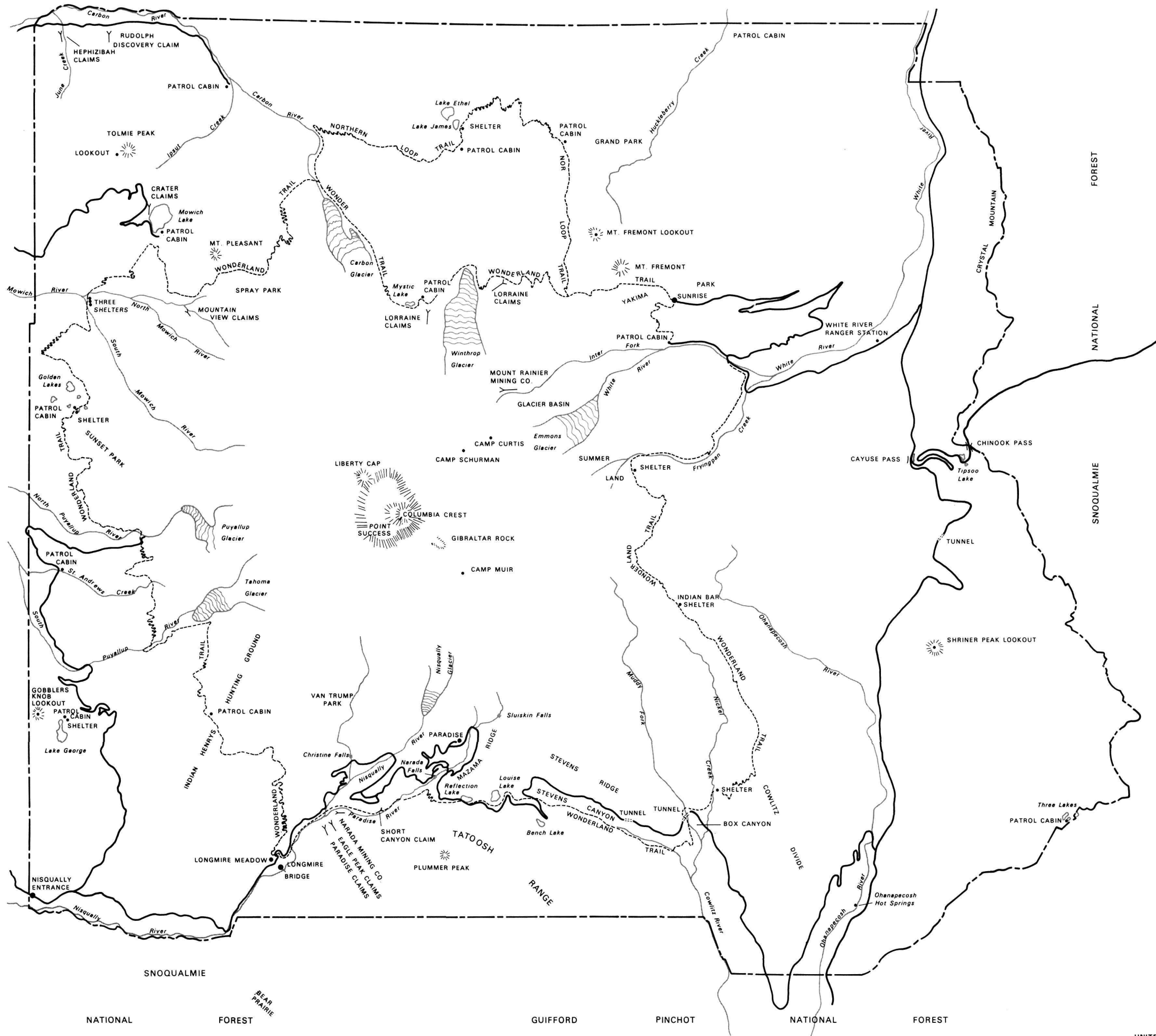
Robert L. Carper, NPS, 1975.



