

# *National Park, City Playground*

*Mount Rainier in the Twentieth Century*



THEODORE CATTON

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*A Samuel and Althea Stroum Book*

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## *Contents*

	Acknowledgments	vii
1	A Tale of Two Cities	3
2	The Campaign to Establish Mount Rainier National Park	15
3	The New Pleasuring Ground (1900–1915)	32
4	Steve Mather and the Rainier National Park Company (1915–1930)	60
5	Through Depression and War (1930–1945)	90
6	The Contentious Years (1945–1965)	112
7	The Search for Limits (1965–2000)	147
8	Conclusion	174
	Notes	177
	Bibliography	213
	Index	223



## *Acknowledgments*

THIS BOOK IS DEDICATED TO MY PARENTS, BILL AND Nancy Catton, whose love of Mount Rainier National Park infused my early childhood in Seattle in the 1960s. They taught my brothers and me the meaning of “Wonderland” on three full circuits of the Wonderland Trail in 1963, 1967, and 1978. And like so many Seattleites, they took visiting family and friends to the park innumerable times to drive park roads, camp in campgrounds, visit museums, and play on lingering summer snowfields at Paradise.

In 1993, while completing my graduate studies at the University of Washington, I received a two-year assignment by the National Park Service, Pacific Northwest Regional Office, to prepare an administrative history of Mount Rainier National Park. Most of the primary research for this book was conducted for that effort, which culminated in a 723-page report published in 1996. Stephanie Toothman, chief of the Cultural Resources Program, and Gretchen Luxenberg, regional historian, both encouraged me to think beyond the administrative history to an eventual book that would commemorate the park’s centennial in 1999. Seven years past deadline, Stephanie and Gretchen, here it is. In addition to all the guidance and review of drafts on the history that I received from Stephanie and Gretchen, I also enjoyed the support of



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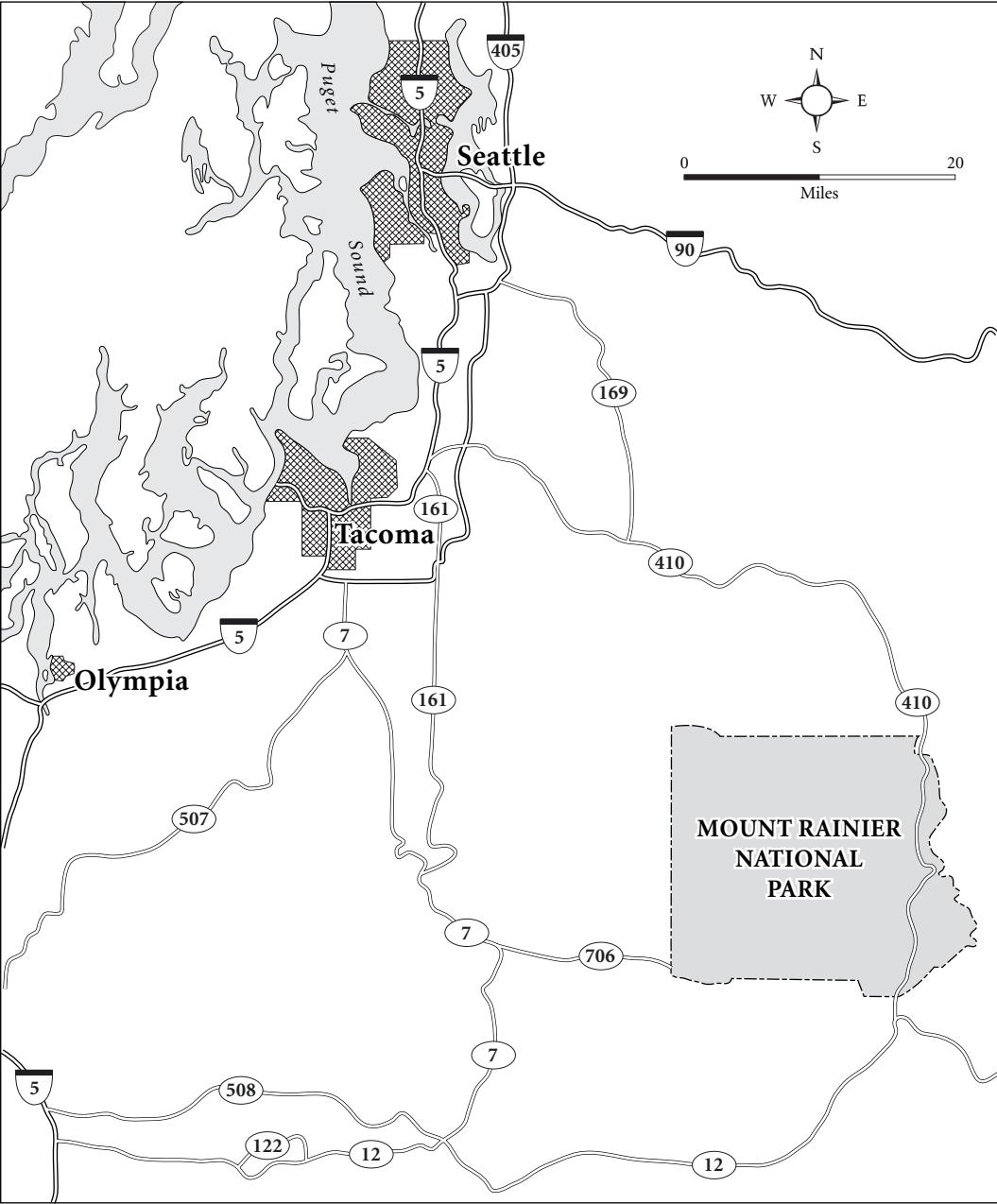
with me about Mount Rainier's place in the identity of the Pacific Northwest.

