

North Cascades Highway

Dedication Issue

A TRIBUTE

The struggle to build the North Cascades Highway has encompassed the better part of a century and the best efforts of countless men. Many of these individuals have passed into antiquity leaving little behind them to show that they had a part in the formidable task which has now been completed. Some of them realized as they toiled the part which they were playing in the vast scope of history, and so recorded their passing in journals, reports, and pictures which they carefully preserved throughout their lifetime.

It must have seemed at times that the highway would never be completed, and the call for facts about the making of the highway never forthcoming. They must have despaired as time slipped past and the progress of the highway slowed or stopped altogether because of events which seemed to have little bearing on the area through which the highway was being built. Because the job took too long, many of the men involved on the highway had to charge their heirs with the task of preserving the mementos until a call for the information was issued.

Finally it was completed, however, and at last the call for the materials to document the struggles of men to build a highway through one of Nature's wildest playgrounds went out. Many of the firsthand accounts once available were forever lost. Fortunately, the official reports required on any undertaking financed by public funds were still available as were some photograph albums and personal journals which had been kept and passed on through the years. And, of course, there were still some firsthand accounts from men who still worked for the department or had recently retired.

The following pages illustrate what has been left in the wake of man's effort to build the highway through the North Cascades. It is a tribute to all the men who were involved whether they simply walked along the footpath through the North Cascades until it became a well-worn, easily defined trail for horses, or actually worked to enlarge the horse trail into first a wagon road and then the modern highway it is today.

All of them could not be mentioned by name as these pages were compiled because there is no one who remembers each of them. Those who could be reached have been contacted and they have generously contributed their personal mementos for this dedication issue to the North Cascades Highway.

STATE OF WASHINGTON
FINAL REPORT
OF THE
**Board of State Road
Commissioners**
OF THE
STATE OF WASHINGTON

Appointed under the Act of the
Legislature approved March 22, 1895

1896

To His Excellency, John H. McGraw, Governor of
the State of Washington:

Sir—The Board of State Road Commissioners appointed by your Excellency under an act of the legislature known as chapter 16s, Session Laws of 1895, in accordance with instructions laid down therein, hereby submits its final report.

The board, immediately after commissions were issued, met at Fairhaven, June 28, 1895, and organized by electing Mr. E. M. Wilson president and Mr. R. O. Welts secretary, it being decided that no regular clerical help would be employed.

The legislature of 1895 made an appropriation of thirty thousand dollars and provided for its expenditure on three separate divisions as follows:

Upon that part of the route in the western part of Skagit county, from the Whatcom county line to the town of Blanchard, along the shore of Puget Sound, four thousand dollars.

Upon that division between Marble Mount, Skagit county, and the confluence of the Twitsp and Methow rivers, Okanogan county, twenty thousand dollars.

Upon that part east of the Methow river and across the Colville Indian Reservation, six thousand dollars.

But the legislature, having been unable to order the construction of the state road over any definite route across the Cascade mountains (or between Marble Mount and the mouth of the Twitsp river) owing to the contradictory character of the information at hand regarding the different routes, made it a part of the duty of this board to thoroughly examine the same, the expense thereof to come out of the twenty thousand dollars appropriated for the construction of that division.

The board's authority for this examination reads as follows: "That the commission shall, as soon as practicable, and with the utmost diligence and economy, examine the route up the Cascade river and over Skagit pass; the route via North Fork of Thunder creek and the route via Slate creek, and after a careful examination of said routes, shall select the most feasible route and shall proceed to lay out, establish and determine the width and location of said road, and shall superintend the opening and construction thereof, and may employ a competent surveyor and other assistance when necessary, and purchase such materials and supplies as may be necessary to carry out the full intent of this act."

Regarding the work east of the Methow and on the Colville Indian Reservation, for which six thousand



The entire complement of the 1933 Cascade Pass survey crew paused for a picture at the Fireweed Camp on a Sunday afternoon.

dollars had been provided, the board learned that the former state road commission had made a definite location from Marcus to the Okanogan river, but had in some way failed to secure a right of way from the interior department. This matter was therefore taken up at the first meeting.

Examination of Route

Pending, therefore, the perfection of arrangements for the Blanchard road and the securing of right of way from the government over the Indian Reservation, the board, on July 22d, 1895, began the examination of the routes named over the Cascade mountains. The board had expected to secure the horses purchased by the former state road commission, which had been left with ex-superintendent George Y. Bowerman who had been paid for keeping them over the winter, but learned from the agent sent after them that Bowerman had taken the horses, saddles and part of the outfit with him to British Columbia instead of leaving them at Winthrop as agreed. This necessitated the purchase of horses and pack outfit at Marble Mount.

The board examined Slate creek route first and found a slow, hard trail, replete with rock canyons and high side hill work, while the grades on the old prospectors' trail were so heavy and numerous that, for the greater part of the way they would be of no use in constructing a road. The way ran up the Skagit river to Ruby creek, up Ruby to Canyon creek, up Canyon to Slate creek, and Slate and the North Fork of Slate creek to the pass; thence down Trout creek a short distance, thence over a low divide to Rattlesnake creek and down Rattlesnake to the Methow river, and on down the Methow to the Twitsp river.

The first mountain encountered was above Marble Mount seventeen miles at a point where the Skagit rapids began, the trail running along the north, or left-hand, side of the Skagit.

Two miles above we came upon the famous "Goat trail" along a rocky, precipitous canyon and one hundred feet above the Skagit. A new trail had been blasted out just before the arrival of the commission, thus doing away with ladders and enabling horses to get through for the first time.

Photograph No. 2 (in original) shows the approach to Devil's corner, while a little farther on, hollowed out of the mountain side, a sheer one hundred feet above the water, is the famous Devil's corner.

The next scene (in original) was taken below and in front of the trail and shows driftwood twenty-five feet above the river, with high water mark at thirty feet.

Goat trail is truly picturesque and shows the energy displayed by the active interests of the Slate creek mining district in opening a way of ingress and egress. There is considerable of this half-tunnel trail, which is built in the most available places without regard to grades and the roof just high enough for pack horses to pass under safely.

A short distance beyond this tunnel work was a stretch of immense detached rocks through and over



Charles I. Signer, leader of the 1921 Cascade Pass survey team paused in Slate Creek Pass for a picture. It is one of the few pictures remaining which officially documents his survey trip.

which the road must be built, and while this was the most difficult part of the route and one which made a lasting impression upon the viewers, it was not the only difficult part of the route, which for the greater part of the way to the pass is steep, side hill, with numerous rock points to go through to keep proper grades, notable among which is Sour Dough mountain and the route along Canyon creek.

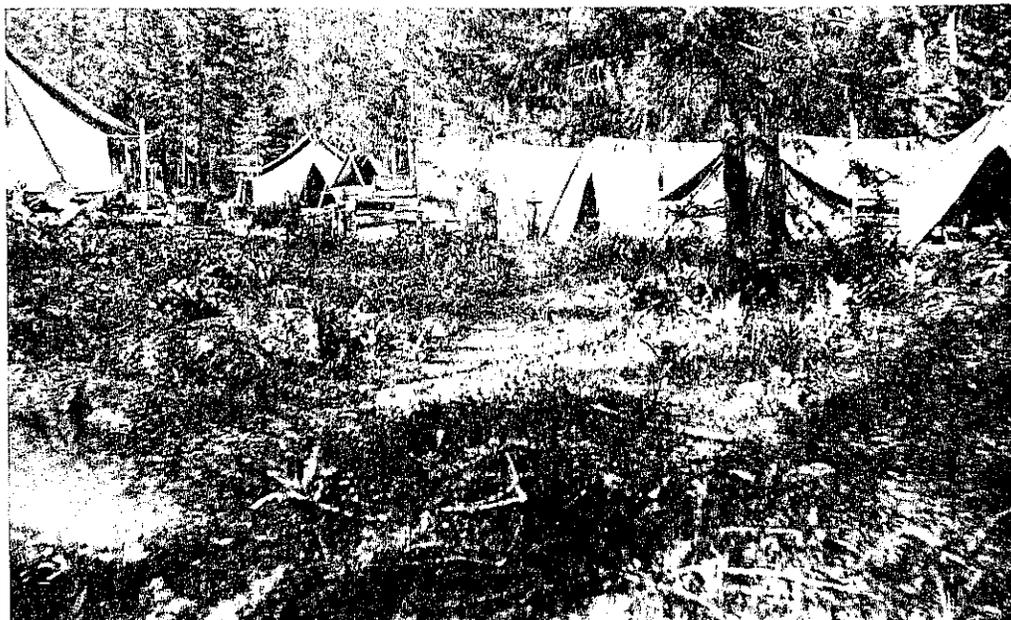
After leaving Sour Dough mountain the route would descend to the Skagit river again. About one and one-half miles below the mouth of Ruby creek, after crossing the "rip-rap," is another steep mountain side, up which the trail runs to an elevation of about five hundred feet.

While still high above the Skagit a first view of Ruby creek valley is had, the left-hand side of the picture (in original) shows the route for the proposed road.

Slate creek had many attractive features and that district is in great need of good roads, as the mineral ledges there are undoubtedly extensive and it will some day be a great gold-producing camp.

Thunder Creek Route

After crossing Slate pass the next route examined



The Early Winters Camp of the 1933 Cascade Survey team used a tent city which was sustained by pack trains which were brought in from Winthrop.

was Thunder creek, and following this, Rainy and Cascade passes.

The work was necessarily laborious and slow, as the commission had to take elevations, estimates of rock and earth work, and examine carefully all points of obstruction, as well as in many places to cut out a trail to get the pack animals through.

The Thunder creek route follows the line of the Skagit through the Goat trail country, and presented, therefore, much the same obstacles.

Going east, just before the pass is reached, is a wall almost vertical for about one thousand feet, over which even a foot trail has never been built. Then we reach the Thunder creek pass. Then followed the examination of Rainy pass which, in itself, is a model, with lower altitude and easier grades than any other pass examined; but unfortunately this route is the longest and leads over the most expensive part of the Slate creek route.

The Skagit Pass

The board found the route up the Twitsp river, over Twitsp pass, down Bridge creek, up the Stehekin river, over Cascade (or Skagit) pass and down the Cascade river the shortest and the most feasible and practicable.

The work of examination was concluded September 11, 1895, and for a more detailed report thereof reference is made to the report of the commission acting as viewers on file with the state auditor.

