Winter Sports of the Northwest

By

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A Thesis
Presented to the Faculty
of the
School of Forestry
Oregon State College

In Partial Fulfillment
of the Requirements for the Degree
Bachelor of Science
June 1938

Approved:

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INTRODUCTION

Throughout the Pacific Northwest there are many winter sports areas for which the history, present development, future development, persons or organizations responsible for the developments and other information which is of interest to the areas have been given in the thesis. The material presented in this thesis has been secured through questionnaires that were sent to the Chamber of Commerce of towns and cities, which were close to the winter sports area in question, from different magazines, books, and interviews with men who have been interested in the topic, and also by personal experience. The subject matter which was received is mostly factual in nature; this would be expected on this type of topic which was chosen. Data for some of the areas could not be secured because some questionnaires sent out were not returned, or the information could not be secured from other sources. The data received from magazines, books, and questionnaires are fairly accurate when dealing with recent facts but probably has its inaccuracies when dealing with past facts, which had their origin before 1920.

Before getting into the main part of the thesis a few things should be cleared up or in other words definitions or meanings of a few terms or words used whenever winter sports is discussed. The term, downhill racing, means running or racing over a course which is all down grade. The start of the course is at a higher elevation
than the finish, which is usually between two and three thousand feet lower than the beginning; the length usually varies from two to four miles. The race is run over a well-marked trail and tests the confidence, skill, and the speed of the skier.

Slalom is the second term or word to be discussed. A good description of the meaning of the word is given by C. N. Proctor.

"A slalom is a downhill race against time controlled by pairs of flags between which the runner must pass. Its purpose is to test a runner's ability to ski at high speed under such control that turns can be very accurately placed. A slalom course is an attempt to reproduce in condensed and occasionally exaggerated form the natural obstacles which may be encountered on any downhill run and is the best possible test of fast controlled skiing. A good hill should have a vertical drop of 400 to 600 feet from start to finish and a variety of slopes ranging from twenty-five or thirty degrees near the start to perhaps fifteen degrees at the finish. The grade and character of the slope should vary."

Cross-country racing consists of participants competing against each other over a course, which runs uphill, downhill, on the level, over streams, through woods, or over and under any conceivable natural hazard. The finish may be at the starting point after circling around a mountain, or it may be miles away, depending upon the terrain of the country. This type of race tests the individual's skill in handling skis over natural hazards and also his endurance.

Ski-jumping is nothing more than flying through the air with a pair of skis attached to the feet. A ski-jump runway is usually placed on a steep hill, whose gradient is quite steep, thirty to forty-five degrees. At the bottom of the runway a take-off is built. The take-off is
usually level, which enables a skier to pass from the snow under his feet into the gaseous air without taking a leap, or he may even leap if he cares. The slope beneath the take-off is at a pitch, always the same way as the runway. As the skier hits the snowy slope, he keeps moving forward, which has a tendency to break his fall. If it wasn't for this slope a skier's fall would not be easily broken; instead some bones would probably be broken. Ski-jumping is a criterion of the skier's skill and confidence in mid-air.

Within very recent years in the ski areas of America and Europe, a new word or term has been coined, namely up-ski or ski-tow. An upski is an endless rope or cable which carries the skier uphill without much effort on his part. Ski-tows vary in length from a few hundred feet to a couple of thousand feet.

The physical factors necessary for skiing are snow and hills or mountains. If there is snow and a slope, skiing can be practiced very easily. For good skiing conditions another factor must be considered; and this happens to be the temperature, which should stay below thirty-two degrees; if the temperature rises above this, the snow gets very soft or crusty when freezing temperatures again return. If the temperature is consistently below thirty-two degrees, the snow will stay powdery throughout the winter. Skis can be controlled much better, and accidents are fewer on powder snow than on crusty snow. The same physical factors apply to toboggan ing and snow-shoeing.

Ice skating demands ice on lakes or rivers without much
snow. The ice must be at least three inches thick in order to insure safe ice skating. If the snowfall is too heavy on an area, the cost of removal is too great, and skating cannot be practiced. As you all ready know, ice demands temperatures below thirty-two degrees F; in order to secure thick ice the temperature should be around zero degrees. If the temperature rises above freezing occasionally in the winter, it doesn't spoil skating much; as a matter of fact it improves skating. The ice melts a little getting rid of all tracks and then freezes again, thus insuring a smooth surface for skating.

GENERAL

In the Northwest several types of winter sports are indulged in, notably skiing, tobogganing, ice skating, mountain climbing, and snow-shoeing. The number of people participating in each of the winter sports varies greatly with different localities with skiing ranking first in popularity. There are probably several reasons why skiing is so popular. Good skiing requires excellent snow, good terrain, excellent equipment, and people who are interested in the sport. The snow conditions here in Oregon, Washington, and Idaho are as good as do occur in the other regions of the world; the abundant snow in the mountains can be reached very easily—far more easier than in most areas of the world. The terrain for skiing cannot be beat by other areas on the surface of the earth. The snowy domes with their gentle slopes have snow throughout the year so that
Skiing may be practiced the year round. Skiing is not limited to a few months as it is in many regions, but, of course, the best skiing is practiced in the winter months between November and April; the snow conditions in the winter time are far better than it is during the rest of the year. In the high mountains powder snow starts falling in November and doesn't quit until spring; of course, it doesn't snow all the time; if it did, there wouldn't be very good skiing; the snow would be too soft to ski. A few times during the winter the snow will pack down hard enough to make a base for some new powder snow, which is necessary for excellent skiing. The terrain of the folded mountains are, as a rule, steeper with the snow staying on them a shorter length of time, which means that skiing is practiced almost wholly during the winter months.