I am indebted to my partner, Diane Krahe, and my sons, Wally, Ben, and Eli, for their indulgence during the many hours I was away at the computer or the library. My sons accompanied me to Rainier numerous times over the years, so they understand the fascination. Diane, who shares my interest in wilderness history and has her own research project involving Mount Adams, understands too. It was on a hike in our nearby Rattlesnake wilderness area that Diane supplied me with the book's title. She went over every page of the manuscript with a sharp eye and a gentle pen.

While I worked intermittently on my Mount Rainier manuscript, Mom wrote and published her own book on Mount Rainier, *Ups and Downs Around Rainier*, a fictionalized account of our family's Wonderland Trail adventures. That book further inspired this one. Mom also helped me with photo research at the Washington State Historical Society, while Dad sent me a steady trickle of Mount Rainier articles from the *Tacoma News Tribune*. Their interest in this project has surpassed anything I might have imagined when I started on it a decade ago. I am proud and grateful that they have enjoyed Mount Rainier National Park for some fifty-five years and continue to hike its many trails.



*National Park, City Playground*



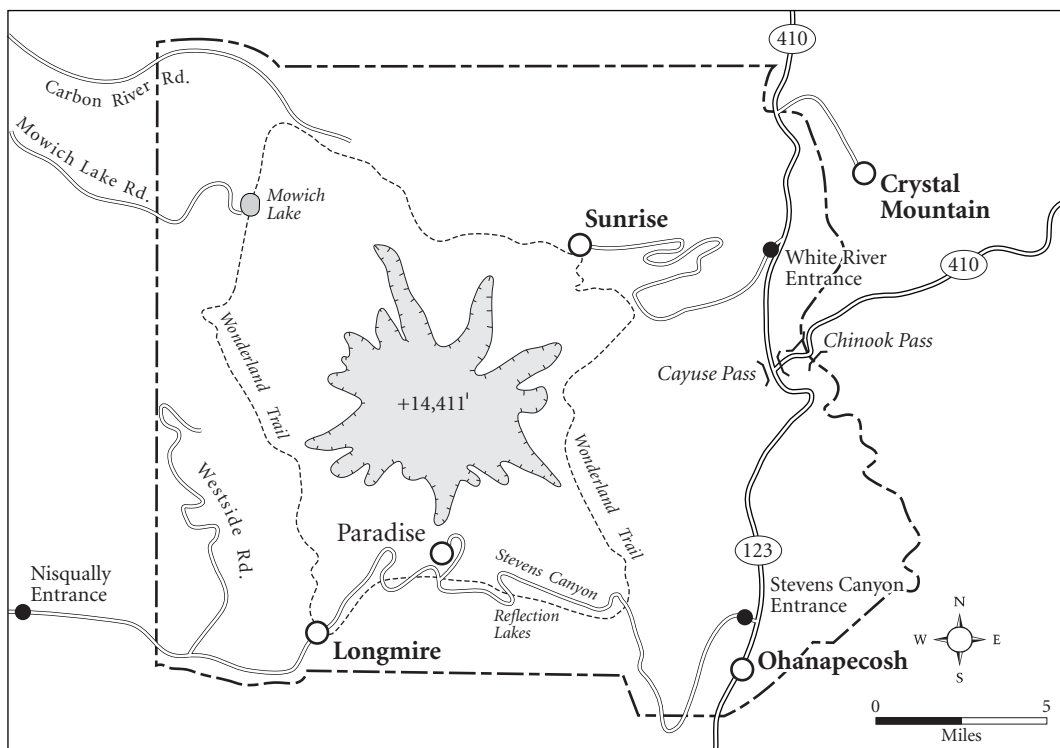
MAP 1. Western Washington: Mount Rainier National Park and major cities