Construction Work

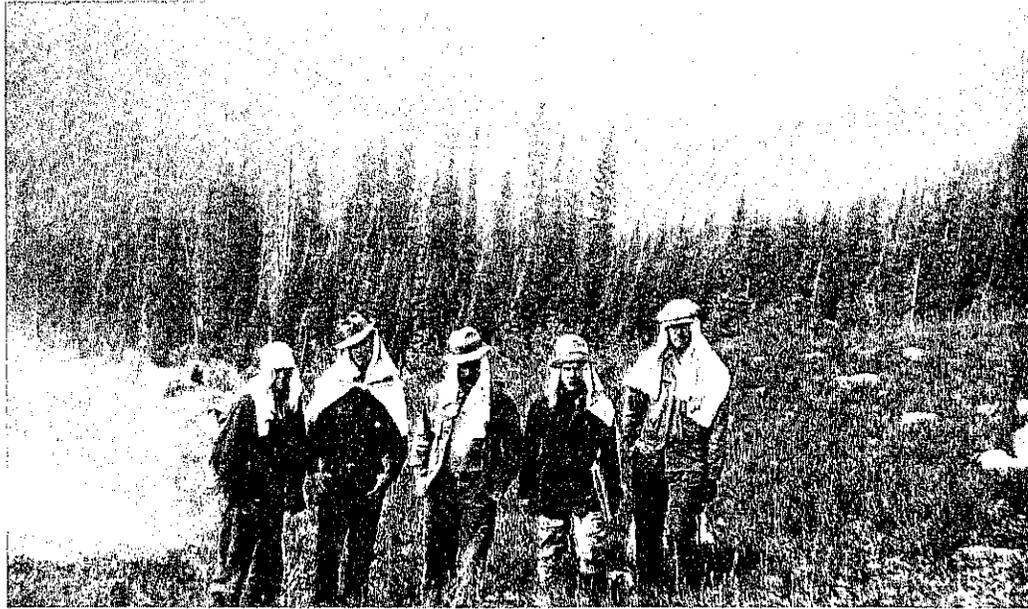
After the compilation of all the data and the necessary preliminaries the commission selected the route up Cascade river, down the Stehekin, up Bridge creek and down the Twitsp as the most feasible and practicable route, and established the width of the road at forty

feet. Work was commenced as soon as the weather permitted, in the spring of 1896.

The work on the mountain division was done by day labor under the supervision of the board. The board decided to pay labor at the rate of \$2 to \$2.25 per day, foremen receiving from \$2.50 to \$3 per day; to maintain its own boarding camps where necessary and to charge at the rate of seventy-five cents per day for board and sleeping accommodations. This was done until it was found necessary to operate five camps at one time, when a contract was entered into with Mr. M. E. Field by which he conducted the boarding houses at the two central camps on Lower Bridge creek and Stehekin, doing all of the packing and moving of these two camp outfits, as desired, free of cost to the state.

Special attention was given to making easy grades, well above high water mark, and with as little ascent and descent as the topography of the country would permit. Owing to the limited appropriation and the great distance of road to be built the board had to keep the closest scrutiny upon expenditures. For this reason the work had to be done without a survey except at the most critical parts of the route, and only four feet of the road bed could be graded where heavy excavation was necessary. But the board recognizing the necessity of the thoroughfare, made brush and timber cuts from sixteen to twenty feet in width and removed rock and stumps from the roadway; thus making practically a wagon road width except on rock barriers and steep side hills.

The maximum grades up the Twitsp for twenty-eight miles are ten per cent and a sixteen per cent grade carries the road over the summit without a switch-back. Going off Twitsp pass and down Bridge creek the grade is at a maximum of twelve per cent and



The 1933 Cascade Pass survey crew, their heads and necks shrouded against the onslaught of mosquitoes paused for a picture near Washington Pass. The vast number of mosquitoes encountered was one of the less attractive things about these early survey trips

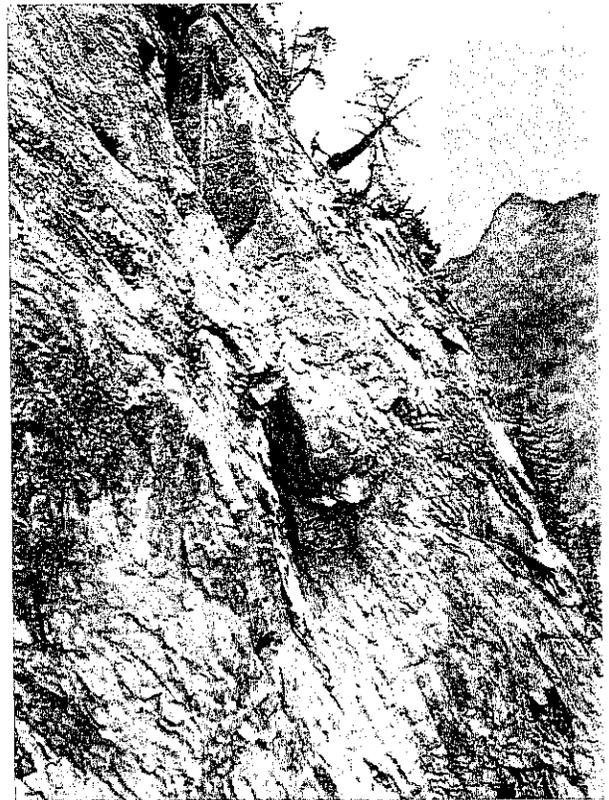
is limited to this down Bridge creek and up the Stehekin to the base of Cascade pass summit where it was increased in some places to twenty per cent. Coming down Cascade river from Gilbert Landre's cabin easy grades are again maintained.

Bridges wide enough for wagon roads were built over all streams where found necessary, or where there was no safe way of crossing, thus insuring the safety of travelers.

In order to make good wagon road grades many rock points, which jutted down to the streams, making necessary high hill climbs on the old prospectors' trails, were blasted off and a continuous line of comparatively level road was thus secured.

On this division of the state road as high as five different camps were maintained at one time in order to complete the work before the winter season set in; and this was accomplished with the exception of clearing for a short distance along Bridge creek, the workmen being driven out by a heavy fall of snow that made it impossible to remain. The old trail over this space, however, offers no serious obstructions, and only the cutting out of the heavy brush is necessary.

It was evidently the intention of the legislature of 1895 to reappropriate for the use of this board all sums remaining from the work of the former commission, but neglecting to specify the amount so remaining, failed to make a legal appropriation, thus depriving this board of about seven hundred and eighty-seven dollars.



The men who participated in the 1933 survey were as rugged as the terrain through which they traveled. Ralph Batdorf, a member of the survey party, stands in a seemingly inaccessible spot.

The Western Division

The western division of the road offered many serious obstacles for the board to overcome. It was an important piece of the work, as before its completion from Blanchard to the Whatcom county line there was not a wagon road leading from Whatcom county to any other part of the state. But it had to be constructed across the face of Chuckanut mountain; was largely of solid rock, with just enough earth to allow a dense growth of underbrush or timber, or both.

The preliminary survey of the road for the making of estimates was done by Skagit county, the engineer estimating the cost of the road at \$18,549. As the state board had but four thousand dollars at its command, it was for some time doubtful whether any headway could be made. Finally, however, Skagit county appropriated six thousand dollars, and the citizens of Fairhaven, Whatcom and Samish Flats generously contributed one thousand dollars, and this, with the state's fund, built the road, which is ten and twelve feet in width and an excellent roadway. In order to accomplish this, however, it was necessary to reduce the width and slopes somewhat from those figured on by the Engineer in making his estimate.

This work was also done by day's labor, the prevailing wages being \$1.60 and \$1.75 per day. Board was contracted for at \$4.50 per week and deducted from the gross wages of the men.

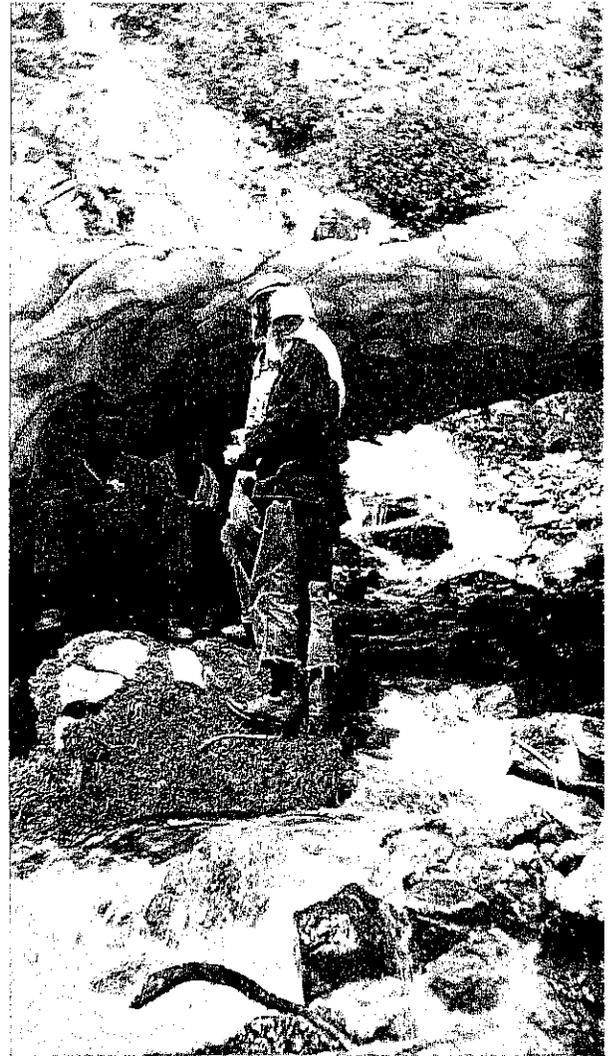
Eastern Division

The construction of the wagon road into the Colville Indian Reservation was attended with many vexatious delays. The former state road commission had failed to secure this right of way, though it built several miles of road west from Marcus, and definitely located the route across the entire reservation, though in opposition to instructions from the secretary of the interior to the Indian agent.

The last legislature evidently believed, when it passed the bill under which this board has worked, that the proclamation opening the reservation to settlement under the congressional act of 1892 would have been issued before road construction was begun, and that it could go ahead in the ordinary way, but such did not prove to be the case, and nearly the whole of the first year had passed before it was even opened to mineral locations.

This section of the road's line, therefore, not being under the control of county or state government, the right of way had to be secured from the general government.

In order to secure this right of way for the state and authority to enter upon the premises with assistance and appliances necessary for road construction, this board at its first meeting wrote to the Indian agent, Captain Bubb, requesting his aid in the matter by forwarding the petition to the interior department with his favorable recommendation. But Captain Bubb utterly ignored the matter so far as this board has knowledge, not even



Some of the crew members of the 1933 survey team paused beside the rushing water beneath an overhang of snow for lunch.

acknowledging receipt of same. Being unable to get any action through the interior department at that time, Congressman Hyde took the matter in hand and endeavored to secure an act of congress granting the right of way, but failed. Captain Bubb having resigned his commission, his successor, Major George H. Newman, was appealed to. Major Newman took the matter up at once, and, with the assistance of Mr. Hyde in Washington, the tardy consent was finally secured from the United States Government.

But a short time then remained until winter would set in, and it was resolved to put on a heavy force and push the work. State warrants having depreciated on the market, it was difficult to purchase necessary supplies at anything like market rates, while labor was alarmed by wild rumors of 20 and 25 percent discounts. In this emergency the board solicited bids, and a contract was let to Alexander Griggs to build the wagon road from Parry's Ferry on Okanogan river to a point on Granite



One of the hazards encountered by Ike Munson, District 2 Location Engineer, during his 1933 survey of the highway route was the rampaging Early Winters Creek near where their base camp was set. Jack Tyrell and Jack McCauley, two members of the 1933 Cascade Pass survey team bring in the pack string for the trip.

creek east of the Ballarat mining camp, a distance of thirty-two miles, for five thousand dollars. This road was constructed, together with one and one-half miles in addition, thus making a first-class wagon road up a rich valley and over the Bonaparte divide to the headwaters of the San Puel river, tapping the Bonaparte, Toroda creek and Ballarat mining districts. By the construction of about eight miles additional there will be a

first-class road to Eureka camp and Curlew lake, where it will connect with the existing wagon road down the Curlew river to Kettle river, Grand Forks and that system of British Columbia roads leading to Greenwood, Anaconda, Rossland, and also to Marcus by passing a short distance through British Columbia territory and following a circuitous route.