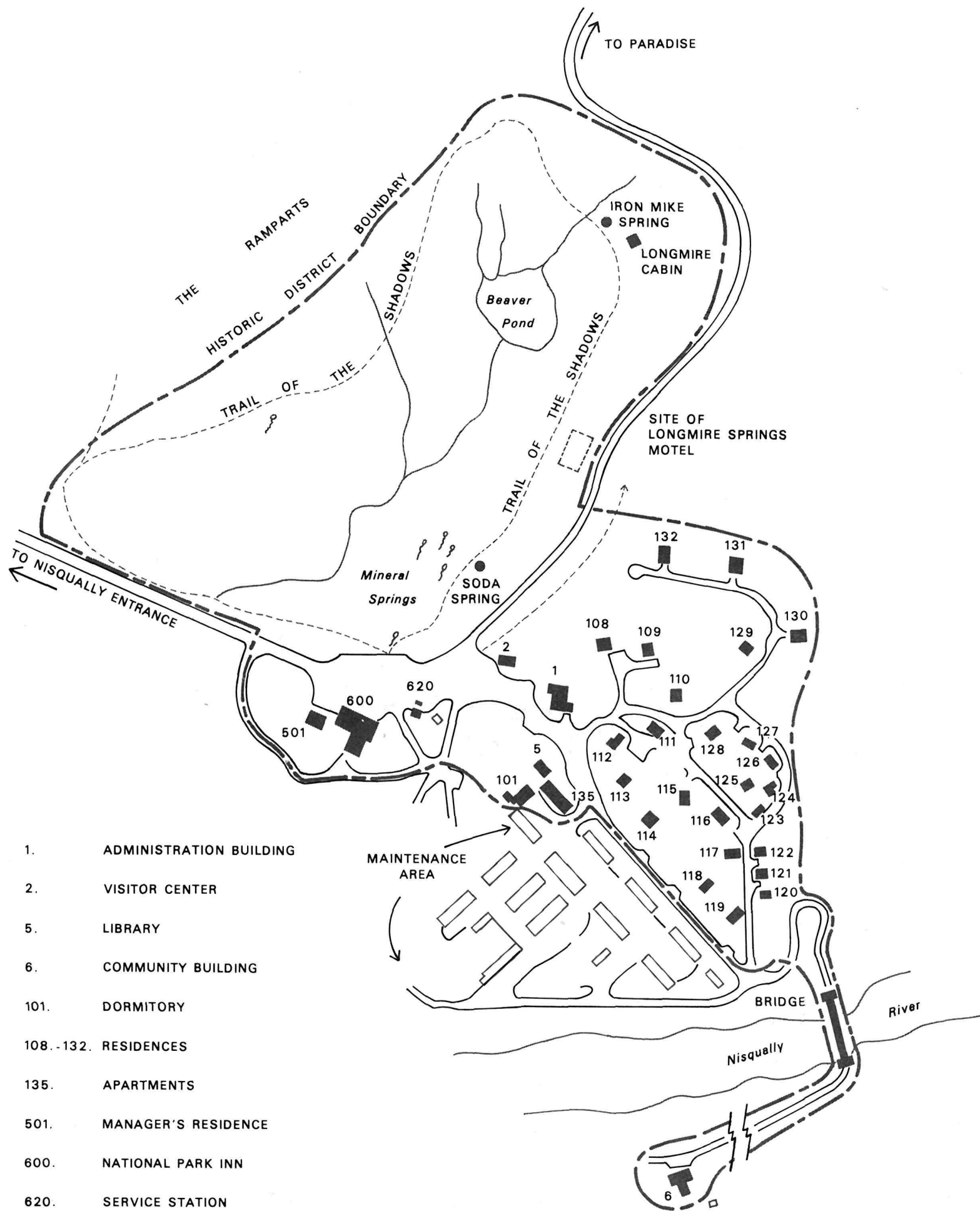
HISTORIC BASE MAPS

- Sheet 1. Mount Rainier National Park
- Sheet 2. Longmire Historic District
- Sheet 3. Nisqually Entrance Historic District
- Sheet 4. Paradise Historic District
- Sheet 5. Sunrise Historic District

Sheet 1. Mount Rainier National Park, showing locations of roads, some trails, historic districts, and historic structures throughout the park.