During the first year or two when winter sports was in its infancy in the Northwest, tobogganing was quite popular; as a result the different resorts built slides for tobogganing, spending much money for their development. People used the slides for awhile; but soon they quit using them in favor of skiing, probably because of more freedom and more fun derived from skiing. A toboggan cannot be controlled very well. You head it down hill, and it doesn't stop until it gets to the bottom, or unless it is stopped by bumping into something. Since a toboggan is much heavier and clumsier to handle than skis are, it is quite a job to carry a toboggan uphill unless one has a lift.
which takes it up the slide. Another disadvantage is the expense of keeping the toboggan slide open, due to the heavy snow most of which has to be cleared off the slide after every fall.

There is very little ice skating in the Northwest, especially west of the Cascade Mountains; east of the Cascades more ice skating is practiced. Many lakes are located throughout the mountains and are frozen over from November until late spring, sometimes even later; but because of the heavy snowfall on these lakes, it is very hard to clear; this is the main reason why there is little ice skating practiced.

Winter mountain climbing is practiced to a small—very small extent, but it will be practiced more as better skiers are developed. On Mount Hood mountain climbing in the winter time is practiced more than on any other mountain in the Northwest because of its accessibility in the winter and the ease of climbing compared with others. On the first of the year parties try to climb it to be the first ones up for the year, often risking their lives and the lives of others who would search for them if anything should happen to them. Winter climbing needs special equipment and very experienced men who know much about the sport. It should not be practiced by inexperienced men and with improper equipment.

Snow-shoeing for sport is not practiced much in Oregon, Washington, and Idaho. Snowshoes are very practical to use on very soft snow, but outside of this they have to
take a "back seat" to skis. A person cannot slide downhill with "webs" as he can with skis and uses much more energy traveling too, but one advantage over skis is the safety factor.

In recent years winter sports areas have been developed in the Northwest and are scattered from the Canadian line in the north to the California line in the south. The areas are especially abundant in the Cascades where they are accessible to large centers of population with most of them located on National Forest lands, a few on private lands, and a couple on National Park Service lands. As a rule the National Forests have better snow conditions and better terrain.

The United States Forest Service has classified the areas into different classes according to the number of people who visit the area annually. Class "AA" areas have over 10,000 people annually; these areas are usually easily accessible, and the development is at its best. Class "A" areas are visited by people numbering between 5000-10000 annually; the areas are usually less accessible than "AA", and the developments are not as good. Class "B" areas have from 500-5000 people annually and are located in sparsely settled areas or are close to small towns. Class "C" areas are usually quite inaccessible; under 500 persons use the areas yearly. A few of these class "C" areas are close to small towns and are used almost exclusively by the people living in or around these towns.
West Side of Timberline Lodge with Mt. Hood in the Distance

A Fair Skier on a Trail near Timberline
The area around Government Camp on Mount Hood has two class "AA" areas, namely Timberline and the Ski Bowl, both of which are used very much and are done so by different classes of skiers. The best of skiers go to Timberline because of better snow condition and better terrain, which required a long hike of 3 1/2 or four miles from Government Camp before a road was constructed. Since there is a rise in elevation of around 2200 from the Camp to Timberline a person had a hard task ahead of him, resulting in the lack of inexperienced skiers visiting the area. Since the road is kept open to Timberline now, there will be more novices skiing in the fine snow, which is usually found only at the higher elevations. At the Ski Bowl both the experienced and the average skier is found. The Ski Bowl is closer to Government Camp and as a rule is easier to get to than Timberline and also the terrain is better, but the snow conditions aren't as good. At the bottom of the Bowl the slopes are usually gentle, just the type of terrain for the novice and the average skier. Near the top of the Bowl the slope is quite steep, and only the experts or good skiers should use this part.

The history of skiing on Mt. Hood dates back to around 1880, when trappers used to use skis in order to get around on their trap lines. In those days skis were used as a necessity rather than a sport, but they were probably used for sport too, because of the fact that they could ski down-
hill, which must have thrilled them as it does modern skiers.