From Curlew lake the location of the state road



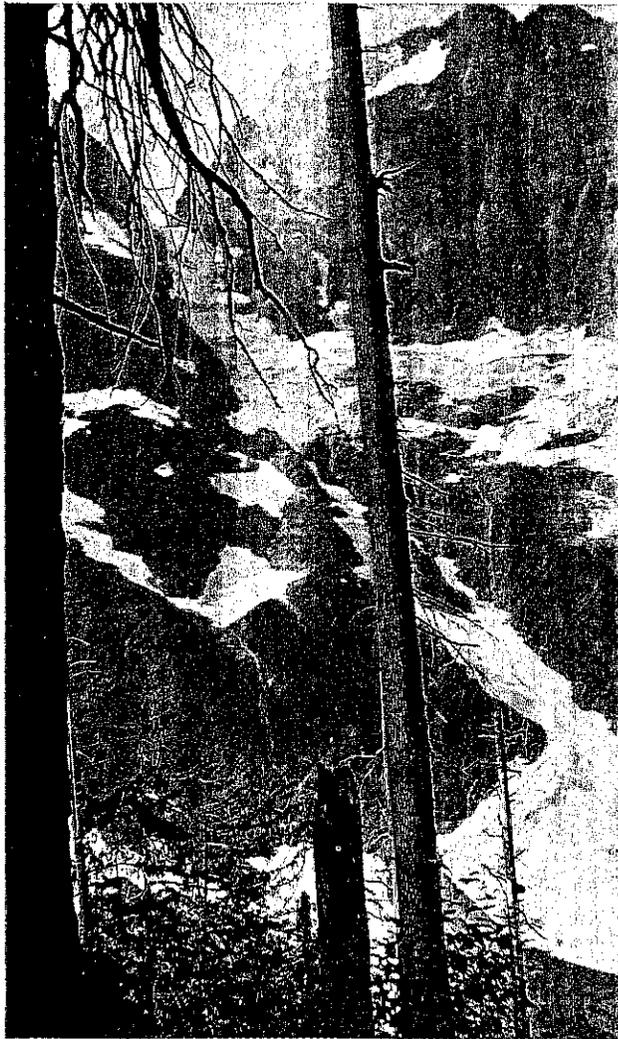
One of the members of the 1921 Cascade Pass survey crew led by Charles I. Signer paused for a moment high above Boston Glacier for a picture. The identity of the intrepid surveyor has been lost.

(now a trail) runs eastward to Marcus, that line having been located by our predecessors who built twelve miles of wagon road leaving about twenty-five miles yet to be constructed.

Advantages of the State Road

The proposition of a state road and the policy of the state in making such improvements as that on which this commission has been at work, is one that has been publicly discussed in the past favorably and unfavorably. The board of state road commissioners desires, therefore, to express its opinion of this class of public improvements, believing as it does that in no public work has the state's funds been so well invested.

When the board began operations there was no wagon road leading out of Whatcom county into any other portion of the state. This was due to the fact that if a road was built it must be done by Skagit county, and as this expenditure would be more beneficial to



The view of the mountains 2 miles west of Cascade Pass in 1921 was much the same as it is today, a forbidding area mastered by avalanches of snow.

Whatcom than Skagit taxpayers, it was next to impossible to get Skagit to appropriate the necessary funds. Whatcom county had done its share of the work, having built wagon roads to the Skagit line, where the improvement necessarily had to stop. While the estimate of the engineer placed the cost of this road at \$18,549.80, owing to the rocky and precipitous region to be crossed, by making some slight changes the work was completed at a cost of about \$11,000, of which the state paid but \$4,000. This gives the people of the state an opportunity to travel by vehicle from its northern to its southern limit, and enables Whatcom and adjacent counties to exchange and market their products without shipment by rail or steamboat.

Regarding the central division, or the eighty-mile section lying between the Skagit river, at Marble Mount, on the west, and the Methow river, at Twitsp, on the east, no one not familiar with that section can have the faintest idea of its importance as a highway, or of the part it will play in developing mining regions wonderfully rich but now remote, unfortunately, and furnishing a cheap method for transportation of the cattle of the Okanogan country to the desirable market on tide water. Taking the cattle industry for instance, the old method has been to drive down the Okanogan river to the Columbia and thence down the Columbia river to the railway at Wenatchee, where shipment had to be made to tide water. The latter part of this route is over an unimproved, rocky, dangerous and necessarily slow trail. By using the new state road the same distance that is required to take cattle to the railroad would cross the Cascade mountains and have them in the Skagit valley at Marble Mount. From here there are good roads to tide water, a direct distance of fifty miles.

Considered from a mining standpoint no greater work could have been done anywhere. At the summit of the Cascades, where the road crosses, there are vast deposits of gold, silver and lead ores which must of necessity have good roads before any considerable amount of development can be made. There are excellent gold and copper regions on Bridge creek and at the head of the Twitsp river. The opening up of these great mineral fields is one of the greatest works the state could aid, for from no other one source can a greater degree of prosperity be dispensed among the people of the state.

The work already done on this division has made it a popular thoroughfare, as it has removed from travel the fatigue and delay of heavy grades as well as the danger from bad trails, and enables an animal to accomplish easily in a day a distance of over thirty miles; whereas, heretofore, only from twelve to fifteen miles could be traveled. One instance of this we cite wherein Mr. George Rouse, a well-known miner, left the mouth of the Twitsp on horseback in the morning and the next day before noon reached his camp above Cascade pass, a distance of about fifty-three miles. The time frequently made between Cascade pass and Marble Mount, after the road was constructed, was six hours; whereas, prior to construction, it required nearly two days.

On the wagon road into the northern part of the Colville Indian Reservation—that portion already open to mineral locations and soon to be thrown open to settlement—the benefits to the state are manifold. This is apparent when it is explained that the route runs across the middle of the reservation through what promises to be its finest agricultural and grazing lands, as well as tapping or being contiguous to all of the best mineral districts—a main artery, as it were—making accessible all of those wonderful fields of wealth which are being so generally sought after and on which a considerable amount of development work is now being done. This road is adapted to heavy freighting and will not only encourage settlers to take up homes, but advance mining development by making it possible to haul in heavy mining machinery at a reasonable cost.

Taken as a whole the state road will be of great advantage not only to the cattle, farming and mining industries, but it will be of great value also to the state at large as a continuous highway for the movement of troops in case of necessity and particularly in the protection of the northern frontier.

The appropriation has been expended on the different divisions as apportioned by the act of the legislature, each division being assessed its percentage for the general expenses of the commission.

This board believes that it would have been wise on the part of the former legislatures to have provided an outlet from the state road leading into the middle and southern part of the state so it would be more available to the Big Bend country, the Palouse country, etc. Such a connection could be made easily and cheaply from the head of Lake Chelan, to which access is had from all parts of the Inland Empire. The distance from the head of Lake Chelan to Bridge creek, where the connection would be made, is fourteen miles, and it is the belief of this board that a wagon road could be made over this distance for three thousand dollars.

The board desires to express to the various state officials at Olympia, and also U.S. Surveyor General Watson, its thanks for uniform courtesies extended; and in particular to the state auditor for his prompt attention in the matter of issuing warrants on the vouchers certified by this commission, a single day seldom intervening between the receipt by him of the vouchers of expense from this board and the issuance of the warrants.

Recommendations

The retiring board of state road commissioners, believing that the state road should be carried on to final completion on all its branches, begs leave to recommend that appropriations be made by the legislature as follows:

For the widening into a wagon road of that part of the present four-foot road from a point seven miles above Marble Mount to Gilbert Landre's cabin, to make said road available for heavy wagon traffic	\$ 4,000.00
For improvement of the trail between Landre's cabin and Pershall's cabin	1,000.00
For the widening into a wagon road of the present four-foot road from Pershall's cabin, near Cascade pass, to the mouth of Bridge creek, including the construction of a bridge at the latter point	2,200.00
For the construction of a wagon road from the mouth of Bridge creek to the head of Lake Chelan	3,000.00
For the improvement of the trail from the mouth of Bridge creek to Twitsp pass	1,000.00
For the widening into a wagon road of the present four-foot roadway from the mining camp of Gilbert to the mouth of the Twitsp, including a bridge across Twitsp river near the latter point	2,500.00
For extending the wagon road on the Colville Indian Reservation from Crow's Nest, its present terminus on Granite creek, to Eureka Camp	1,200.00
For the construction of a wagon road from Curlew lake on the Colville Reservation, to the present terminus of the wagon road on Sherwood (or Deadman) creek	7,000.00
Total appropriation recommended	\$21,900.00

Respectfully submitted, December 17, 1896.

E. M. Wilson, President,
R. O. Welts, Secretary,
J. Howard Watson,
State Road Commissioners.

A PERSONAL RECOLLECTION

By Richard Carroll
District Four Engineer, Vancouver

My first exposure to the North Cascades Highway was back in the winter of 1946-47 when I was working a job between Winthrop and Mazama and met a crew from the Seattle District who were working on the North Cascades Highway. To the best of my knowledge, nothing developed and District 2, where I was assigned at that time, did not engage in any work beyond Mazama. During that time period, the road from Mazama to Harts Pass was on the highway system, but either the 1947 session or the 1949 session of the legislature made some changes and the Mazama-Harts Pass road and the Stehekin-Horseshoe Basin road above Lake Chelan were taken off of the system.

The first time that I actually reviewed anything in the field was during 1957 when Ike Munson and I made an extended trip into the Bridge Creek-Rainy Pass area to review the field work being done by Fred Walters, Project Engineer. Fred Walters and his assistant, Walt Theiss, spent the most part of the summer of 1957 doing survey work on the various mountain passes that connected eastern and western Washington since at that time the route of the North Cascades Highway had not been determined. Some of the passes that we looked into were a carryover from the 1930 survey by both Highway Department and Bureau of Public Roads, Twisp Pass, Cascade Pass, Copper Pass were all explored as possible crossing routes as well as a route up the west shore of the Methow, crossing through Maybe Pass down into Granite Creek. There must have been at least a dozen other possible routes explored, including crossings by way of Cutthroat Creek, over Cutthroat Pass, Pine Creek, Granite Pass, Methow Pass and the route over Harts Pass down through Barren and Chancellor and out Canyon Creek to the Granite guard station at the junction of Greenhead Creek and Ruby Creek.

Fred Walters, Walt Theiss and the packer, who was a young fellow by the name of Bill Stokes who may still work for us, explored passes to the west of Granite Creek in the Thunderarm area.

One of the major logistics problems of that time was not only having provisions for the recon crew, but finding areas that would provide sufficient horse feed. Most of the actual work was done using an aneroid barometer and attempting to determine pass elevations and consideration was given to possible tunnel construction as well as winter snow slide exposure. One of the ever-present conditions to maintain survey work was the care and feeding of the livestock and the excitement that was always available during seasons of hornets and yellow jackets. Fortunately hornets and yellow jackets are cyclic and we would have a few years without any

problems, but on occasion there would be a hornet's nest or bee's nest about every quarter mile on the trail.

The highway boosters group supporting the North Cross State Highway as it was known then organized several trips and many interested people accompanied the boosters group and members of the Highway Commission on several trips through the area.

