



A quarterly publication of the Mount Rainier National Park Associates

MRNPA NEWS

Volume 11, Number 1, Spring 1998

Longmire's Springs



National Park Inn - 1911

James Longmire happened on a spring-fed meadow in August 1883. At that moment his life changed dramatically. Here was a new and exciting goal for him, and he had a showman's talent for fulfilling it.

That summer day had begun with elation, then turned to frustration. James had joined George B. Bailey and Philemon Van Trump on a successful ascent of Mount Rainier. This was his first mountain climbing experience, as exciting to the man in his sixties as it was to younger adventurers. The honor of being invited to join with experienced climbers as they conquered that dominating mountain was a giant step above his usual role as guide and packer.

No one in the climbing party had stayed at their camp, across the Nisqually from Bear Prairie, to watch over the horses. The animals had broken their ties and were not to be seen. James was upset, but too seasoned a tracker to lose his means for a ride home. He found the horses grazing in a lush meadow. While rounding up the animals James noticed several bubbling meadow springs. Their water varied in both color and temperature. A taste test verified the good news. It was mineral water. Using empty canteens, he collected samples for chemical testing. Tests showed enough mineral content to justify a major advertising campaign.

James had found the kind of mineral springs that could be marked to the public. It was the age of springwater miracles. Believers, rich and poor, were convinced that the answer to all ills could be found in water that tasted different. And here was full platter of nature's best. The way C. Frank Brockman put it in his booklet *The Story of Mount Rainier National Park*, "Longmire dreamed of the development of this area in the wilderness as a sort of local spa where those weak in body and spirit might come to repair their ills by copious consumption of the mineralized water." James also was a practical man. Having just climbed a difficult mountain, he knew that even the strong and the healthy needed the magic water to soothe the aches and pains of such extreme labor.

There was too much fall harvest work to be done on his Yelm Prairie farm to allow time for a return trip to the springs in 1883. James was a planner, though, and tried to get Bayley and Van Trump to help finance a road to the springs area. Neither of them would contribute to a partnership. James hired his friend Indian Henry and a native crew to work on a spur trail to connect Bear Prairie route with the springs area.

In 1884, when he checked on trail work done, James found did it not meet his needs. It twisted and turned around fallen trees. The native work force had followed their inclination to go with the natural setting instead of modifying it. James understood their reasoning, but wanted to shorten travel distance, not add to it. He added his pick of local workers to the crew and got the job done by summer.

The word spread that there was now a trail all the way to the magnificent mountain. And, as a bonus, there was a health-giving land of mineral springs along the way! Hikers, horsemen, and mountain climbers now knew of a route to one of the world's greatest mountains. Curiosity spurred them on to Longmire's Springs.

The Longmire family saw the public rush coming. James was running into problems with the land claim he needed. He already had a "homestead" at Yelm Prairie, and there was no such thing as vacation residence property in those days. Mineral rights was the key to a claim at the spring, thanks to provisions of the United States Mining Law of 1872. But first he had to "patent" the claim as a real source of minerals. And even harder, he had to survey a line nearly sixty miles eastward from Yelm to properly locate his potential claim. While the legal problems dragged on, James and his sons and every friend he could muster start construction at the Springs.

With the help of trail crewmen and woodsmen, land was cleared. A rude cabin and "other necessary building" were constructed during the summer of 1884. First built were lean-to and crude log shanty structures, to provide storage and human protection from the uncertain weather.

The busy man's wife, Virinda, joined him that summer. She brought civilization with her. A stove and cookware were her tools. When she arrived the workforce began eating well again, and a real log cabin was quickly built. It was later used as a saddle house, but for the time being it was a roof over Virinda and her family's heads.

It was an avalanche of man-made changes in a wilderness setting. Each year there were more buildings to be seen at the Springs. The season of activity lasted from late spring to early fall. Protection from the elements was a must. As more equipment was used, more storage was necessary. More meals were served. Pack animals needed some degree of protection. The horses and mules could get by with grazing, but the humans at the Springs demanded a great quantity and variety of foods. Safe fresh food storage involved preservation from spoilage (the snow had already melted away each year by the time ice was needed in volume). Food needed protection from hungry animals. Both raccoons and black bears were notorious for raiding food supplies.