## CHAPTER I

### *A Tale of Two Cities*

SINCE THE BIRTH OF THE NATIONAL PARK IDEA CITY dwellers have been the most numerous and enthusiastic supporters of national parks. In a few instances, certain American cities have formed strong bonds with nearby national parks: San Francisco with Yosemite, Denver with Rocky Mountain, Miami with Everglades National Park. But none of these examples compares to the historic relationship that the cities of Seattle and Tacoma have had with Mount Rainier. For the million people who live in the Seattle-Tacoma megalopolis, “The Mountain” is a very part of their cityscape. Floating on the skyline, it is an enticing reminder that the national park beckons at the end of their workweek.

Throughout the twentieth century, the people of Seattle and Tacoma went to the park in droves, forging a pattern of visitor use that was local, loyal, and concentrated on summer weekends. Moreover, these Seattle- and Tacoma-based park users organized themselves. They formed mountain clubs, automobile clubs, good roads associations, national park hotel companies, transportation companies, camping and recreational equipment cooperatives, downhill ski associations, and mountain guide services. Each organization brought its own agenda to park management. Insofar as the history of this national park has wider significance for our



MAP 2. Mount Rainier National Park with glacier system in center

understanding of the whole national park system, it lies in the changing activities and demands of those city dwellers who have been the park's principal users. This book tells the story of how the park was established and administered from 1899 to the present. The book's thesis is that the development of Mount Rainier National Park has revolved around competing forms of use by the people of Seattle and Tacoma. Park *use*, in this sense, embraces both recreation and exploitation. It includes the packaging, sale, and consumption of nature as an aesthetic experience.

Nature appreciation has a long history in the Puget Sound region that predates both the establishment of Mount Rainier National Park and the founding of these neighboring cities. When the British explorer Captain George Vancouver sailed into Puget Sound waters aboard *H.M.S. Discovery* in 1792, he beheld a land of "rugged mountains . . . grand, picturesque" and "innumerable pleasing landscapes." With a

navigator's eye for landmarks, he identified and named two of the Pacific Northwest's volcanoes (Mount Rainier and Mount Baker) and barely sighted a third from the masthead (Mount St. Helens). Primarily interested in the possibilities of the region for trade and settlement, Vancouver concentrated in the pages of his journal on descriptions of native inhabitants, climate, soil, and vegetation, noting that the task of scenic description must await "the pen of a skilful panegyrist." Yet Vancouver allowed himself one prescient comment on the region's natural beauty. The land required "only to be enriched by the industry of man with villages, mansions, cottages, and other buildings, to render it the most lovely country that can be imagined," he wrote, "whilst the labour of the inhabitants would be amply rewarded, in the bounties which nature seems ready to bestow on cultivation."<sup>1</sup>