After the route had been determined by way of Early Winters Creek, Washington Pass, Rainy Creek and Granite Creek, we assigned survey crews to begin the actual location. Crews were working on the lower end of Early Winters Creek at the same time we had people assigned to the Diablo Dam area doing location-design work on the west side. The early location work for the bridge across the Skagit River was done by Fred Walters and the photogrammetric work covering the area along the east side of the lake from the vicinity of the Skagit River crossing, across Thunderarm and around Ross Dam was under the supervision of Don Horey who is now Operations Engineer for King County and could provide information on the work that his crews handled. They stayed in some cabins at Bradley's Resort and maintained their own kitchen and cook facilities, utilizing Archie Fredrickson as chief cook during the summer months when his normal assignment on the Stevens Pass snow camp was not operating.

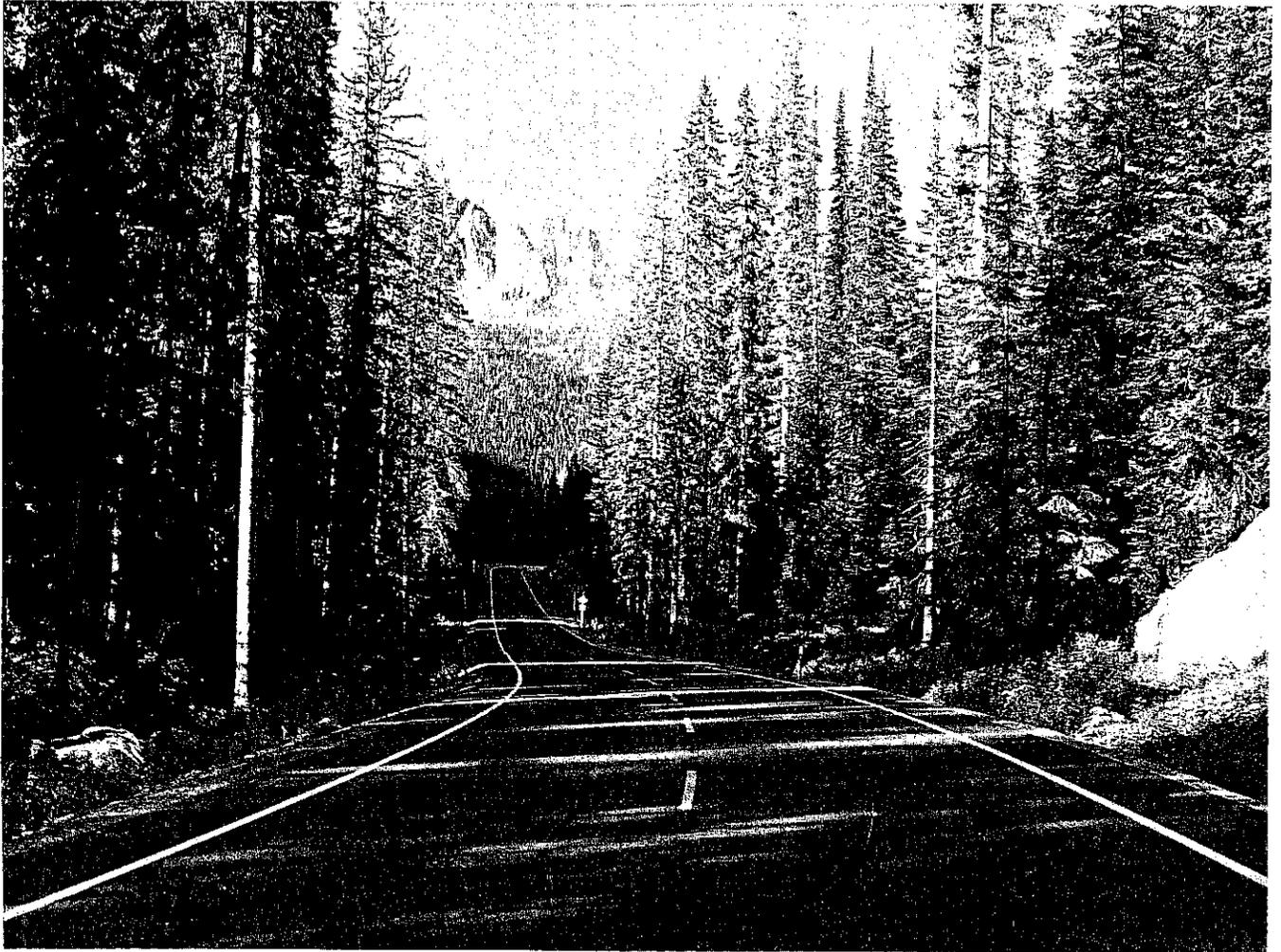
The beginning field work was handled by crews staying in Winthrop, but as the travel time and distance into Early Winters Creek became excessive, we established the first camp in the vicinity of Indian Creek about six miles above the mouth of Early Winters. The packing chores at that time were handled by Jack Wilson from Early Winters and the crews followed the established pattern of working ten days in and four days out on their tour. Before establishing camps, the crews utilized many old trappers' cabins for overnight stops since they did not come out at the end of a day, but bedded down wherever their work ended.

The area from Lone Fir to Cutthroat Creek was one that created a large degree of awareness on the part of all of the crews since that section was plentifully supplied with rattlesnakes. It was fairly commonplace for the crews to kill several rattlesnakes each day. Needless to say, very few surveyors at that time went unarmed.

The camp at Indian Creek was maintained until it was no longer satisfactory to try to return to the base camp each night. When that happened, a new camp was set up near Willow Creek and, as I recall, the crew was supervised by Al Gracey who is working in Wenatchee at the present time. The Willow Creek camp was later moved to a camp on Cutthroat Creek and several tents were re-established in that area for operation tents and

(Continued on Page 15)

NORTH CASCADES HIGHWAY



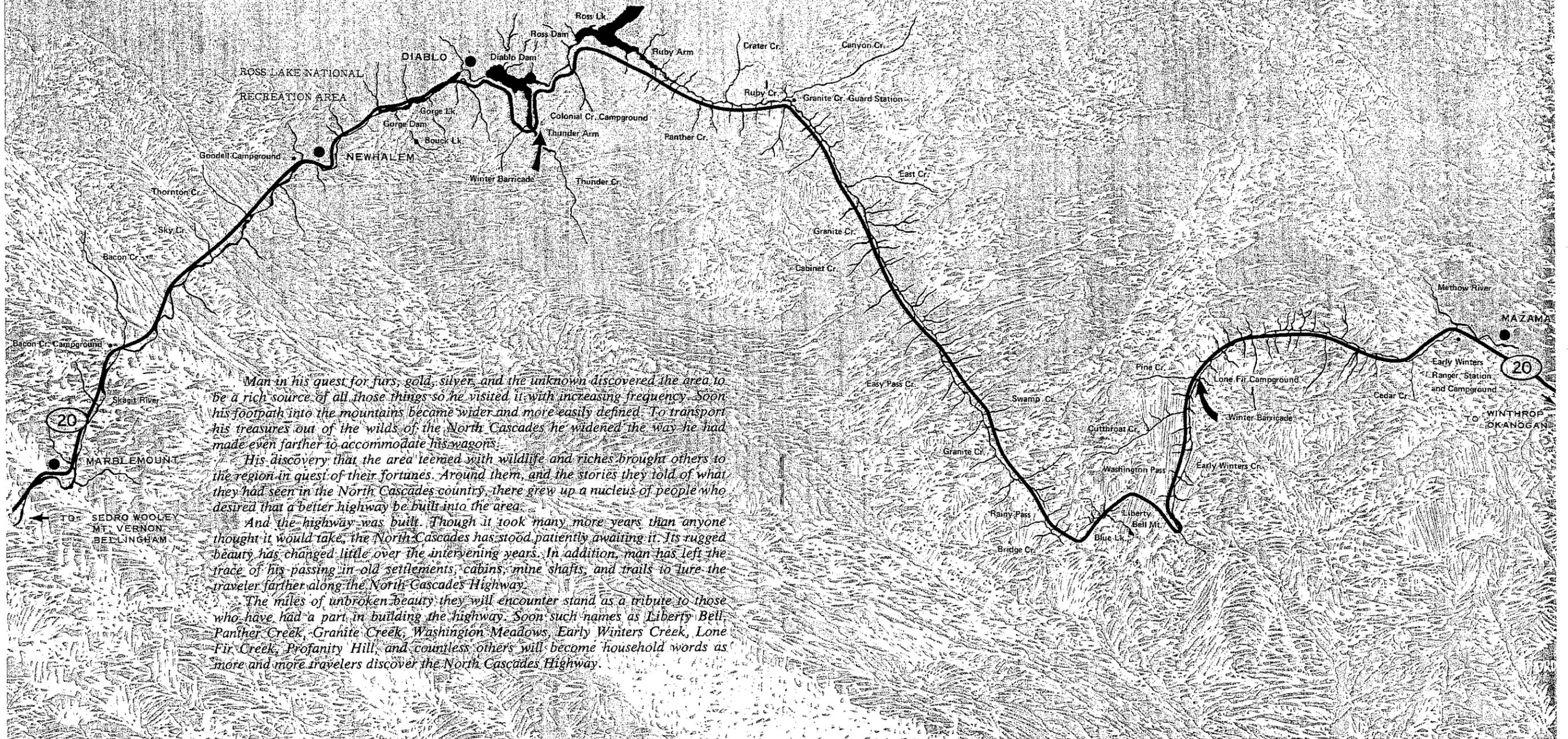
Dedication

* Winthrop * Newhalem * Sedro Woolley

NORTH CASCADES HIGHWAY (STATE HIGHWAY 20)

The route of the North Cascades Highway as it appears today is much different than that which was originally proposed and surveyed when the area was first being considered as the site of a cross-state highway in 1893.

While the highway itself has gone through many name changes and route changes during the course of its development, the area through which it passes is much the same as it was when man first found his way up the Methow Valley into the North Cascades Mountains in the early part of the 19th century.



Man in his quest for furs, gold, silver, and the unknown discovered the area to be a rich source of all those things so he visited it with increasing frequency. Soon his footpath into the mountains became wider and more easily defined. To transport his treasures out of the wilds of the North Cascades he widened the way he had made even farther to accommodate his wagons.

His discovery that the area teemed with wildlife and riches brought others to the region in quest of their fortunes. Around them, and the stories they told of what they had seen in the North Cascades country, there grew up a nucleus of people who desired that a better highway be built into the area.

And the highway was built. Though it took many more years than anyone thought it would take, the North Cascades has stood patiently awaiting it. Its rugged beauty has changed little over the intervening years. In addition, man has left the trace of his passing in old settlements, cabins, mine shafts, and trails to lure the traveler farther along the North Cascades Highway.

The miles of unbroken beauty they will encounter stand as a tribute to those who have had a part in building the highway. Soon such names as Liberty Bell, Panther Creek, Granite Creek, Washington Meadows, Early Winters Creek, Lone Fir Creek, Profanity Hill, and countless others will become household words as more and more travelers discover the North Cascades Highway.



Above, the North Cascades Highway in the vicinity of Washington Pass shows the effects of avalanches, which thunder down from the heights upon it.