HISTORIC BASE MAP
MOUNT RAINIER NATIONAL PARK



LEGEND

- ROAD
- TRAIL
- BOUNDARY
- NONHISTORIC STRUCTURE
- HISTORIC STRUCTURE



NO SCALE

HISTORIC BASE MAP

LONGMIRE HISTORIC DISTRICT

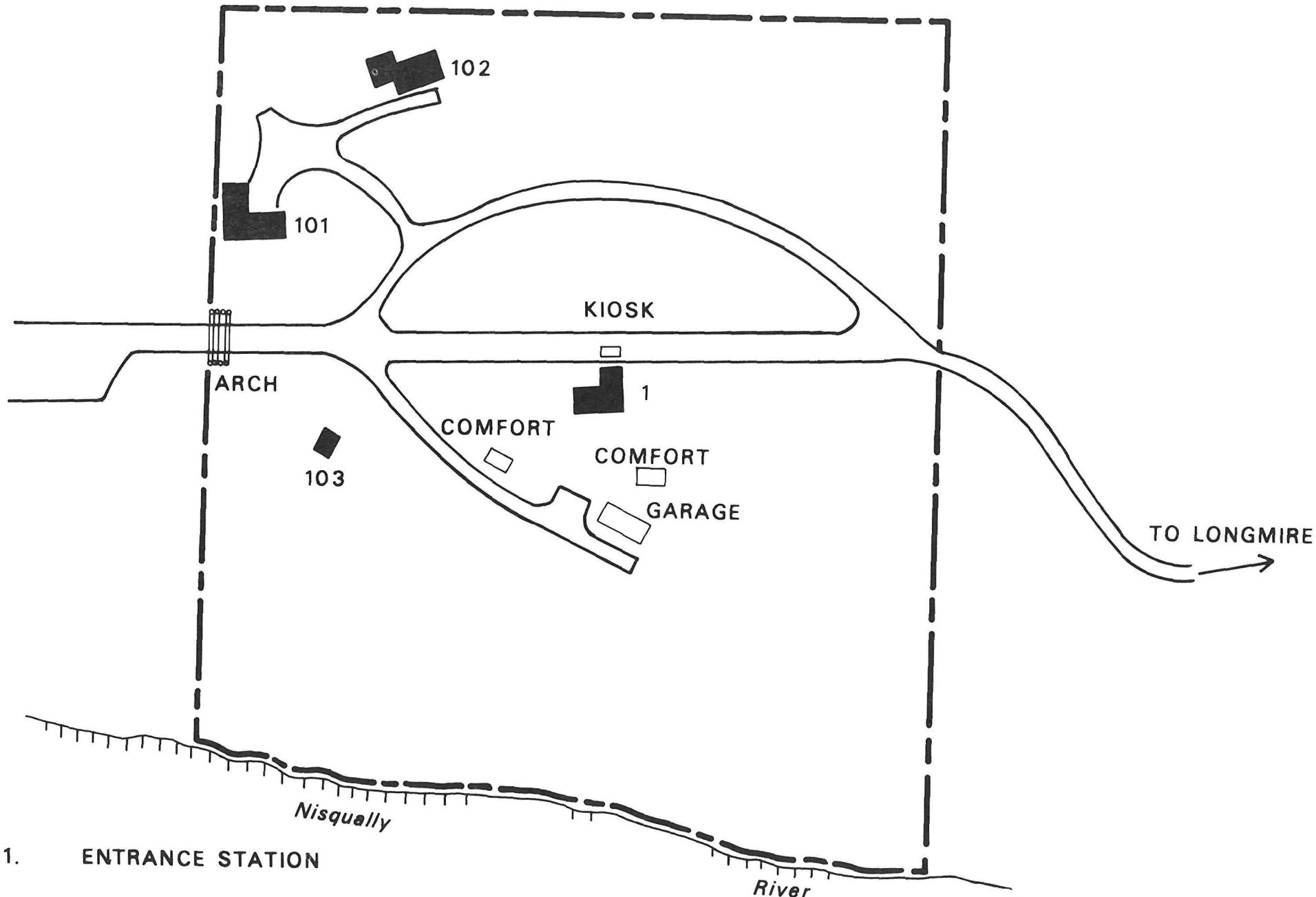
MOUNT RANIER NATIONAL PARK

Sheet 2. Longmire Historic District, which includes Longmire Meadows, the concession facilities, park administration buildings, and many of the park residences. Also a part of the district are the suspension bridge over the Nisqually and the community building on the far side. The maintenance area, garages, and other outbuildings are excluded.

LD-1	Administration building
LD-2	Visitor Center
LD-5	Library
LD-6	Community building
LD-101	Dormitory
LD-108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, and 132	Residences.
LD-135	Mess hall (residence)
LD-501	Manager's residence
LD-600	National Park Inn
LD-620	Service station

Sheet 3. Nisqually Entrance Historic District, which contains the oldest ranger cabin in the park, a replica of the first entrance arch, the oldest superintendent's residence, the oldest ranger station, and a residence for the chief ranger.

NE-1	Ranger station
NE-101	Superintendent's residence
NE-102	Ranger's residence
NE-103	Ranger cabin



- 1. ENTRANCE STATION
- 101. SUPERINTENDENT'S RESIDENCE
- 102. RANGER RESIDENCE
- 103. RANGER CABIN

LEGEND

== ROAD

--- BOUNDARY

□ NONHISTORIC STRUCTURE

■ HISTORIC STRUCTURE



HISTORIC BASE MAP
NISQUALLY ENTRANCE HISTORIC DISTRICT
MOUNT RAINIER NATIONAL PARK

- 1. RANGER STATION
- 304. COMFORT STATION
- 503. TRANSFORMER
- 514. SKI TOW
- 600. PARADISE INN
- 601. ANNEX
- 602. GUIDE HOUSE