Since then there wasn't anybody who visited the mountains until 1903; during the winter of that year Colonel Hawkins, Martin W. Gorman, and T. Brook White of the Mazamas mushed up the mountain as far as possible. It was considered a very hazardous trip in those days. People thought that mountains were as cold as the Arctic; with this in mind the three Mazamas took plenty of furs to keep warm and skis and snow-shoes to travel on the snow. Skis, ten feet long, were made by Colonel Hawkins; a balancing pole, nine feet long was also made and was used as a balance and a rudder. After the trip Hawkins said that it would be an annual outing, and Brook White prophesized that some day in the future Mt. Hood would be used more in the winter than in the summer.(2)

Since Cloud Cap on the northeast side of Mt. Hood was reached more easily than Government Camp on the south side because of lighter snowfalls, it was developed first. J. Wesley Ladd, an early leader of winter sports activities, led parties to the North side on Mount Hood; this was an annual occurrence from 1901-1909. The Portland Snow-shoe club was organized, and in 1910 started and finished constructing a clubhouse on Ghost Ridge, which is located a short distance from Cloud Cap. Mark Weygandt, later a very famous guide, was the builder, and J. W. Ladd was the first president of the club.(3)

Another club, known as the Portland Ski club, was or-
ganized in 1902. The members made an annual trip to the mountain in February. The Mazamas, a mountain climbing club, use to trek to the south side of the Mountain in the winter time. In those days the crowds were very small; and only the most hardy made the trip. The Mazamas built their first lodge at Twin Bridges, a short distance below Laurel Hill. During those days the leaders of the club thought that Twin Bridges would be the limit for travel during the winter; but in 1926 the road was kept open for traffic to the Camp during the winter months. The Mazamas decided to build a lodge east of Government Camp. Their present lodge is about one-half mile east of the Camp and 1000 feet toward the Mountain.(4)

The Advertising Club of Portland played its part in pioneering the work for winter sports. Their contribution was the development of a playground east of Government Camp in 1927. A toboggan slide and a ski jumping hill constituted their first development. This ski jumping hill was the first large one developed in Oregon and was constructed on the east side of Multipor Mountain.

In 1927 the Cascade Ski club developed a playground which included a ski jumping hill on the north side of Multipor. At the Camp the club constructed a clubhouse, which was made from three portable school houses purchased in Portland. Competition, limited to jumping and racing during the first couple of years, later included slalom and downhill. During the first year, competition was among
the local skiers, but the next year a few outsiders competed--mostly from the state of Washington. In the early days of the tournaments the skiers consisted mainly of Norwegians with two Austrians and one Italian. Now the Norwegians are outnumbered by native-born Americans, being especially true in the downhill and slalom racing; but in the jumping the Norwegians still predominate.(5)

Since it was a hard job to get people from Government Camp to the areas where the races were held, the crowds were small during the first few years. There were between 400 and 500 people at the first tournament in 1927. In 1929 a total of 1600 people turned out, and the sum of $889 dollars was collected for admission to the ski-jumping. During the last couple of years 8000 people have watched the tournaments annually. Through the efforts of the Forest Service and clubs, the areas are much more easily reached now than in the first days of the tournament.

It has only been in the last few years that the Mount Hood area has been developed into a first class winter sports area. The Alpine Ski Trail, which starts at Timberline and ends at the highway near the Camp, was the first trail built purposely for skiing. The construction of the trail was started in 1928; but because of its narrow width, it was not used much, so in 1932 the trail was widened. During the summer of 1937 the Alpine Ski Trail was made wider--30 feet on the straightaways and 60 feet around turns, and now it is considered to be one of the best ski trails in the Northwest.
In the Ski Bowl, a short distance west of Government Camp there has always been good skiing grounds; but because of so many snags, people did not use this area much. In 1933 the clearing of the snags was started; after that date there has been a marked increase in the number of users. Last summer more snags were cleared by the Forest Service and the CCC, and now it is expected to be a very popular area. A warming hut has been constructed in the Bowl for skiers who want to get thawed and dried out after taking "spills" in the snow.

Many skiers have been dreaming of a ski tow in the Camp area and at last their dream came true. In the fall and early winter of 1937 and upsiki was built in the Ski Bowl under the supervision of Boyd French inc. This new hoist will enable the skier to get more downhill runs with much less effort.

"The ski tow is laid out in the southeast corner of the Bowl and takes skiers from the floor to a point considerably higher than the west wall. A powerful motor with a friction drum, 2000 feet of endless rope, two aerial towers, and a seventeen to twenty-five degree slope are equipment--the rope moves continuously at a speed as fast as can be grasped by the skiers, the skiers grab hold and try to keep their footing at the same time, and wish, they're at the top.

The lift takes the runner to within a short distance of the starting point of races. From the top a continuous run of a mile and a half with a drop of 1500 feet may be had. Another improvement will include electric lights along the downhill course from the top of the tow for night skiing."(6)

Another improvement was the Timberline Road, which begins about one mile east of Government Camp and climbs nearly to Timberline. This road was constructed mainly for the summer mountain climbing and recreationalists; in the win-
ter of 1936 and 1937 the W. P. A. kept the road open for the purpose of transporting workers to and from the Lodge and for skiers who wanted to get to the better skiing grounds at Timberline. On the week ends a bus service was placed in the hands of the skiers, as a result the winter sports enthusiasts could get as much as ten times more downhill skiing than before. The officials of the Forest Service and the W. P. A. thought that this road was not good enough, so in 1936 and 1937 they built a new road, which had its beginning point on the Mt. Hood Loop Highway about three miles east of Government Camp, and its terminating point at the Timberline Lodge. This new road was a vast improvement over the first one in that the grades were not as steep and it was cleared of snow much easier.