Below, the approach to Cutthroat Creek is a level highway set among towering pines. There is little indication of the massive mountains which are to be encountered just after crossing this creek.



both a mess tent and kitchen tent were constructed. Tom Martin, better known as "Sonny", was the camp cook and having had considerable experience in the army as demolition expert paratrooper was used for about any chore that was needed. Sonny had had experience as a hard rock miner and his framing and shoring for the 55-gallon drum that served as a shower reflected his mining experience.

The crews worked out of the Cutthroat camp until they reached the summit of Washington Pass and most of the supplies were moved by pack string from Early Winters. When the crews were on their four-day out assignment, we tried to keep a camp watcher to protect the equipment and the camp sites and had some interesting experiences in trying to maintain this type of security. Vandalism by humans was not the major problem, but we were always subject to marauding bear. One incident that occurred at Cutthroat Creek happened during the off period by one of the camp watchers. While we were never able to dispute his statement, there was considerable doubt as to the truth of the matter. One camp watcher in explaining why the kitchen, the mess tent, the Coleman lantern and one of the cook stoves were severely damaged by rifle fire explained that while the crew was out, the camp was attacked by wild turkeys and elephants. The Project Engineer suspected that this may not have been factual since he found the garbage pit about half full of empty booze bottles. The Cutthroat camp was probably one of the most comfortable of the early camps since there was a good supply of water piped down by plastic hose and somewhere along the line Sonny managed to scrounge up an old GI immersion heater for hot water. He also provided substantial amount of furniture by expert use of a chain saw.

The first contract was a short section at the mouth of Early Winters Creek and provided the first access to the area other than by foot or horseback. Work was underway on the west side of the Skagit river crossing and the route to Thunderarm. Another camp was established at the base of Whistler Mountain on State Creek. The main kitchen and mess tent used the foundation of an old log cabin and sleeping quarters were scattered around in tents throughout the area. This site was also a good camp area with adequate water supply and good horse feed. It was named Helicopter Meadows because of clearing and salvage work done by the army in attempting to remove the remains of two people from the wreckage of an army beaver near Lake Anne. Instead of contracting with a local packer to take a pack string to remove the bodies and get out, the army made quite a training mission of it and succeeded in wrecking two helicopters and spending many weeks before the mission was accomplished.

Grading contracts opened up the area and we went from pack string to helicopter to move the crews to the Helicopter Meadows or Whistler Mountain camp. We

were able to move the crews in a couple of hours instead of a full day's trip if they were walking or had saddle horses. Helicopter Meadows camp was improved by framing and flooring the kitchen and mess tent.

In order to reduce travel time, a camp was constructed at Silver Star Creek and as soon as we were able to get a pioneer road in, we substituted frame buildings for tents. The Grant County PUD has several small frame field offices on skid foundations at either Priest Rapids or Wanapum Dams and we were able to buy those from the PUD for, as I recall, about \$5 each and haul them to the road in and then snake them into Silver Star Creek with a cat. Continuous water supply was established by using storage tank and since we then had portable generators for power, we were able to pump water from the creek instead of depending on gravity flow as was the case in most of the other camps.

During the location and construction period, there were many press tours and Highway Commission tours generated to stimulate interest in the early completion of the road. Following Ike Munson's retirement in 1963, Buzz Mattoon came on board as District Engineer and was as interested in the highway as was Ike. Shortly before Ike's retirement, he and I had the doubtful pleasure of piling up a helicopter in Washington Pass. During our snowshoe trip out of Washington Pass, we bedded down near Cutthroat Creek where I lost my sunglasses. Surprisingly enough, the following summer after the snow had disappeared, I was back in the area and found not only my sunglasses but a pair of gloves that I had lost under the fir tree that we had called home for the night. Al Platt from Chelan who was our helicopter pilot was later killed while fighting a forest fire on the north side of Lake Chelan.

One of the last major safaris that I was involved in and I served as packer, wrangler, cook, jack-of-all trades, was the Governor's trip in 1966. I do not have a complete list of those making the trip, but there were about 20 that made it from Silver Star Camp to Ross Lake. We used about 30 head of saddle stock and about 30 head of pack mules in order to accommodate this tour. When I left the District, I had what I considered an excellent track record to that time in so far as personal injury accidents for the many years that as many people worked on the North Cross State. There were the routine cutting accidents by way of sharp axes and machetes, but the only accident of any severity that I recall was one in which Al Gracey was spilled and the horse rolled on him near Varden Creek. Al was removed to a hospital in Wenatchee, but was ambulatory and other than broken ribs, recovered and was back on duty in a very short period of time.

There were many occasions when, while tracking a pack train up the trail, we would encounter a bear or perhaps more than one and this would lead to one of the finest rodeos you have ever seen. Bucking horses over the mountain side, mules scattering packs and then there followed a period of some several hours to several days of gathering everything, equipment and livestock, and moving out.

On one of the safaris, Roe Rodgers, former Division Engineer for the Bureau, got his first exposure to a mountain-type saddle horse and appeared considerably concerned over the fact that his horse had only one eye and he raised the question as to whether or not the horse was safe on a narrow switchback mountain trail. He was assured that he probably had the safest horse in the string since the horse's main interest was protecting that other eye.

Many of the people who were involved in the early promotion of the North Cross State are not with us. George Zahn was one of the prime movers in the development of this route. Other members of the Commission who made tours through the area included Bob Mikalson, Harold Walsh, Ernie Cowell and Jim Blair. Several members of the press were involved in show-me type trips through the area—Wilfred Wood of Wenatchee, Hugh Blonk of Wenatchee, Bruce Wilson now the Senator from Omak, as well as our old friend Bobby Barr. Bob did several articles on the project.

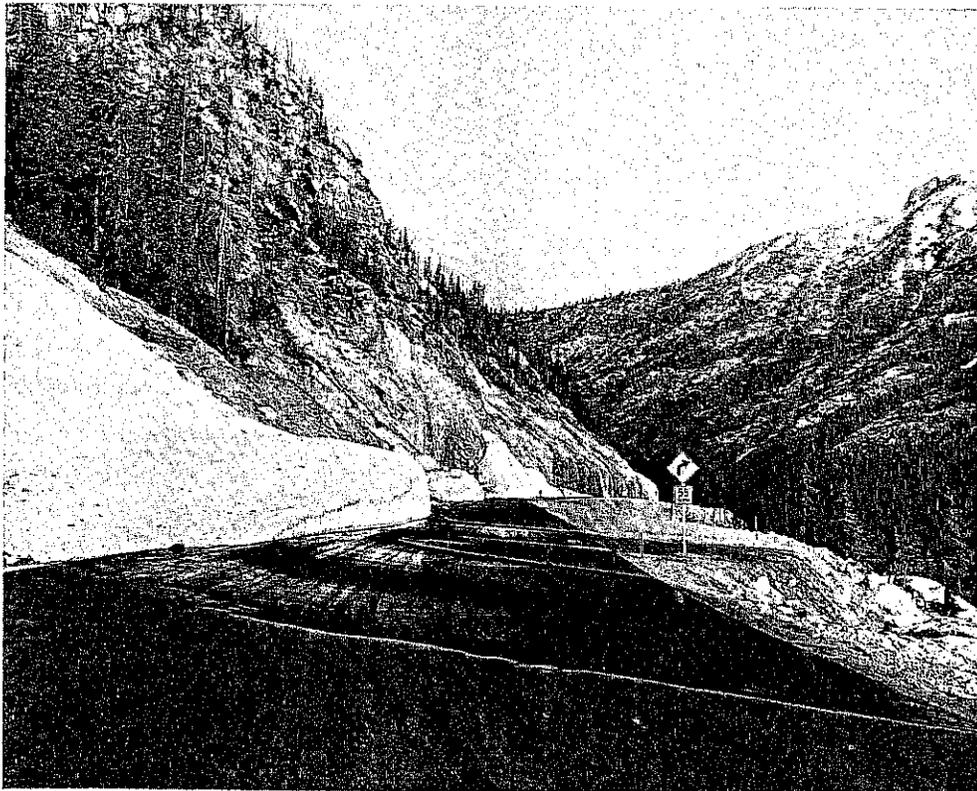
It was rather surprising that the field survey crews that were in camps in the area did very little, if any, fishing. There were only very few who had any interest in fishing and I suppose this could be expected after 10

or 12 hours cutting brush and climbing mountains, there was little, if any, time left at the end of the day for anything other than a good dinner and bed.

We had several cooks, but Sonny Martin who is a Maintenance Man at Disautel was probably the most outstanding, not only for his cooking and packing ability, but being a jack-of-all trades could repair a truck, file a chain saw or set up shaped charge to remove a boulder that interfered with the camp site. One of the spin-offs of Martin's good packing ability was the time I met the crew coming out after their 10-day tour and each member of the crew had two loaves of fresh-made bread in his pack sack hauling it home.

Another cook that made camp life more pleasant was Lydia Blevins who had also cooked for a Stevens Pass snow camp during the winter months and we were able to prevail upon her and her husband to move their vacation trailer to Silver Star camp and cook for the crew at that location.

The roster of people that worked actively on the highway is endless. Al Gracey, Project Engineer, Don Horey, Bob George, Jim Parkhill and many, many others contributed many hours to the location-design and now to the construction of the North Cascades Highway.



One of the avalanches which thundered down across the highway in the Washington Pass vicinity has left a pile of snow beside the roadway which, though melting in late July, seemed assured of remaining at least partially intact throughout the summer.

BUILDING THE NORTH CASCADES HIGHWAY

The effort to span the North Cascades Mountains of Washington State is complete, the dedication ceremonies are scheduled, and the last barriers to direct travel across the mighty Cascades Range have been removed. The program to build the highway has taken nearly eighty years, and has met with success despite the often voiced opinion that the highway would never be complete. The North Cascades Highway has become a reality.

The transition of the 160 year old route through the Cascades from a footpath used by trappers and gold seeking prospectors to first a horse-trail, then a wagon road, and finally a modern highway has been a laborious and painstakingly slow process with progress at times seemingly completely stopped. It is understandable that many of the pioneers who advocated the completion of the highway often despaired that it would ever be completed.

Everything about the highway can be described in terms of change. Throughout the years since the need for the highway was first established, change has been an integral part of the entire program encompassing the building of the highway. Its name has changed as often as the construction of the highway was started and stopped. It has been known as the Skagit River Road, the Methow-Barron Road, the Roosevelt Highway, the North Cross State Highway and the North Cascades Highway.

Even the route of the highway has changed. As each survey was made and the recommendations of the surveyor evaluated, subtle changes in the course the highway eventually would take were introduced. With each new recommendation and each additional appropriation from the State Legislature, the route of the highway through the North Cascades Mountains was re-defined.