Vancouver was expressing the eighteenth-century ideal of a pastoral middle landscape, a place where civilization shaded into the wild, creating a harmonious whole. In Vancouver's Age of Enlightenment, many philosophers, poets, and landscape painters were giving expression to this pastoral ideal. Their object was to find a proper balance in the world between reason and instinct, art and nature, the city and the country. Indeed, it was fashionable in Vancouver's time to measure the quality of landscapes according to the pastoral ideal. The British explorer brought these ideas with him to the Puget Sound country, or more precisely, he brought his impressions of the Puget Sound country back to Europe. The wilderness around Puget Sound, Vancouver suggested, needed only a dash of cultivation to make it "as enchantingly beautiful as the most elegantly finished pleasure grounds in Europe."<sup>2</sup> In the next century Americans would use that distinctive phrase—pleasuring grounds—to describe their national parks.

What the first settlers of the Puget Sound region thought about Mount Rainier, the Cascade Range, and the Olympic Mountains is something of an enigma. Vancouver looked into the future from his vantage point in 1792 and assumed that European settlement would not only garnish the landscape, but that the settlers themselves would find happiness in the natural beauty of their surroundings. Historians, for their part, have taken a different view of scenic appreciation on the American frontier. They have assumed that settlers were usually among the



last people to appreciate scenery. Settlers were too busy felling trees, building homes, breaking sod, and diverting streams to admire the landscape for its aesthetics. The “frontier mind” had a natural disliking for wilderness because it posed real physical dangers and hardships. Insofar as frontiersmen boasted about the local scenic attractions, they were huckstering scenery to attract eastern tourists.<sup>3</sup> In the case of the American settlers who arrived on the shores of Puget Sound in the mid-nineteenth century, it is impossible to say with certainty who was closer to the mark, Vancouver or the historians. If the settlers found psychic value in owning that distant mountain backdrop for their daily toils, they seldom recorded the fact.

The coming of the railroads probably did more than anything to enliven local interest and awaken civic pride in Mount Rainier. In the first place, the transcontinental railroads spurred an intense competition between Seattle and Tacoma as each city sought to become a railroad terminal. Further, the coming of the railroads began a period of economic boom in Washington’s history. Beginning with the completion of the Northern Pacific Railroad from the Midwest to Tacoma in 1883, the period was punctuated by the completion of three more transcontinental lines over the next two and a half decades. A branch of the Union Pacific Railroad known as the Oregon Short Line was built to Portland in the mid-1880s. The Great Northern Railroad, terminating in Everett, drove its golden spike at Stevens Pass in 1893. Finally, the Chicago, Milwaukee, and St. Paul (known as the Milwaukee Road) completed the nation’s only electrified line from the Midwest to Seattle in 1909.<sup>4</sup> Later these four transcontinental railroad companies—Northern Pacific, Union Pacific, Great Northern, and Milwaukee Road—would figure prominently as potential financiers in the development of Mount Rainier National Park. In the meantime, the railroads created a level of prosperity and leisure in the Puget Sound region that opened many more people’s minds to the possibility of experiencing a trip to Mount Rainier.

During the railroad era, residents of the Puget Sound region’s two leading cities, Seattle and Tacoma, demonstrated that they were taking pleasure in the natural beauty around them. By the 1880s, many years before the establishment of Mount Rainier National Park, citizens of Seattle and Tacoma laid claim to the mountain as a symbol of the good

life in the Pacific Northwest. The beauty of the region's inlets, forests, lakes, and mountains was a source of civic pride, and the image of Mount Rainier floating on the horizon beyond Seattle's Lake Washington or Tacoma's Commencement Bay became the most common symbol of that pride. The best evidence for this may be found in the booster literature of the period.

Boosters were the advertising professionals of their day; they were sensitive to public tastes and attitudes. Booster literature touted the region's scenery not only to lure tourists, but more important, to attract immigrants and capital to the cities. The boosters, of whom there was no shortage in Seattle and Tacoma in the late nineteenth century, were probably making an accurate assessment of contemporary cultural values when they perceived the region's scenery to be a strong selling point.