"Removing snow from the eight miles of steep gravel road will be an extremely difficult task, but the Forest Service reinforced with rotary snowplows and two new caterpillar type over-the-snow machines for emergencies, is confident of maintaining transportation through thirty foot drifts throughout the winter."(7)

The latest and the largest development is the one of Timberline Lodge. In 1934 some of the members of the Mt. hood Development Association thought of building a hotel at Timberline, but due to lack of funds there was not anything done about it except talk. In the winter of 1935 and 1936, the W. P. A. appropriated $300,000 for the construction of a hotel. During the early summer of 1936, construction was begun on the hotel, and the following winter the hotel was complete except the inside finish, which was completed in the winter of 1937 and 1938. Through a corporation of business men the doors were thrown
open on the fourth day of February of this year to the pub-
lic.

During the winter of 1938 and 1939, Mt. Hood will hold
the National Ski Championship, which include the downhill
and slalom races. To these races will probably come some
of the best skiers in the United States and also a few from
Europe. Mt. Hood's ski terrain will test the ability of
the skiers and will have a chance to be recognized as one
of the best skiing areas in the world.

OREGON TRAIL SKI CLUB AREA

Situated in the Blue Mountains of Eastern Oregon is a
ski area that is known as the Oregon Trail Ski Club area.
Kamela is the closest town, while Pendleton, 33 miles to the
northwest, and La Grande, 20 miles to the southeast, fur-
nish most of the users to the area. The snow starts fall-
ing around December the fifteenth and continues intermit-
tenly until April, during which time skiing is practiced.
The average depth of the snow is approximately three feet
which is sufficient for excellent skiing.

The history of skiing in this area probably goes back
to the latter part of the nineteenth century when skis were
used for winter hunting and transportation by trappers.
Their equipment was very rough compared with the modern
equipment of to-day. Home-made skis and leather straps
constituted the early skier's equipment. A road was devel-
oped into the area about ten years ago; since then there
has been an increase in the use of skis. In the winter time the road is kept open all the way except the last one and one-quarter miles, which will probably be kept open in the near future when the public demands it.

On Tip Top Mountain a 2700 foot runway has been cleared and is to be used both for downhill racing and slalom. The clubhouse of the ski club is at the bottom of Tip Top whose summit is 625 feet above the house. The members of the Oregon Trail Ski Club have been far-sighted in that they have constructed a ski-lift. In the near future every good ski area will have at least one good ski-tow, which allows skiers to have more fun in shorter time. This tow is composed of an endless rope running from the bottom of the slide to the warming hut at the top of the run and whisking skiers effortlessly up the 2500 foot slope in less than four minutes. In the near future the members of the club hope to have a 2500 watt generator installed to run a lighting system, which can be attached and run from the same engine that drives the ski-tow. This lighting system will facilitate night skiing; about 1000 feet of the main runway and also the practice run will be lighted. According to members this lighted runway will be the longest in the Northwest. It is planned to have at least one night a week previous to Saturday and Sunday nights, designated as the evening on which the runway will be open and the lights and the ski-tow operated for skiers. At present there are no toboggan slides or ice rink; but there have been plans for some in the near future.
Deer Park

Salmon Meadows Ski Lodge
The Oregon Trail Ski Club is of very recent origin being founded in June of 1937, since then it has grown rapidly. Most of the members (70 in number) are located in Pentleton, which has 50 members; Walla Walla has one, and La Grande has nineteen. The objective of the club is to promote skiing. The good skiers in that district say to start your children to ski early; six or seven years of age is not too early. Up to the present, January 1938, no tournaments have been held, but one is being contemplated.(8)

DEER PARK

Deer Park on the Olympic Peninsula is considered to be the most westerly winter sports playground in the United States and also has the distinction of being the only mile high skiing area in the world within 23 miles of tide water. The area, located on a road 23 miles south of Port Angeles at an elevation of 6007 feet, is used by the people from Port Townsend, Sequim, and Port Angeles. Since Deer Park is on the leeward side of the Olympic Mountains, it probably has more clear weather than any other area west of the Cascades. Although the snowfall in this area does not equal the fall in most parts of the windward side of the Cascades, the average snowfall varies anywhere from three to ten feet, depending on the winter.(9)

There are no records of the early days of skiing, although it is probable that skis were used for travel during the winter months. The equipment used in the early days was probably very crude. During the last few years modern skiing has been practiced in or around Deer Park,
since the CCC workers and the U. S. Forest Service built a road into the Park in 1934. During the winter months, the Forest Service keeps the road open to the heart of Deer Park, within 200 yards of the existing buildings. This service was first started during the season of 1936 and 1937 and will continue as long as there is enough demand.