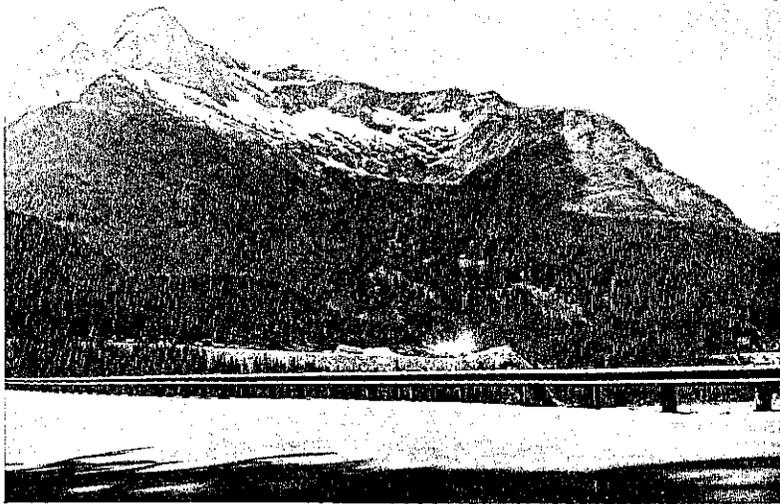
The reasons for construction of the highway changed too. In the beginning the justification for the highway was that it would open a region of the State of Washington which was filled with rich mineral deposits. The report of the State Road Commissioners in 1896 stated that, ". . . no greater work could have been done anywhere. At the summit of the Cascades, where the road crosses, there are vast deposits of gold, silver, and lead ores which must of necessity have good roads before any considerable amount of development can be made. The opening up of these great mineral fields is one of the greatest works the state could aid, for from no other one source can a greater degree of prosperity be dispensed among the people of the state." Obviously, this justification for the highway was overly optimistic about the wealth of the mineral deposits to be found in the Cascades.

But the existence of those deposits had supplied the justification for the initial appropriation for the highway by the State Legislature in 1893, and the subsequent report of the State Road Commissioners in 1896 that they had indeed established the existence of these deposits assured that subsequent appropriations would be made so that the highway could be completed.

That initial \$20,000 appropriation by the State Legislature in 1893 was accompanied by some vague notion as to where the highway would be constructed. The directions given by the legislators provide an insight to the grandeur of the age or the legislator's ignorance of the geography of the state. Either the legislators were used to lofty accomplishments, or they had never visited the area because their simple directions were: "From the north fork of the Nooksack River and Glacier Creek, by the Pass north of Mt. Baker . . . thence to Marcus, County of Stevens, on the Columbia."



The scene at Granite Creek was one which left us dismayed because it seemed that there was no way that this section of highway would be completed in time for the road opening. Although the Granite Creek structure was complete and ready for traffic, the approaches were a mass of rock and boulders on which much work would still be necessary.



One of the last rock crushing operations in operation on the North Cascades Highway ended approximately three weeks before the highway opened. Located just beyond the physical barrier which prevented traffic along the uncompleted highway, the rock crushing operation was a 24 hour a day job which provided the necessary materials for building the road from the structure over Happy Creek to the one over Granite Creek.

By such simple explanation of where the highway would be constructed, the State Legislature dismissed over 260 miles of the wildest, most imposing real estate in North America. Their directions ignored the peaks which are encountered in the Cascades, peaks which soar to 8,000 feet or more. They also chose to ignore the miles of solid rock over which the route was planned.

It is easy to understand why little or nothing was done with that initial appropriation in 1896, however, the State Road Commission went forth to follow the instructions of the 1893 State Legislators which had been more clearly defined by subsequent legislative sessions. By modern day standards the job they approached was still Herculean in nature, but the results of their efforts were extremely creditable.

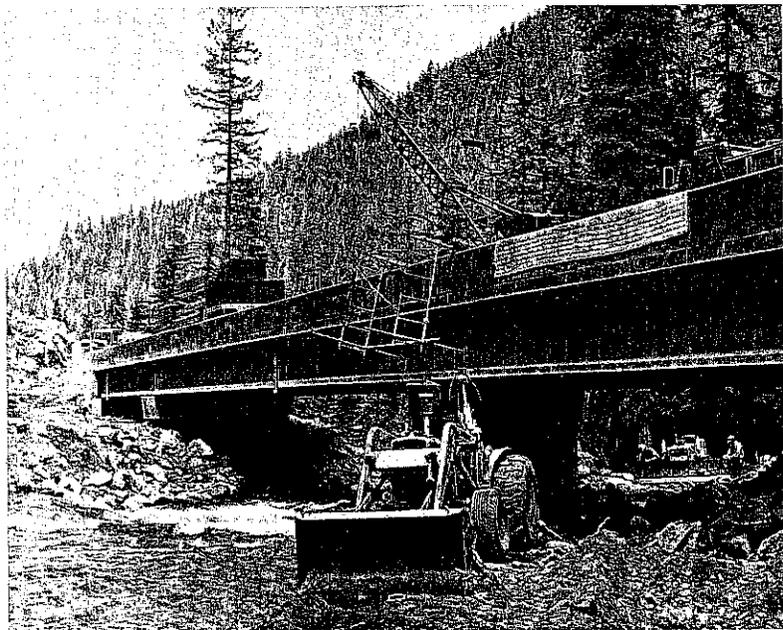
When their report was made to the governor in 1896, the State Road Commissioners affirmed that a start on the highway had indeed been made. This fact, plus the fact

that mineral deposits were still there to be tapped lured more proponents to the cause for a highway through the North Cascades.

That is one constant that has always been a characteristic of the project to build the highway through the North Cascades. There have always been men who could see the need for the highway and were willing to assist in the struggle to keep appropriations for the road coming.

Many of these proponents of the highway were members of the Washington State Highway Department which was organized in 1905. One of them, Charles I. Signer, was a locating engineer for the department in 1922 when he was sent over the "Roosevelt Highway" to make a reconnaissance of the highway through Cascade and Twisp Passes. It is apparent that the eventual route that the highway was to take had not yet been settled as late as 1922.

A graphic illustration of what Signer encountered on that trip through the North Cascades is a composite of the various routes which were still being considered as the best one for the highway. The



While work continued frantically above the Granite Creek structure to get the approaches ready, workmen were busily working below the structure to put in a drainage ditch to relieve the stress on the structure during the winter.

major emphasis of all work on the highway to that date had been on the route which would go over Cascade and Twisp Passes and would terminate in the town of Twisp. Almost as an afterthought the route over Rainy and Washington Passes which would prove to be the eventual route that the highway would take was included on this composite map drawn by Signer.

Surveys and reconnaissance trips continued to be made during the early years and the recommendations of the men who made the trips were duly noted and acted upon to one degree or another, but the actual construction work on the highway started and stopped as



In the midst of a project to resurface a segment of the North Cascades Highway between Rockport and Thunder Arm, Darrell French, a summer temporary workman from District Two, Wenatchee, was surprised at the number of vehicles using the highway even though it was closed just a few miles farther up the road.



Just past Granite Creek on the North Cascades Highway, the contractor selected a fine grain material which was dredged right out of Swamp Creek as a base for his highway. Jim Parkhill (right) Project Engineer from District Two, Wenatchee, Stan Moore (standing) District Two Project Inspector, and Don Levien (left) of the Federal Highway Administration discuss whether they will be able to stabilize the new material.

often as the name of the highway itself changed.

Adequate funds to construct the highway were just not forthcoming, or when it seemed as though some funds might be appropriated, some natural catastrophe or another always interfered so that the actual construction to push the highway through the Cascades could never find the needed impetus.

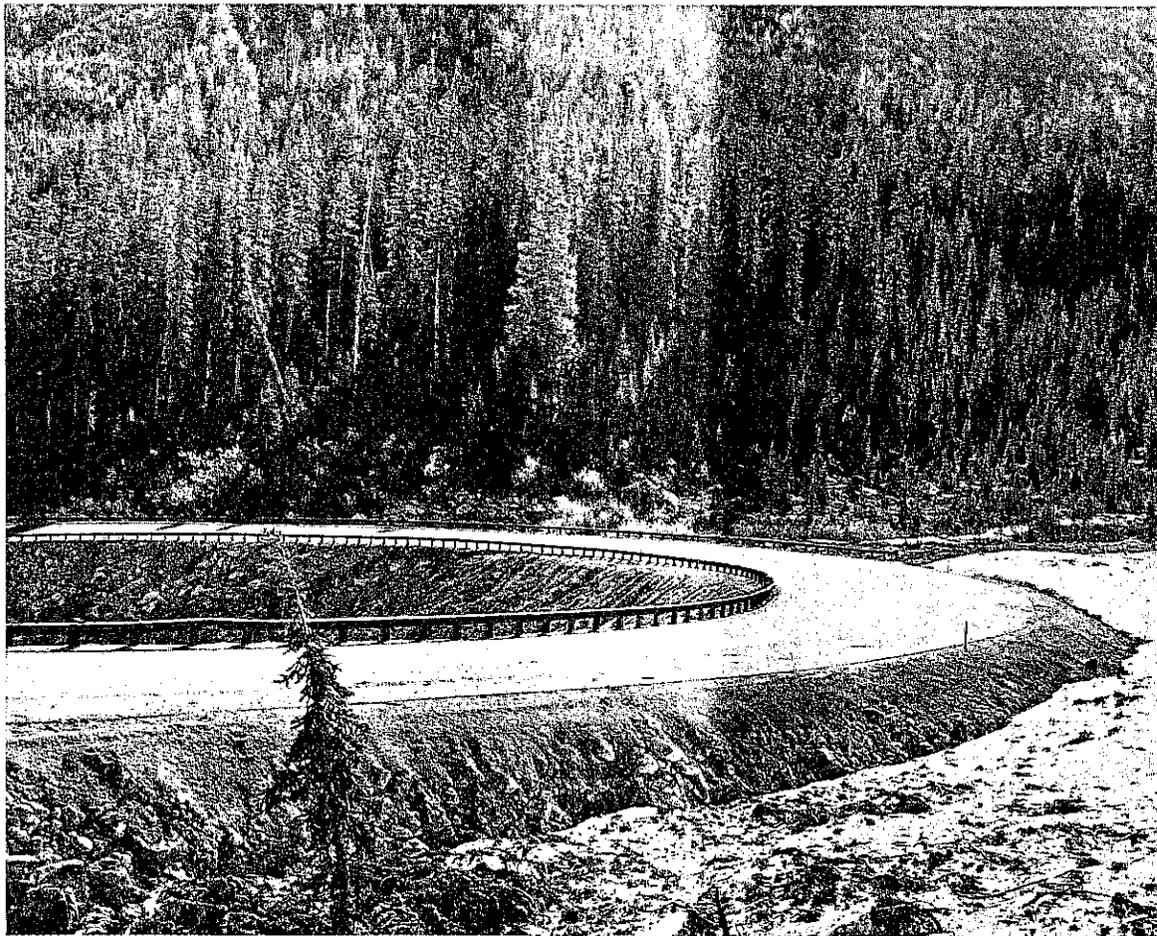
In 1932 an event took place which was to have far reaching effects on the highway through the Cascades. A Highway Department location engineer for District Two, Wenatchee, Ivan (Ike) Munson, was sent into the North Cascades to make a survey which would show that the highway should be built from the town of Twisp to the town of Winthrop, then across Washington Pass, down State and Bridge Creeks, up the Stehekin River, across Cascade Pass, and thence to Marblemount.

When Munson was ordered to make this survey it was important for two reasons. It was the first recognition that the Washington Pass route might be feasible, and with that first exposure to the North Cascades region, Munson became a leading proponent of the highway who attracted other influential people to throw their support behind the project.