LEGEND

ROAD

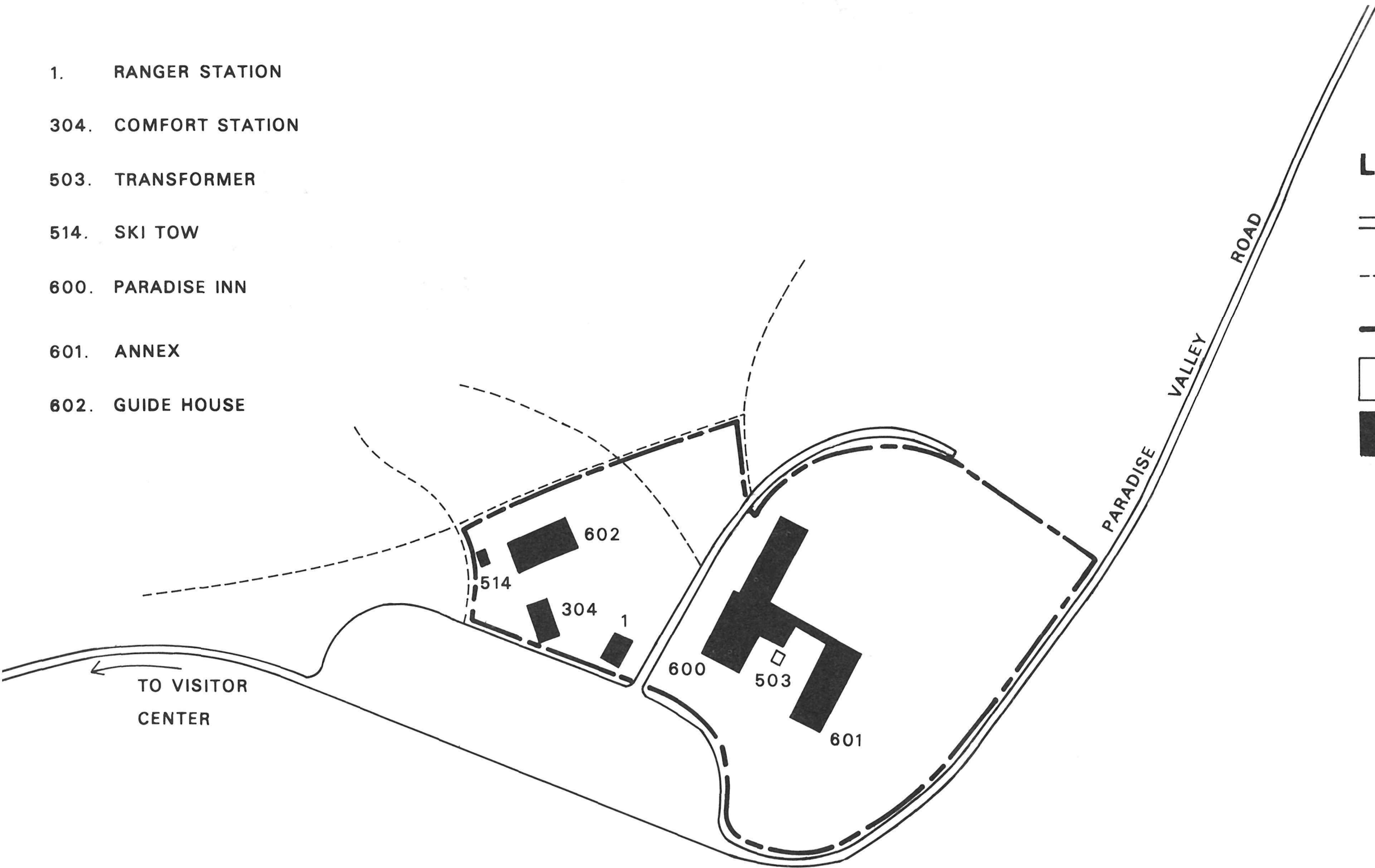
TRAILNONHISTORIC STRUCTUREHISTORIC STRUCTURE