The development of the Park resulted from the interest in skiing by a group of business men who in the fall of 1935 formed the Olympic Ski Club, which was organized for the purpose of developing the Park for winter sports. The original organization was formed by six men and has now reached the point where it has branches in the three main cities of the northern part of the Peninsula, namely, Port Angeles, Port Townsend, and Sequim.

The club held the first tournaments during the winter of 1937; the events consisted of several downhill and slalom races, held throughout the season with the competitors consisting mostly of people from Port Angeles and Port Townsend. The attendance on good days numbered from 300 to 500 people. Since most of the terrain in the Deer Park Area is open, there has been no need for ski trails. A little tobogganizing is done in the area but not enough to warrant a slide. At a point close to Port Angeles, known as the Heart O' the Hills, ice skating is practiced on Lake Dawn at such times as sufficient ice is produced, but because this lake is at a low elevation, it does not freeze over often.

The U. S. Forest Service has done all of the physical
work in the present development of the area and will cooperate as long as there is a demand for such development. Plans for the future development of Deer Park include betterment of the existing road, additions to building facilities for the accommodation of skiers and penetration farther into the interior where there is considerable good skiing terrain.

**SALMON MEADOWS**

Salmon Meadows winter sports area is located in North-central Washington on the east side of the Cascade Mountains. Its nearest large town happens to be Okanogan, which is about 30 miles from the ski area. The snowfall is not very heavy due to its location, which is on the leeward side of the mountain. The area is used largely by the people of Okanogan and Omak and their vicinity. The average depth of the snow during the winter ranges from three and one-half feet to five feet; skiing starts in December and lasts until April.

Records seem to show that skiing in this area was practiced about 1886 by the early settlers who used skis for trapping and general use in the winter time. Their equipment was rather crude, consisting of home-made skis, rubber shoes for ski-boots, leather strap for bindings, and mackinaws for parkas.

Modern skiing has just been started during the last few years in Salmon Meadows. The first ski club was organized in December 1937 with something like 100 enthusiasts, as members whose objectives are to develop good sportsman-
Table Mt. and Heather Meadows
Easy Slopes near Heather Meadows
Practice Slopes near Mt. Baker

Mt. Baker
ship and winter recreation. In 1935 the building of a road into the area was begun but was not completed fully until 1937. The road was first kept open in the winter time in 1935 but now is kept open to the ski-lodge and hill. The U. S. Forest Service built the first trails in 1936; and during the following year with the help from the Okski Club, they constructed a ski-jump.

Since the ski-club has just been formed, no tournaments have been held. At the present time tobogganing is practiced but little. Within ten miles of the area there are a few lakes where ice skating is indulged in; since the snowfall is light in this area, it isn't much work to clear the area. The Forest Service, which has played a very important part in developing the area, has constructed the road and lodge, cleared the hill of trees, plowed the roads free from snow in the winter, and they also report the snow and skiing conditions.

HEATHER MEADOWS

The Mount Baker Ski area is probably the most northern one in the United States. The famous Mt. Baker Lodge in this area happens to be the hub of it and is located 59 miles from Bellingham on a branch of Pacific Highway number 99. A distance of 25 miles separates the Lodge from the Canadian line. The ski area, known as Heather Meadows, is used almost exclusively by the people of Bellingham, Vancouver, B. C., Everett, and Seattle.

The Heather Meadow area was used later for skiing
than the Mt. Hood area and the Rainier area, probably due to transportation facilities and its distance from the larger cities. Skis were used in this area in 1923 or 1924 by the Allenbach Brothers, who came from their native land, Switzerland, and brought skis with them. The forest rangers used snowshoes about the same time. An old time trapper and prospector by the name of Bert Lowery was the first one to use skis, which were used for travel between Shuksan and Heather Meadows. Lowery's skis were made of very short boards; they were not snowshoes as many people thought. Only one cabin was situated in this area in the early days; its location was in Shuksan, and Lowery owned it. In 1922 a stone cabin was constructed in Heather Meadows, while during the following year a road was built into this area but was not kept open for winter use until 1933 or 1934.

After this date ski clubs started forming for the purpose of enjoying winter sports. In 1933 the Mt. Baker Ski club organized, while the Lynden Ski club organized in 1935. At first these clubs had 12 or 15 members, but now the Mount Baker Ski club has about 1500 and has erected a ski hut in the Meadows. The Fjeld Ski club of the Darrington district has also erected a ski hut here.

The first tournament, which was held in 1933 by the Mount Baker Ski club and the Bellingham Chamber of Commerce, drew participants from Bellingham, Seattle, Tacoma, and Vancouver, B. C. In this first tournament the events consisted of ski-jumping, racing, downhill, and slalom. The attendance at the first tournament numbered several
A Bus with Skiers at Paradise

Powder Snow at Paradise
hundred; now days 3000 to 4000 people attend them.

Due to much open land there was not much need for clearing the ground of brush and trees for ski trails; nevertheless there had to be some planning, which was accomplished by officials of Mt. Baker Development Company, Forestry officials, and Bellingham and Seattle mountain-eers. The U. S. Forest Service constructed the ski trails, assisted in building a road into the area, constructed tourist camps and picnic places, and helped in many other ways. At present there are no ski-jumps in the area, but at times a temporary ski-jump has been made. A ski-tow was erected in the area by permission of the Forest Service by Ski Tows, Inc. of Seattle.