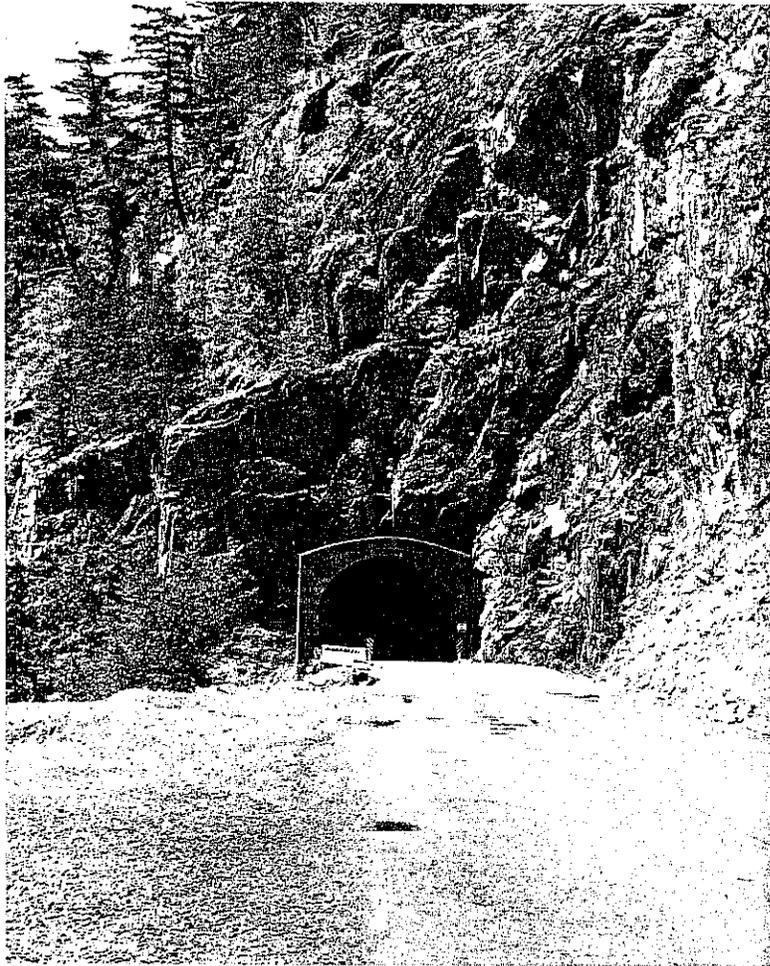


Another important occurrence which resulted from Munson's survey was a notation which he made in his report on the survey which he filed to Lacey Murrow who was then the Director of Highways. Munson noted in his report that he had investigated a creek known as Granite Creek which he felt would be a better route for the highway in terms of cost and alignment. Thus, the eventual route which the highway would take was discovered even though it would be years before the decision to use that route was made.

By the time all activity in the area was shut down by the onset of World War II, the route that the highway would take had become fairly well defined. Even though three routes were still being considered for the highway, at least one



Two different views of the switchback below Washington Pass show the difference a month can make in conditions along the North Cascades Highway. The top view, taken in late June, showed the highway completely buried by snow. The bottom view, taken in late July, shows the loop was completely clear of the snow.



Near Newhalem, a two-lane tunnel has been blasted through the formidable rock which stood where the North Cascades Highway was destined to go. The tunnel has been carved out of the rock with no finishing inside except at the very entrance and exit to the tunnel. The only support necessary inside the tunnel is the solid rock itself from which the tunnel was carved.

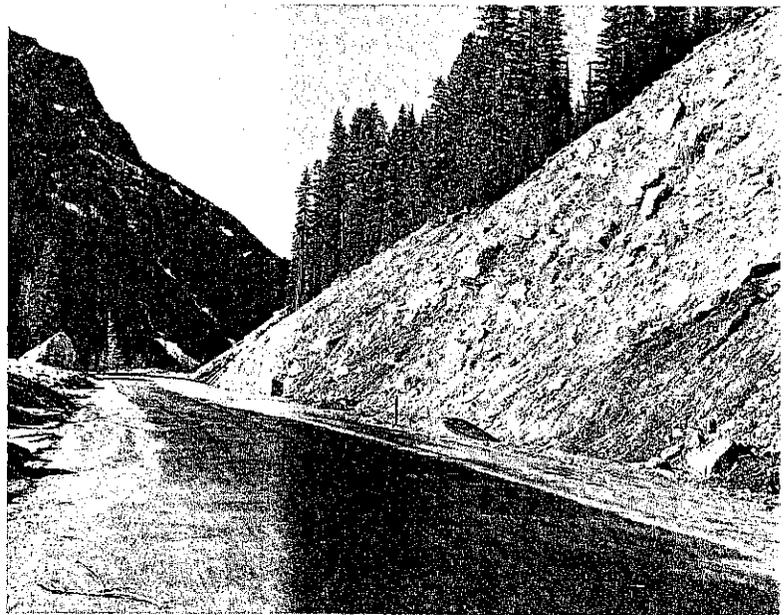
of the routes being considered was that one which the highway would eventually take. The preliminary surveys and reconnaissance trips had been made and the route stood waiting the end of events which were holding up the start of construction.

In 1945, as if to assure themselves that the route over Rainy and Washington Passes was indeed the one which should be used for the highway alignment, the Washington State Legislature again made provision for a reconnaissance, and preliminary and location surveys to consider three routes over the Cascades to determine which would be the most feasible. The surveys were dutifully made and the conclusions of the trip indicated again that the

Rainy Pass route was the most desirable of the three routes considered. It was to be 12 years before the final assault to complete the highway was launched, but in the meantime events were to take place which determined that the highway would indeed be completed at long last.

One of those events involved "Ike" Munson again. By this time he had become the District Engineer for Highway District Two, Wenatchee. He was ordered to make another trip into the North Cascades area, but this time it was to be a trip of a very different nature. None of the Washington State Highway Commissioners was familiar enough with the region through which the North Cascades Highway was to be built, so Munson was ordered to take them on a horseback reconnaissance of the region so they could get a first hand impression of just what it was like. In addition to the commissioners, Munson asked a Methow orchardist, George Zahn, along on the trip.

It was a fortunate invitation because that trip was the catalyst which was to provide the highway with its leading proponent, a man who would devote his life to bringing the highway to completion. Though the highway would not be



A slide which dropped tons of earth and rock upon the highway and tore part of it away must still be corrected to insure traveler safety.

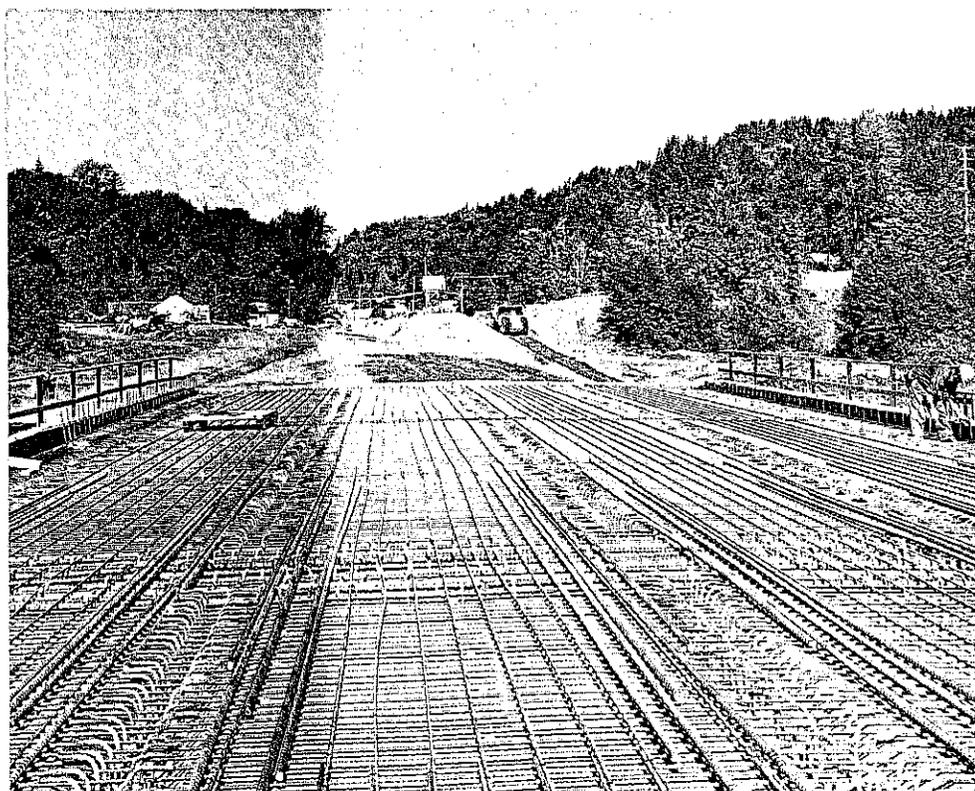
completed for another 16 years, and though George Zahn did not know at that time that he would become first a member of the commission, and later its chairman, the decision to complete the highway was sealed during that horseback trip through the region in 1956.

In the words of Munson, words that are echoed by virtually everyone who has worked toward the completion of the highway, "George Zahn was as responsible as any man ever was in getting the highway finished. He was continually able to get appropriations for the highway from various public sources. As time went on, he pretty near became the Highway Commission, and he devoted his whole life to it."

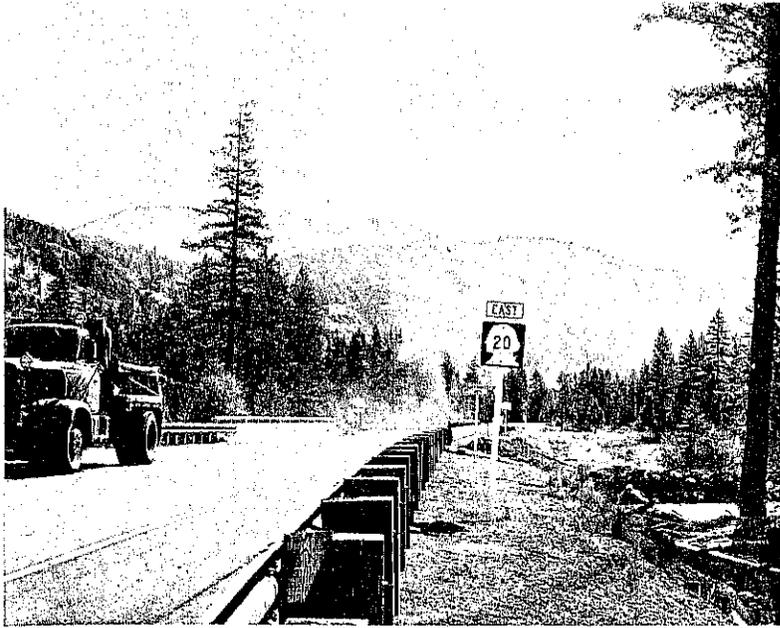
Unfortunately, George Zahn did not live to see the completion of the highway which he devoted so much time and effort to see completed. He launched the final campaign which was to carry the highway to completion with a project in 1959 which put a 5.3 mile project from Diablo Dam to Thunder Lake under con-



The bridge over Gorge Creek is a steel girder type with an interlaced network of steel for a deck. Far below the bridge, Gorge Creek rushed down the mountainside.