Buildings and tents were needed to shelter the growing number of visitors.

In 1888 when John Muir and party passed through Longmire Springs on their way back from their famous photographed climb of the mountain, they could be housed for the night in a log inn that had been built three years earlier. It was the best housing at Longmire's Springs, but too small to handle more than ten or so visitors. James was working on that problem. The frame was already in place for the first single story segment of the Longmire Hotel. Within two years a second stage of the row-house type of linked structure was completed. As the number of visitors grew, the Longmire family made sure the size and number of buildings at the Springs increased to take care of the public.

Caring for the visiting public was the main Longmire family goal. Each of the springs that ran consistently was set off with a small protective rock wall. A cup was kept by those favored for healthful drinking. The springs varied in temperature, as well as mineral content. Those with the warmest water became a major attraction when they were widened and lined with cedar staves. Some were large enough to provide hot water for visitors to soak in, similar to a modern day hot tub. There were probably long lines of tired travelers and climbers for their use.

Longmire's Springs was becoming immensely popular among residents of the fast growing towns like Seattle, Tacoma and Olympia. The trail to Mount Rainier, however, was out of fashion. It made do for horseback riders and hikers, but was a completely unsatisfactory route for the population of the new State of Washington (1889) to use for a family excursion. Before his death, in 1897,

James Longmire spent many winters trying to convince the state and county governments that it was absolutely necessary to have a good road built to Longmire's Springs, and beyond to Paradise. No financial support was received. He had his crews work to widen the trail during the 1890's, but only wagons that were high enough centered to pass over stumps and had wheels sturdy enough to manage washouts and monster potholes could make it to the Springs.

Although state and local roads were built as far as Succotash Valley (Ashford) before Mount Rainier National Park was formed in 1899, it was after the turn of the century before a "road," as we think of the word, was begun inside the park. It was surveyed by a party supervised by Eugene Ricksecker, U.S. Army Corps of Engineers in 1903 and 1904. The aim was to have a thoroughly engineered road that ran from the western edge of the Mount Rainier Forest Reserve (now just west of the park boundary in Snoqualmie National Forest) all the way to Paradise. It was built during the next decade by a combination of federal government and contract work. The result was acclaimed as a road that could accommodate family vehicles bound for Longmire's Springs.

The Tacoma and Seattle newspapers were slow to make a big thing over the creation of a federal park, but word of mouth spread the news efficiently. Railroads saw the potential for increased business, and hurried to extend rail lines to points close to the park. The Tacoma & Eastern Railroad Company finished their rail line to Ashford in 1904. They were bought by the Chicago, Milwaukee, St. Paul and Pacific Railroad Company. The parent company had a beautiful new hotel constructed at Longmire, across the road from the Springs, in 1906.

The Longmire family had rivals for business! Their Longmire Springs Hotel had expanded a bit more, but still could accommodate only 30 paying guests. The railroad company's Longmire Inn could easily handle 60 guests in its 36 rooms, plus 75 more in a tent complex. The Longmire family built more tents, but couldn't catch up to the competition. Even lower rates and a new paint job didn't help. It was a matter of how many beds were available to the growing herd of tourists.

Before the National Park Service existed, and before the Secretary of the Interior assigned management of the new park to Grenville F. Allen, the Forest Reserve Manager, there was no system for assigning public service responsibilities in the park. Until the Longmire Inn appeared, the Longmire family worked out the management of services on a geographic basis with other entrepreneurs. They took care of Longmire's Springs. It was their own property. Other businesses handled public needs in other parts of the park, especially at Paradise. There was very little rivalry.

Longmire's - - Springs

On the Road to Mount Tahoma.

A Word to the Afflicted. An Antidote for Disease, prepared
in Nature's Own Laboratory.

Longmire's Medical Springs,

WITHIN EASY REACH OF OUR PEOPLE.

Are now open for the public. Why go abroad when you may find Nature's own restoratives at your very doors?