Skiing is the only form of winter sports that is practiced intensively. Although a little tobogganing is done, it is probable that it will never compare with skiing in the number of participants. Ice-skating is practiced on the small lakes in the early winter; but when winter snows come, it is too much of a task to keep the ice free of snow.

**PARADISE VALLEY**

In Mt. Rainier there are several winter sports areas; the most noted of these is Paradise Valley, which is on the south slope of the Mountain. In this area the snow piles up to a tremendous depth, probably equaling the depth of any other region in the Northwest. In Paradise the total of 670 or 700 inches has been recorded during one winter. Paradise Park is a very favorite area among skiers, especially to those who live in and around Tacoma and Se-
The distance to Paradise from these two cities is 60 and 90 miles respectively. The ski terrain is not excelled by any other region; slopes are of all gradients, and nearly all of which are quite timber-free. These slopes can be enjoyed by the expert or the novice, but they have one main draw back in that they are all south exposures. The winter sun shines on the snow, melts it, and at night it freezes; and the next day the snow has a hard crust on it.

The history of skiing in the Park dates back to 1914. At that time some members of the Mountaineers from Tacoma and Seattle, on one of their first winter outings—a New Year's expedition—took skis into the Park. The first journey started from Ashford, a little town 20 miles from the good skiing grounds. Most of the group wore snowshoes; only two were allowed to use skis as they were considered to be dangerous.

For almost 20 years annual mid-winter outings were staged by the club. For the first 10 years there were no other tracks breaking the glistening white snow except these first "explorers" who would burrow into the buildings to get food stored early in the fall.

The winter road was first maintained snow-free as far as Longmire in 1923. For the next eight years this sight was recognized as the Northwest resort. As the crowds increased a toboggan slide was built, and snow carnivals were held each year. Along with the increase of winter sports enthusiasts in the Park, the idea of excellent ski
conditions of Paradise Valley was realized. Transportation was the main obstacle that kept people from enjoying the high open country. The distance by trail from Longmire to the Valley was about seven miles, which is quite a distance for the average skier to go, especially for week-end sports. In those days most of the people could not conceive of keeping the road open to the high country—probably due to poor equipment. An overhead railway from Glacier Bridge (above Longmire) to Paradise Valley was thought of. The plan reached its height of popularity in the years of 1929 and 1930; even some engineers, who were experienced in building ski-lifts in Europe, were asked for estimates, and a few surveys resulted. (10)

The Park obtained its first rotary plow in 1931, and subsequently the road was kept open from Longmire to Canyon Rim, a distance of eight miles. Paradise Valley was reached by hiking only two miles. In 1931 Paradise Lodge opened for its first winter season; as a result of this and the opening of the road, Longmire was deserted in favor of the higher country where the number of skiers increased greatly.

In the winter of 1932 the road was kept open to Narada Falls Parking area, which is only one mile by trail to Paradise. The introduction of a policy by which ski accommodations were leased at minimum seasonal rates was met with instant approval of all skiers. (11)

The climax was reached in April 1935 when the Olympic trials and National championships were held. This meet
was considered to be the most successful set of downhill and slalom races ever staged in this country.

The improvements at the Park the last couple of years have not been stationary. In the winter of 1936 and 1937 a one-way track and shuttle bus service was established between Narada Falls Parking area and Paradise Valley. The opening of the road increased the number of users greatly. The new job seems to be quite a chore; for the new section of the road being opened is four miles long, and its elevation is between 4,500 and 5,500 feet. During the winter the snow is piled up to a depth of 20 feet on the level and twice that much in drifts.

During the winter of 1937 and 1938 Rainier will have a ski-lift which was built under the watchful eye of James Parker, who has built similar devices at Snoqualmie and Mt. Baker; with this experience the lift at Rainier should be better than at the other two resorts. The lift will operate from the base of Carpenter Shop Hill with the ultimate terminal at Alta Vista Ridge. The terrain here is ideal both for the novice and the expert. Before "taking off" the skier has an opportunity to look over the surrounding territory. The lift is 1,000 feet in length with a difference in elevation of 300 feet from top to bottom. The Rainier National Park company worked in close harmony with the U. S. Department of Interior in construction; they saw to it that the landscape was not cluttered up with cables and machinery.(12)
TUMALO AREA

The Tumalo Winter Sports area, which is located at a distance of ten miles west of Bend, is of recent development. Bend's first area was located on the McKenzie highway, eight miles west of Sisters but was abandoned in 1936 in favor of this new area. Although the Tumalo area is used mostly by the Bend townspeople, a few come from the small towns around Bend. The Bend Skyliners, an outing club, which was formed in 1925 with about 25 or 30 members probably has the distinction of being the largest outdoor club on the Pacific coast with approximately 1000 members. Their objectives were to promote recreation, skiing, and mountain climbing. Since Bend is located very close to the Cascade Mountains, their objectives were accomplished quite easily; as a result the membership grew rapidly.