In describing Mount Rainier, boosters generally implied that the mountain had a tonic effect on the cities' residents even as they viewed it from Seattle or Tacoma. One offering by the Seattle Chamber of Commerce described the city's "magnificent" setting among mountain ranges, all of which were "dwarfed by the stupendous Mt. Rainier." Another pamphlet claimed that the scenery was "truly grand" and contributed "to the pleasure of living in this favored region." Yet another described the eminence of Mount Rainier on the city's skyline: "monarch of American mountains, eternally crowned with snow and ice, radiant in kingly robes of ermine." A souvenir edition of the *Seattle Daily Times* asserted that Puget Sound possessed greater scenic attractions than any place in the country. To drive home the connection between the Puget Sound cities and the mountain scenery, the booster literature frequently used an image of Mount Rainier for a frontispiece.<sup>5</sup>

Seattle's appropriation of the mountain's image reached a climax with the Alaska-Yukon-Pacific Exposition of 1909. The city's boosters intended to demonstrate that Seattle had emerged as one of the great cities of the nation, and the AYP fair featured exhibitions on Alaska and the Orient, underscoring Seattle's importance as a port city. Seattle invested \$10 million on the buildings and grounds near Lake Washington, on what would become the University of Washington campus, and advertisements projected an image of a sophisticated "Ivory City" in a land of Eden. As one picture book proclaimed:

On every hand stretch green lawns, shaded walks and glowing flower beds. In every nook and corner the cactus dahlias, rhododendrons and flowering shrubs of the big woods of Washington are massed in profusion. Down Rainier Vista, across the sparkling blue waters of Lake Washington, majestic Mt. Rainier raises her massive head among the clouds, and over all, the blue sky and balmy air of summer on the Puget Sound make of the Alaska-Yukon-Pacific Exposition a veritable fairyland.<sup>6</sup>

Rainier Vista formed the main axis of the fairgrounds, so that the view of Mount Rainier was framed by beautiful buildings down both sides of the promenade and the play of Geyser Fountain in the center foreground. This was the scene around which the whole complex was oriented.

While the 1890s and early 1900s marked the heyday of Seattle's identification with Mount Rainier, Tacomans had been trying to lay claim to the mountain's symbolism for much longer. Indeed, their city took the name Tacoma from the Indian word for "snow peak," which it was said the Indians applied specifically to Mount Rainier. Much of the boosters' efforts to identify their city with Mount Rainier focused on getting the name of the mountain officially changed to Mount Tacoma. Proponents of the name change complained that the mountain's namesake, Peter Rainier, a rear admiral in the British navy at the time of Vancouver's voyage, had no association with the Pacific Northwest. The effort to change the mountain's name dated from as early as 1873, though it reached fever pitch on three subsequent occasions: in 1890 and 1917, when it was twice brought before the United States Geographic Board, and in 1925, when it briefly claimed the attention of Congress. The desire of Tacomans to capitalize on this name association was, of course, the real basis for the feud over the mountain's name, even though the debate focused mainly on the authenticity of the Indian name "Tacoma" and the allegedly unpatriotic and prosaic flavor of the official name "Rainier."<sup>7</sup>

According to testimony before the United States Geographic Board in 1917, the city's founder, one Morton M. McCarver, had decided to change the name of his new town site from Commencement City to Tacoma after the Indian name "Tahoma" for Mount Rainier. McCarver, it was said, had acted on the advice of a visitor who had just read Theodore

Winthrop's *Canoe and Saddle* and was impressed by the references to "Tahoma." McCarver's whole object in founding Tacoma was to select a town site that the Northern Pacific Railroad would choose as its western terminus, and naming his town for the region's most prominent landmark was shrewd. When the Northern Pacific did choose Tacoma, it too saw the advantage of linking the mountain to the city by name association. In 1883, the company announced in its *Northwest Magazine* that the Indian name "Tacoma" would be used in all subsequent publications of the Northern Pacific Railroad. Ironically, the railroad's decision probably did more than anything else to perpetuate the use of "Mount Tacoma" even while it gave opponents their strongest evidence that the name change was a promotional scheme.<sup>8</sup>