The best recommendations of the wonderful curative properties of these waters is afforded by the cures performed of those afflicted with rheumatic pains, catarrh, piles and other affliction that have been pronounced incurable.

The present means of reaching the Springs from Yelm Station, on the N. P. R. R., is by gentle saddle-horses, trains of which will leave August 1st and 15th, and September 1st and 15th.

Passage including board, for round trip, \$12. Board and treatment at the Springs, \$8 per week.

ELCAINE LONGMIRE, Yelm, Wash.

 In corresponding please mention that you saw this advertisement in EVERY SUNDAY.

Reproduced from Every Sunday, (Tacoma) August 9, 1890

Now that there were two major players in the game of business at Mount Rainier National Park, the federal government took on the responsibility of requiring bids for services to be given in the park, but outside of the Longmire private property. Both Virinda and Elcaine Longmire filed for 160 acre homestead claims, adjacent to their mineral claim property, to expand family holdings. Their attempts were turned down in 1907. The family was evicted from one of their log cabins that lay outside their mineral property (but within Elcaine's invalid homestead claim). Called the "Homestead House," it was condemned and burned in 1907. Once the Longmire property lines were clearly set, bidding for leases began in earnest.

The land for the Longmire Inn had already been leased from the government in 1906 by the railroad. L. G. Linkletter received permission to open a photographic concession in 1907, but needed property to house his studio. George B. Hall was given a permit to build a livery stable, barns, sheds, and a residence east of Longmire family property late in 1907. Ben Longmire had bid on the lease arrangement, but lost out.

Not all of the decisions went against the Longmire family. Dan Jones found it more economical to open his blacksmith shop on Longmire claim property in 1907, rather than on government land. Too, John Longmire was granted a concession for transporting passengers within the boundaries of Mount Rainier National Park in 1907. This was a step down from the exclusive right the Longmire family had enjoyed for transporting visitors from Yelm to Longmire's Springs, but it did include rights to commercial use of the road that was being built from Longmire to Paradise.

As the "Government road" (Ricksecker's marvelous project) was improved and families began to replace their horse and buggy with an automobile, tourists definitely preferred driving themselves to the new National Park. Acting Superintendent Allen called autos "contrivances...an annoyance and some danger to the public," in his 1906 report. By 1907 autos were accepted through the entrance station, 60 of them during that summer. At first autos couldn't go beyond the community of Longmire, but steady road improvements soon allowed driving as far as the Nisqually Glacier. Travel by private vehicle soon began to outnumber travel by rail and commercial stage.

From 1907 to 1916, when the National Park Service came into being, the growth and development of business in the Longmire area was controlled more by space limitations than by federal government decisions. It was a community that needed planning. A store, a barber shop, a bar (quickly closed down), a confectionery, several gift shops, an oil station, and a post office needed to be located along the "Government road" where they could be seen by tourists. Barns, garages, and warehouses took up a great deal of space. There was only so much land to use for the expanding services.

Beginning in 1916, the National Park Service and commercial businesses worked to set up a joint management relationship, regarding public services. It has changed often in method, but remains as a goal. Sadly, the Longmire family has not been a part of that relationship. In the spring of 1916 the family property was leased to an outside company for development and management. Only a tiny bit of what they accomplished in our history remains to be seen by us. The family deserves to be remembered.

Bibliography

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Wonderland. An Administrative History of Mount Rainier National Park, by Theodore Catton, for the National Park Service, Cultural Resources Program, Seattle, WA, May 1996.

Confirmation of much of the data was made from researching the Mount Rainier National Park Archives at the Federal Records Center in Seattle.

General Management Planning: An Attempt at Explaining the Process

At, and following the public meetings concerning the General Management plan (GMP) that took place in September, 1997, it was clear that many people did not understand the GMP process or the current status of the GMP. As a result, attached to a recent "Dear Friends" letter from Superintendent Briggles was an explanation of the GMP. The following is a shortened edition of that explanation.

"General management planning for Mount Rainier National Park is a two-stage process. In the first stage, we determined what the desired future conditions -- or goals--for the park should be; this stage was completed earlier this year (1997). We are now at the second stage: developing and analyzing a range of more detailed alternatives for achieving the desired future conditions. At the end of this stage, one of these alternatives will be selected (a decision made) and the actions it calls for will be carried out over the next 15-20 years.