The history of skiing in this region goes back to 1877; in that year and for few years afterwards, John T. Craig carried the mail from McKenzie Bridge to Camp Polk. Many trappers also used skis to traverse the mountains in the winter. In 1920 skies were used for recreation by some winter sports enthusiasts, but the first tournament in the Bend area was not held until 1929. Events that were held included ski-jumping and ski-racing; in these events the competitors were usually Scandinavian who had learned to use skis in Europe. In 1929 approximately 500 people attended the tournaments, but now the total of 4000 view them.

The Tumalo area was developed by the Skyliners and
the Forest Service. The ski trails in the area were built in 1936; the work consisted of blazing and clearing, which is very easily done in the pine region. The Forest Service constructed a lodge, which is a two story log structure 46 feet by 64 feet, a nine mile ski trail with two emergency shelters, a slalom and downhill course, and a partially completed ski-jump but couldn't finish it because of lack of funds. This playground in its unfinished condition was turned over to the Skyliners under special use permit; and at a cost of approximately $2,000 they completed the jump, which is an exact replica of the Lake Placid jump and is considered to be one of the best hills on the Pacific Coast. A caretakers lodge was also constructed at a cost of about $800.

The road into the area was started in 1936 when $16,000 in emergency federal road funds was secured; with this sum four and one-half miles of high class road was constructed. In the fall of 1937 the county constructed an additional four and one-half miles, bringing the road to the city limits. This road is completely graded but as yet not surfaced and is kept open all winter by the county with push plows; and in the event of an exceedingly heavy storm, a state rotary plow is available to open the road.

On this Tumalo area there is no toboggan slide so this form of winter sport is not indulged in, but the Skyliners have been contemplating on building one in the near future. At present the people of Bend do their ice-skating in an ice-rink that is located in Shevlin City Park, three miles west
of the city. A new ice-skating rink in the winter sports area will be developed in the near future. Since the weather is colder in this area, it means better ice conditions; but due to much snow the ice-rink will have to be covered.

The snowfall in this area is on the average about four feet; this is the depth of snow laying on the ground. Skiing starts around the latter part of December in the Tumalo area and lasts until April. In the Cascades on Bachelor Mountain good skiing is had until August or September.

MCKENZIE PASS WINTER RECREATIONAL AREA

Along the McKenzie highway in the Cascade Mountains east of Eugene, several places have had winter sports during the last decade. The first ones, White Branch and Alder Springs were at rather low elevations; the snow was too soft and wet. As more people were initiated into the skiing fraternity, the demands of the people for better snow conditions were inevitable. When pressure was exerted on the State Highway Department, the road was kept open to Pole Bridge, four miles west from the McKenzie Pass summit. In this area the snow conditions are much better than at the lower elevation. This present site, which is known as the McKenzie Pass Winter Recreational area, is used by the people from Eugene and vicinity.

Skis in this area were used by a mail carrier who packed the mail over McKenzie Pass and also trappers who used skis for transportation during the winter months. Skiing in the early days was not practiced much for pleasure but a means of "getting around" in the winter months.
The McKenzie highway has been in use for a long time; in the early days it was the only route over the mountains in that vicinity, but it never has been kept open during the average winter--too much snow piles up in the cuts of the highway, which runs through a few lava flows. In the winter of 1937 and 1938 the road was kept open for skiers.

A couple of outing clubs have been formed in Eugene. The Obsidians, chiefly a mountain climbing club, was organized in 1928, and since then the members have taken more of an interest in winter sports every year. The true ski club was organized under the name of Oregon Ski Laufers in 1937. These two clubs will play an important part in developing the area.

The first tournaments, held at lower elevations, had such events as racing, downhill, and slalom. The total of 50 to 100 people constituted the spectators at the first tournaments; now as many as 500 to 750 attend them.

On the area no tobogganing or ice-skating is practiced; only skiing is indulged in. At present there is only one recognized ski trail, which is known as the Sunshine trail, developed by the Forest Service and the Obsidians. Starting at Frog Camp, this trail leads to the base of the Middle Sister, a distance of five miles. At the time of this writing the area has no ski-jump or ski-lift; nor are there any plans for them either.

The snow conditions at this winter sports area compares favorably with other areas throughout the Northwest, meaning that the average depth of the snow ranges from seven
Timber-Free Slopes at Sun Valley
Sun Valley Lodge With Sawtooth Range in Distance
to ten feet. Skiing starts in December and usually lasts until May or June.

There are plans for the future development of the area. A ski lodge, lunch concession, ski-jump, and ski rental agency will be built.

SUN VALLEY

Sun Valley Ski Resort has been of very recent development; although new it is probably without a doubt America's foremost winter sports area.

Mr. W. A. Harriman, chairman of the board of directors of the Union Pacific railroad, observing the great increase in skiing, decided to investigate the possibility of developing a skiing center in the United States comparable to the ones in Austria, Germany, and Switzerland. In 1935 he invited Count Felix Schaffgotsch to this country to find a suitable location. After an intensive study in the snowfields of the West, the Count chose Sun Valley in South Central Idaho as an ideal place. Sun Valley is about one and one-half miles from Ketchum. The construction of a hotel, later called Sun Valley Lodge, was started almost immediately and was completed in December 1936.