The controversy over the mountain's name and the use of the mountain's image as a kind of icon revealed how the two Puget Sound cities were each trying to claim a proprietary interest in Mount Rainier. The two cities were in keen competition not only to become the most visible city in the Pacific Northwest, but also to gain the best railroad connections, capture the most hinterland, and even secure the best access roads to Mount Rainier. Rainier historian Arthur D. Martinson has written that "in hindsight, it seems strange, perhaps silly, that Seattle and Tacoma spent an inordinate amount of time trying to prove which one owned Mount Rainier. By the same token, beneath all the flimflam carried out in the newspapers and other publications, the controversy showed some enduring western characteristics: local pride, developmental patterns and, above all, love of landscape."<sup>9</sup> That the name of the mountain could stir such strong partisan feeling for so many years was proof of the boosters' claims that residents of Seattle and Tacoma genuinely cherished their mountain scenery.

The cities' boosters were right about the local inhabitants in another respect. Residents of Seattle and Tacoma came to view a trip to the mountain as the supreme physical challenge in the region. As late as the 1880s, a trip to the mountain was still almost an expeditionary event, but in the last decade of the nineteenth century it evolved fairly rapidly into a popular mountain-club activity.

Early climbing expeditions fostered local interest in the mountain and even contributed to the national park movement. Many of the pio-

neer climbers played important roles in the campaign to establish a national park. Among the first four men to reach the summit—Hazard Stevens and Philemon B. Van Trump in August 1870, and Samuel F. Emmons and A. D. Wilson in October 1870—two of them, Van Trump and Emmons, actively supported the national park campaign in the 1890s. Other pioneer climbers who worked on behalf of Mount Rainier's preservation included George B. Bayley, who reached the summit with Van Trump and James Longmire in 1883; John Muir and Edward S. Ingraham, who climbed the mountain in 1888; Ernest C. Smith, Fay Fuller, and Eliza R. Scidmore, who publicized their climbs in the early 1890s with writings, lectures, and lantern slide presentations; and Israel C. Russell and Bailey Willis, members of a geological party, who in 1896 were the first to scale one side of the mountain and descend another.<sup>10</sup>

Mount Rainier climbers formed the Washington Alpine Club in 1891, and its long-lived offspring, The Mountaineers, a few years later. Seattle and Tacoma newspapers followed the climbers' exploits with avid interest. The return of a mountain climbing party was cause for much excitement, as when Ingraham's party of thirteen men and women paraded down the street in Tacoma in 1894, attired in alpine clothing and with alpenstocks in hand, looking "like a band of warriors."<sup>11</sup> According to a newspaper account, the Ingraham party drew a crowd of one hundred or more onlookers and, obviously courting the attention, shouted in unison to the crowd:

We are here!  
We are here!  
Right from the top  
Of Mount Rainier!

Such antics seem odd a hundred years later, but they were indicative of the unique culture of mountain appreciation forming in the Puget Sound cities. The local mountaineers would play a substantial role in the national park's founding. Some of the individuals in the Ingraham party, for example, shortly engaged in a vigorous debate in the *Tacoma Ledger* over the source and extent of vandalism in the alpine meadows on Mount

Rainier's southern flank and what ought to be done about it. These city dwellers took a proprietary interest in preserving the wilderness quality of Mount Rainier. One idea that continually emerged from such discussions was the need for a police authority at that remote location, something that could be accomplished only by making a national park.

Had the call for a national park come exclusively from this small circle of mountaineers and campers, it would not have gotten far. Others saw commercial possibilities in a national park that was accessed through Seattle or Tacoma. These supporters wanted to promote tourism at Mount Rainier to bring money and renown to their gateway cities. What was needed was a good road to the mountain, and by making a national park, they expected to secure federal support for such a road construction effort. One of the first individuals to promote this idea was local pioneer and guide James Longmire.