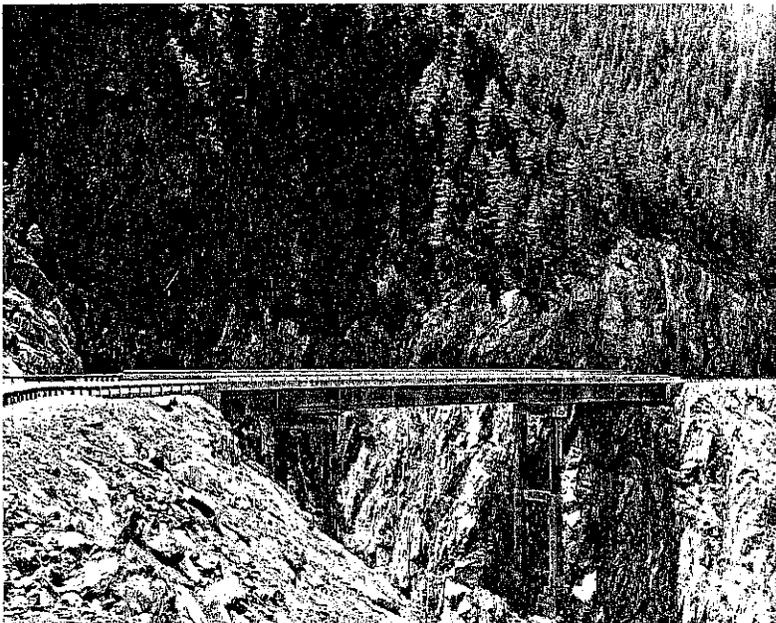
The deck of the bridge on the Concrete bypass project is nearly ready for the first pouring. Workmen are optimistic that the bridge would be completed in time for the September 2 opening after being extensively damaged by heavy floods.



Work near the eastern end of the North Cascades Highway continues as a result of highwater damages around the Early Winters Creek structure.

tract at a cost of \$870,069. From then on the contracts were awarded steadily and the work continued unabated.

Since the final push for completion was begun on the 63.50 miles between Diablo Dam and Mazama, 35 separate contracts have been



The bridge over Lillian Creek is finished and ready for traffic, with self-rusting guard rails in place and all but the final signing and painting done.

awarded with a dollar value of \$23,898,261.00. Although there are additional projects underway which will make the highway safer when they are completed, the highway is essentially done.

An area unlike any other in the world has been opened to the public. It is an area which enjoys a reputation as one of the roughest in North America, a region which lures visitors to travel through it because of the events which have taken place during the long course of its development. During the years that construction was shut down, a short stretch of highway wound up Early Winters Creek on the east end of the highway near the town of Winthrop only to come to an abrupt end at a physical barrier across the road which, "closed the road to unauthorized traffic." On the west end of the highway the situation was much the same. A highway stretched eastward from Sedro Woolley some 75 miles to another barrier near Thunder Arm of Diablo Lake.

It was these barriers which for many years blocked the highway to inquisitive people and have perhaps contributed the most to the mystique of the North Cascades Highway, and have thus quickened the interest in the highway now that it is complete.

More than 100 miles have been lopped off the travel distance between the Methow Valley, the eastern gateway to the Cascades, and the major north-south arterial, Interstate Five, near Sedro Woolley on the western end of the North Cascades Highway. New techniques in highway and bridge construction have been discovered which will economize future efforts in Washington. The central area of Washington which lies to the east of the North Cascades Highway has been opened to a future of closer ties to its agricultural markets, and economic benefits from a recreational boom which could take place when people discover the beauty to be found along the North Cascades Highway.

The Moving Spirit

George Zahn came to the North Cascades Highway at a time when it needed an enthusiastic supporter who could move aside some of the barriers which had stalled its completion. When he came to the highway, he had to come on horseback because that was the only way, besides walking, that one could travel along its entire length. At that time, in 1956, the highway had been standing unfinished for nearly 64 years. It had been, strangely enough, one of the first highways for which an appropriation was made for construction, and yet it was still unfinished. Though scheduled to be the first highway across Washington's Cascades, it was still impassable while three other highways were open linking east and west. It truly needed George Zahn.

Somewhere along that trip in 1956 he must have recognized the tremendous service the highway would provide for people who wished to travel between the fertile central Washington valleys and the Puget Sound shore. He must have realized the potential economic benefits of the highway to the agricultural community which flourished at the eastern end of the highway. He knew their wares were heavily demanded by the people of western Washington, yet they were forced to send the fruits of their labor hundreds of miles out of the way to reach those western markets. They needed the direct route to market that the North Cascades Highway could provide.

The North Cross State Highway Association, the Good Roads Association, and the Chambers of Commerce for the cities which lie along the route of the North Cascades Highway have long advocated the completion of the highway. But they needed a leader who could associate with the total project rather than with one or the other of the groups which supported it. The membership in these organizations had maintained a steady pressure over the years to not only continue the project, but also complete it.

They had recognized the same things that George Zahn recognized. They saw the potential development of the region which could take place if the highway was completed. They had also seen the area as a rich deposit of vast mineral wealth which could be easily tapped if there were a highway which could provide easy access to the region. Their best efforts during the preceding 64 years had resulted in a partially completed highway which had a beginning and an end, but no middle.

When George Zahn came down out of the North Cascades Mountains in 1956, he had made a commitment to devote the rest of his life if necessary to completing the missing middle link. When he was asked along on the trip, he accepted as a citizen who was curious about what lay on the other side of the barriers which blocked the highway to vehicular travel. Neither he, or the members of the Highway Commission who were along on that trip knew that he would soon be a stalwart advocate of the highway who would soon win a seat on the Highway Commission where he would wield increasing power which would be brought to bear on completion of the highway. When George Zahn came out of those mountains, he began casting aside those barriers which had served so long as symbols of other's impotence.

Within a short time he was able to persuade a Democratic governor that he was the one who should fill a Republican vacancy on the Highway Commission. Then, as first a member of that august body, and later as its chairman, he began to thrust aside those barriers which had seemed insurmountable to other men who had struggled to move the highway toward eventual completion.

In tracing some of the correspondence, articles, and notes which he generated over the next 15 years, his devotion and dedication to the project is readily apparent. George Zahn was able to get funds for con-

tinued construction when most had assumed that none was available. He was able to keep legislative appropriations coming when no other money was forthcoming, and then was able to get money from other sources when the legislative appropriations dried up. In short, he was able to keep the project moving steadily after others had conceded that it probably would take a little longer than was originally estimated.

It is good that the highway moved along so steadily under his tutelage that a four-wheel, motorized caravan could drive its length in 1968 because George Zahn was not to live to see the entire project finished. In remarks made during the ceremonies on that occasion, he was heard still praising the efforts of others who had given so much in the past to keep the project moving towards completion. He recognized that they would form the nucleus which would continue to support the highway until it was at last opened to public use.

During the next few years the North Cascades Highway took great strides toward the day when it would be opened to the public. At the same time, George Zahn began to fail. Then, on August 23, 1971, just one year and one week before the highway was to be dedicated and opened to the public at last, he passed away. His greatest dream would be realized, but he would not be there to see it.

As traffic moves out of Winthrop through the Gateway to the Cascades on September 2 along the highway which is George Zahn's legacy, it will enter a cathedral of quiet beauty which emanates a power like that which he wielded to make the highway a reality. It will pass beneath towering sentinels of granite which command the awe like that which he deserved for his part in bringing the highway into being. It will ford rivers and creeks which are as pure and untamed as the virgin country through which the highway passes. All these things stand as monuments to the man along the North Cascades Highway.

Highway Commission Reorganization

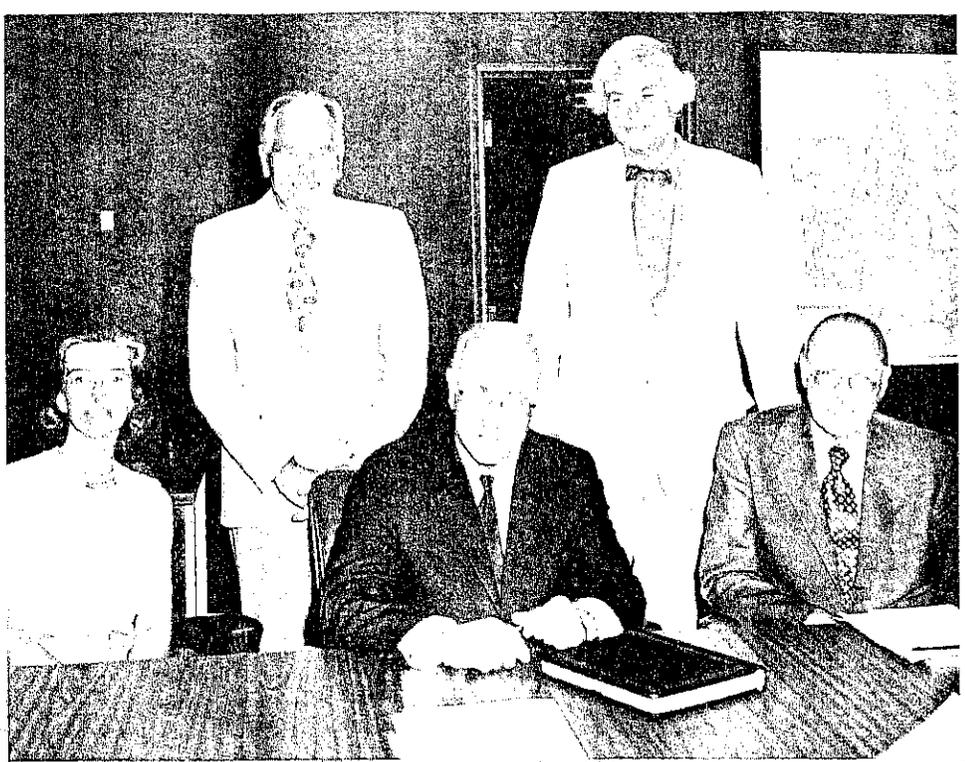
John N. Rupp, Seattle, has been elected Chairman of the Washington State Highway Commission, and A. H. Parker, Bremerton, was elected to serve as Vice Chairman in the annual reorganization of the commission during its regular July meeting in Olympia.

Rupp, who served as Vice Chairman for the past year, replaces Baker Ferguson, a Walla Walla banker. Rupp was first appointed to the commission in 1967 by Governor Daniel J. Evans. Rupp's current term on the commission expires on June 30, 1973.

A. H. "Ike" Parker, the newest member of the commission, was appointed by Governor Evans on October 18, 1971. He also serves as the president of the Western Building Materials Association. His term on the commission expires on June 30, 1977.

Other members of the commission are: Baker Ferguson, Mrs. Joel S. (Lorna) Ream of Spokane, and Harold Walsh of Everett.

The Chairman and Vice Chairman's term of office is one year.



John Rupp, (seated center) the newly elected chairman of the Washington State Highway Commission is surrounded by the other members of the Commission. They are (from left) Mrs. Lorna Ream, Harold Walsh, Baker Ferguson, and A. H. Parker. Parker is now serving as the vice-chairman.

National Highway Week— September 24-30

National Highway Week is a time of recognition for our nation's roads and roadbuilders. The men and women of the Washington State Highway Department are commended for their dedication to providing safer, more convenient highways at the lowest possible cost to motorists.

The number of miles of highway open to traffic throughout Washington State totals 6,867. Construction work on state highways through June 20, 1972, was underway on 236 projects valued at \$260 million.

An active maintenance program that includes upgrading of existing facilities is also underway adding "extended" life to the state's important highway investment.

WASHINGTON STATE
HIGHWAYS **HELP PEOPLE**
HIGHWAY WEEK
SEPT. 24-30, 1972