The physiographic and climatic factors at Sun Valley seem to be ideal for skiing. The Government snow reports lists good snow from December to the middle of April. The nights are very cold, while in the daytime the temperature rises to moderate freezing. The snow is usually dry and powdery, which makes it ideal for skiing. Nearby hills
and mountains rise directly from Sun Valley, which is at 6000 feet elevation, and offer every conceivable kind of slopes, which are almost free from timber. These mountains rise to a height of 8500 feet, while a few miles farther away from Sun Valley are Bald Mountain, rising to a height of 9200 feet with a 3000 foot vertical drop and Boulder peaks, rising to 11,000 with a vertical drop of 4000 feet in two and one-half to five miles.

In 1937 Sun Valley had two ski-lifts; the smaller one which was up Dollar Mountain has a vertical ascent of 650 feet; the larger one runs up Proctor Mountain, its vertical ascent is 1470 feet. These lifts enable the skier to acquire much downhill running, which is necessary for the development of certain so-called skiing muscles.

During the last winter a new hotel, the Challenger Inn, has been opened for the public and was developed purposely for the persons with a moderate pocket book and not for the richer type of individual who usually stays at the Lodge when he comes to Sun Valley. Two snowmobiles have been acquired at Sun Valley at the beginning of the winter of 1937 and 1938. A snowmobile is a tractor type automobile, which can pull loads over snow with little difficulty. They are mostly used to pull skiers up hills which do not have any ski-lifts.(13)

Sun Valley will probably stay at the top of the skiing areas in the United States because it has the name, backing, advertising, and wonderful snow conditions.
CONCLUSIONS

During the last few years there has been a very marked increase in the number of winter sports enthusiasts. The increase can be attributed to several reasons. The most important one is the transportation—the ease with which people can get to and from the areas. In the mountains of the Northwest snow piles up to great depths, and the terrain has been and is excellent; but people could not get to these areas without spending much time and physical effort. The average person does not want to spend most of his week-end getting to an area and then coming right back to town but instead prefer to spend most of the time enjoying themselves. As soon as the roads were kept open into snow-filled areas, a marked increase of users was noticed. Take Mount Hood for example, in 1927 people took to skiing after the road was cleared. Last winter, when the road was kept open to Timberline Lodge, hundreds and even thousands of winter sports enthusiasts made this their skiing grounds. Before the road was kept open, only a few individuals skied to Timberline; too much time was spent in getting to the area. This winter the road is being kept open to the Lodge with the result that thousands of people use this area.

A second reason is the realization of the enjoyment that can be derived from winter sports. In as far as thrills go, skiing is far ahead of any other outside sport. Imagine if you can, a speed of 40, 50, and even 60 miles per hour down a steep slope with only an inch of slippery wood se-
paring you from the snow and being able to stop at any-time. People skiing on deep snow can go to many different places where they were unable to go to in the summer, because of too much underbrush. Beautiful scenes are seen, such as snow and ice-covered trees, peculiar ice formations, solid white hills and mountains, beautiful sun rises and sets. No wonder people like to go to the mountains to ski in the winter. After a hard week in the office most individuals like to get away for a week in the mountains where a person can forget his troubles and relax.

Another reason is the good equipment which can be bought now. With good equipment a person can learn to ski much quicker now than in days of poor equipment with which a person had much trouble. When an individual masters a sport, that is the time when the greatest enjoyment is had.

With the installation of the ski-tows in the winter sports areas there has been and probably will be an increase in number of winter sports users. A ski-tow enables the individual to get more fun with much less work in a short length of time. Americans like to enjoy themselves with the least possible work.

During the last couple of years most winter sports areas have been moved farther and farther to higher elevation where better snow condition and terrain are found. The snow is much drier and stays this way much longer than at lower elevation, because of lower temperatures. In the Northwest at an elevation of around 6000 feet, skiing be-
gins in November in the average year and lasts until June or July; while at lower elevations around 4000 feet, snow isn't of sufficient depth to ski on until the latter part of December, and the end of skiing is usually in April or May. On dry snow skis are controlled much better than on wet snow, and the injuries are fewer also. The terrain is usually much better because of timber-free slopes and many different pitches of the land. At 6000 and 7000 feet the winter sports areas probably have reached their limits. Above this elevation the snow is packed hard and is quite icy because of the wind which blows at a terrific velocity, so that there would not be much enjoyment skiing especially on hard packed and icy snow. A person cannot control the skis on hard snow as well as on soft powdery dry snow. At this elevation it is almost impossible to keep the road open in the winter without much expense; it is very impractical and should not be done.

With the avalanche of winter sports enthusiasts into the high mountains the Forest Service plays a more important part in developing and administrating the areas every year. The Forest Service controls most of the best ski terrain in the Northwest; for this reason they will be the party that will develop the area. In the future winter sports will take more and more time of the Forest Service.
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