Seeing the future in tourism, Longmire found an attractive site by a mineral springs on the southwest side of the mountain on which to develop a resort. In 1884, with the help of some Indian laborers, Longmire cleared a wagon road from Succotash Valley (present-day Ashford, southwest of the mountain and outside of the park) thirteen miles to the springs (present-day Longmire, in the park), where he built a rough cabin. In 1887, he filed a mineral claim of twenty acres, and the following year his son Elcaine built a second cabin outside the mineral claim. By 1889, the Longmire family had constructed two bathhouses and some guest cabins and were advertising their health spa in Tacoma newspapers, and by next season they were operating a rustic two-story hotel.<sup>12</sup>

The entrepreneurial Longmire looked to the cities not only for business but for help in developing Mount Rainier's tourist potential. In 1891, he addressed a joint meeting of the Washington Alpine Club and the Tacoma Academy of Science, proposing the construction of a road from Kernahan's ranch (present-day Ashford) to a meadow named Paradise (at timberline on the south side of the mountain) "so that a buggy might get up there." Tacomans were interested. As one member of the Tacoma Chamber of Commerce remarked to the Board of County Commissioners, "We want to be known the world over as a park city . . . why

should we not profit by this—one of our great natural resources?”<sup>13</sup> Although Tacoma businessmen declined to invest in the road, they nevertheless shared Longmire’s ideas about the commercial possibilities of nature appreciation.

Tacoma engineer Fred G. Plummer also looked to the city of Tacoma for leadership in getting a road constructed, although he expected the local governments to leverage funds from the state and federal governments. In 1892, Plummer told city leaders that a “good road suitable for carriages” could be built to Paradise for \$15,000. Moreover, if the state and federal governments each contributed about \$30,000 annually for road development, “a stream of tourist travel could be directed to the mountain inside of three months after work had been begun.” Justification for the state and federal funds would be found, of course, in making Mount Rainier a national park.<sup>14</sup>

After Congress passed the Forest Reserve Act of March 3, 1891, national park advocates sought to get a forest reserve established around the base of Mount Rainier. A forest reserve did not have the force of a national park—it could be created or abolished by the will of the president rather than by an act of Congress—yet it could be similar in purpose. A forest reserve was not, as was later often assumed, intended merely for the protection of timber and watersheds. President Benjamin Harrison invoked the Forest Reserve Act to protect forest lands adjoining Yellowstone National Park. Secretary of the Interior John Noble advised the president that reserves could embrace areas of “great interest to our people because of their natural beauty, or remarkable features,” and he held further that reserves would protect wildlife and fish “and become resorts for the people seeking instruction and recreation.”<sup>15</sup>

In the Seattle office of the U.S. General Land Office, Special Agent Cyrus A. Mosier received instructions to investigate the timber lands surrounding Mount Rainier, canvass the citizens of the region on their attitude toward proclamation of a forest reserve, and report his findings to Washington, D.C. In the course of several trips on horseback to the mountain, Mosier grew ardent about the proposed forest reserve. He bought a “photographic outfit” at his own expense and compiled more than two hundred photographs. His reports to the commissioner of the General Land Office brimmed with flowery description, and in them

he framed his own impassioned arguments about what the forest reserve would achieve—and prevent.

To strip the base of this mountain of the timber, to denude it, to allow the fires to run over the surface and through the undergrowth as will surely “happen” if these lands are entered upon for the timber, will be to tear the frame from this grand painting against the sky and to commit a greater act of vandalism than has ever been committed upon the works of nature on this continent. To preserve this piece of nature unsullied, to keep this forest with its rocks and rills, its shrubs and plants and mosses as they are, making it the home of plants and animals peculiar to the cascades on the western slope in connection with the great mountain peak the flora of whose sides represents the trees and plants of nearly all zones and climes, is to provide a *great public park*, soon to be easily accessible to not only the people who have made their homes permanently upon the sound, but to the people of the whole country.<sup>16</sup>

Mosier proposed the forest reserve to civic organizations in Seattle, Tacoma, Kirkland, Yakima, and other communities in the region. The Seattle Chamber of Commerce attested that the reserve “would meet with the hearty approval of the majority of the people of this State.” The Tacoma Commercial Club averred that their city was “particularly interested, being the nearest city to the mountain and the only point from which the mountain is accessible.” However, it protested against the use of “Rainier” in the official designation, suggesting “Paradise Park” or “Northwest Park” or “Cascade Park” instead. Secretary of the Interior Noble offered the neutral appellation “Pacific Forest Reserve.”<sup>17</sup> President Harrison proclaimed the Pacific Forest Reserve on March 3, 1893. Proponents of a national park hailed this proclamation as an important first step toward their ultimate goal.<sup>18</sup>