NO SCALE

HISTORIC BASE MAP

PARADISE HISTORIC DISTRICT

MOUNT RAINIER NATIONAL PARK



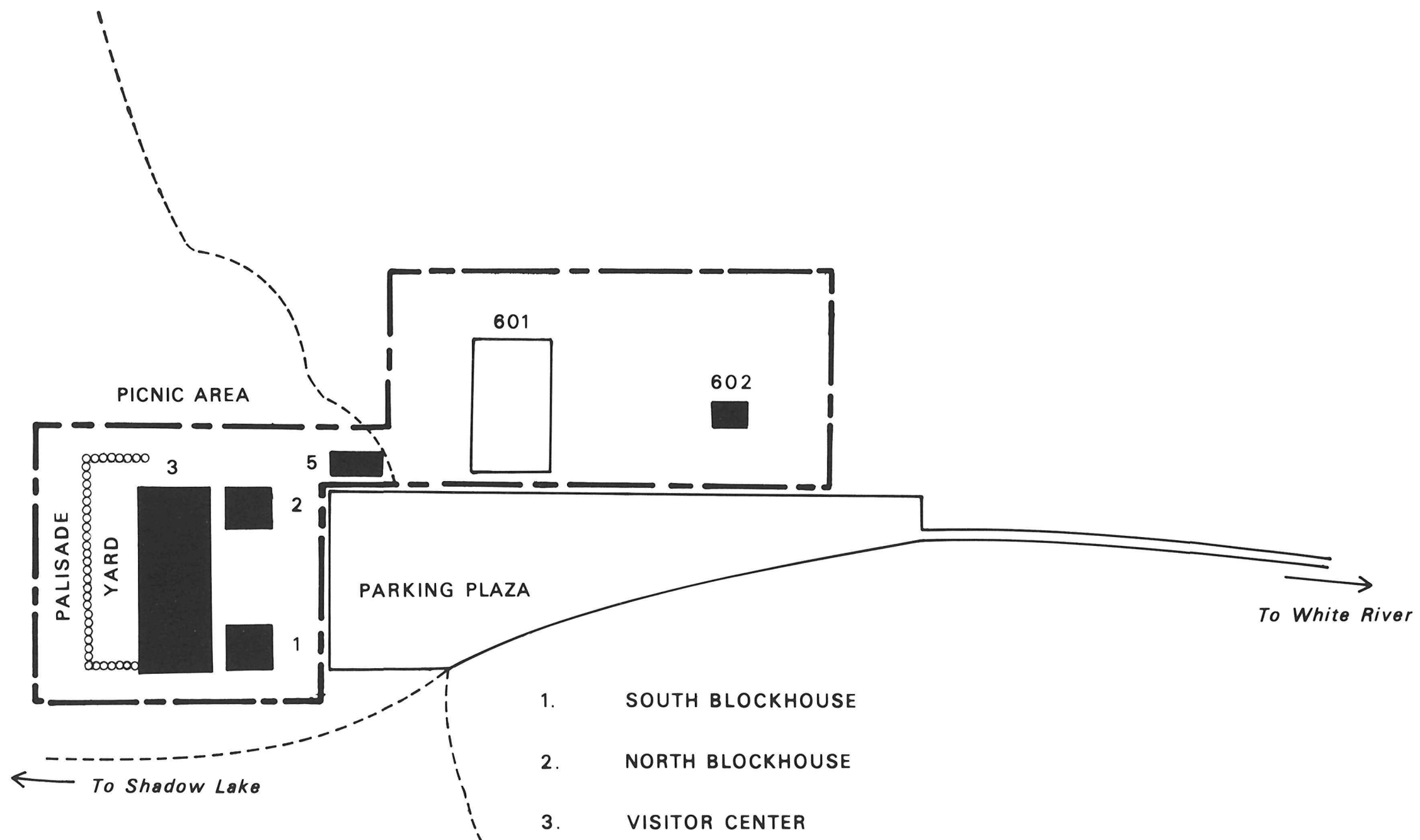
Sheet 4. Paradise Historic District.

PD-1	Ranger station
PD-304	Comfort station
PD-514	Ski tow
PD-600	Paradise Inn
PD-601	Annex
PD-602	Guide House

Sheet 5. Sunrise Historic District. This district, located in beautiful Yakima Park, includes five historic structures.

YD-1	South blockhouse
YD-2	North blockhouse
YD-3	Visitor center
YD-5	Comfort station
YD-602	Service station

The lodge, YD-601, is considered to possess neither historical nor architectural significance.



LEGEND

== ROAD

----- TRAIL

--- BOUNDARY

□ NONHISTORIC STRUCTURE

■ HISTORIC STRUCTURE

N

NO SCALE

- 1. SOUTH BLOCKHOUSE
- 2. NORTH BLOCKHOUSE
- 3. VISITOR CENTER
- 5. COMFORT STATION
- 601. SUNRISE LODGE
- 602. SERVICE STATION

HISTORIC BASE MAP

SUNRISE HISTORIC DISTRICT

MOUNT RAINIER NATIONAL PARK

As the nation's principal conservation agency, the Department of the Interior has basic responsibilities to protect and conserve our land and water, energy and minerals, fish and wildlife, parks and recreation areas, and to ensure the wise use of all these resources. The department also has major responsibility for American Indian reservation communities and for people who live in island territories under U.S. administration.

Publication services were provided by the graphics staff of the Denver Service Center. NPS 1811