By the early 1890s, the people of Seattle and Tacoma had formed a consensus about the desirability of making a national park around Mount Rainier. While the two cities would continue to compete for the most direct access roads to the mountain, they generally worked together for the national park designation. This consensus was built on two interest groups: the mountaineers who wanted to protect and enhance their



Mount Rainier experiences, and the businessmen who wanted to profit from tourism. In this consensus view, the national park designation would bring federal administration, and the federal role would entail two desirable and reinforcing elements: protection of resources and improved public access. It remained for these park proponents to take their message to Congress and across the nation, to find their footing in a national park campaign.<sup>19</sup>

## *The Campaign to Establish Mount Rainier National Park*

THE CAMPAIGN TO ESTABLISH A NATIONAL PARK AROUND Mount Rainier was a collaborative effort by Seattle and Tacoma groups and a handful of national organizations. No single figure stands out as its leader, nor did any single organization coordinate it. More than a dozen scientists, many of whom had climbed the mountain, formed one component of the campaign. They were scattered across the nation, knew one another professionally, and used the opportunity of professional meetings to form committees and prepare memorials to Congress setting forth arguments for the national park. Meanwhile, a few dozen mountaineers, most of whom resided in the Puget Sound area, constituted another component. Their infectious enthusiasm for the mountain, which they communicated in public talks and letters to local newspapers, helped to persuade Washington's congressional delegation that the national park was a popular cause. Three young mountaineering organizations, the Sierra Club, the Appalachian Mountain Club, and the Washington Alpine Club, added their support. Finally, the Northern Pacific Railway had an important and surreptitious effect on park legislation in the late 1890s.

Bailey Willis, a geologist and mining engineer with the U.S. Geological Survey (USGS), may be credited with initiating the national cam-

paign in 1893. More than a decade earlier, in 1880, Willis had prospected for coal deposits for the Northern Pacific Railway near the northwest flank of Mount Rainier. He had cut a trail from the dense cedar forest on the upper Carbon River up to the gorgeous flower meadows known today as Spray Park, above which looms Rainier's immense, cavitated north face, now known as Willis Wall in his memory. He returned to the mountain whenever the opportunity presented itself. In 1893, at the annual meeting of the Geological Society of America, Willis proposed to his fellow geologists that they initiate an effort to have the area preserved in a national park. The society formed a committee and appointed Willis chairman.<sup>1</sup>

The campaign quickly gained support from many quarters. At a summer meeting, the American Association for the Advancement of Science (AAAS) formed a similar committee. Two months later, the National Geographic Society, meeting in Washington, D.C., appointed a committee on the Mount Rainier National Park proposal, and over the winter of 1893–94 both the Sierra Club and the Appalachian Mountain Club, meeting in San Francisco and Boston respectively, formed similar committees. These five committees combined their efforts in preparing a detailed memorial to Congress setting forth arguments for the national park.<sup>2</sup>

A striking feature of this movement was the strong showing of scientists, particularly geologists. The Geological Society of America committee consisted of three esteemed USGS geologists: Samuel F. Emmons, Bailey Willis, and Dr. David T. Day. Emmons, a protégé of the first director of the Geological Survey, Clarence King, had climbed Rainier in 1870 at the conclusion of the USGS Geological Exploration of the Fortieth Parallel and had written a report on the volcanoes of the Pacific Coast. Willis knew the northwest side of Mount Rainier as well as any man, and he would soon make the first reconnaissance of Mount Rainier's glacier system with Israel C. Russell and George Otis Smith in 1896. The American Association for the Advancement of Science, meanwhile, included two geologists on its committee: Russell, who had recently left the USGS to take a professorship at the University of Michigan, and Major John Wesley Powell, the Geological Survey's current director. USGS support of the national park proposal was crucial, for it gave cred-