"The First Stage: Determining the Desired Future Conditions

"Work on the general management plan began in 1994 with a series of scoping meetings held in surrounding communities to find out the public's concerns about major issues facing the park. At about this same time, we also developed statements regarding the park's purpose and significance; these statements have served as the parameters within which all of our planning has occurred. Once the issues were clearly understood, the planning team (including park staff and people from the Denver Service Center of the National Park Service), began to develop a set of desired future conditions for the park.

"First, the team developed several prescriptive zones to identify how different areas of the park could be managed to achieve a variety of physical, biological, and social conditions. For each zone, we also established measures (called indicators

and standards) that define when a resource or social condition becomes unacceptable, triggering corrective action.

"In the next step of the process, we applied the zones to the park under three distinctively different management concepts. One concept improved access to many parts of the park; another concept provided additional opportunities for recreation; and a third concept increased outstanding opportunities for solitude in the wilderness. Six different management scenarios were described under these concepts--three for summer and three for winter.

"All six of the scenarios were presented for public review in a progress report published in winter 1997. In response to the progress report, we received numerous letters from individuals and organizations. The comments we received helped us refine some of the management zones and, more importantly, they helped us determine the overall desired future conditions for most of the park. The full description of the desired conditions--described both in text and maps--is available for review at public libraries and organizations in Seattle, Tacoma, Yakima, Olympia, Eatonville, Enumclaw, and Packwood.

"Although the desired conditions were prescribed for most of the park, there are still some gaps. Due primarily to the issue of geological hazards, we do not yet know what the desired conditions (zones) should be for the following areas: The Longmire development, Cougar and White River campgrounds, and the Westside and Carbon River roads. Decisions of these areas will be made as part of the second stage in the general management planning process.

"The Second Stage: Developing and Analyzing a Range of Alternatives for Achieving the Desired Future Conditions

"We are now in the second stage of planning. Now that we know more about the desired future conditions, we are beginning to look at the best ways to achieve them. To do this, we have developed several draft management alternatives for each of three geographic sectors in the park: the south, the northeast, and the northwest. In addition, within each sector, the alternatives are further divided into those related to the summer season and those related to winter. These alternatives represent a wide range of possible options for achieving the desired future conditions. They are preliminary alternatives--no preferred alternative has been identified and no decisions have yet been made.

"In September of this year (1997) we presented these draft alternatives during public meetings held in Eatonville, Seattle, Tacoma, Enumclaw, and Yakima. The alternatives have been made available for further review at public libraries and organizations in these communities, as well as in Olympia and Packwood.

"We expect to identify the preferred alternative early in 1998 after receiving additional public comments on the draft alternatives and acquiring more information on the costs and impacts. The draft alternatives, the preferred alternative, and the impacts of these will all be included in a draft general management plan/environmental impact statement (GMP/EIS) released late in 1998. Following the comment period on the draft GMP/EIS, we will make further revisions and then publish a final GMP/EIS. Another public comment period will follow, after

which the park's superintendent will decide which alternative should serve as the park's general management plan for the next 15-20 years."

MRNPA had been involved in the GMP process from the beginning. We have submitted comments on all steps in the process. As you can see from our comments on this most recent step in the process (elsewhere in this newsletter) we have expressed our displeasure with some of the GMP process and with the way the "desired conditions" have been made available for review. The next step in the process is for the NPS to issue a draft environmental impact statement (DEIS). At that time, we will request all MRNPA members to write letters of comment on the DEIS. One thing the public meetings concerning the GMP have shown is that there is a wide variety of opinions on how Mount Rainier National Park should be managed. Our opinions need to be well represented. We will keep you posted.

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The Response of

Mount Rainier National Park Associates

1. General Comments on the Process

The progress report that proceeded the public meetings and the public meetings themselves seemed an awkward basis for gathering public input on which to determine preferred alternatives for the draft GMP EIS. At the public meetings the NPS presented far too much information in far too short a time for the public to understand the proposed alternatives. At some of the meetings, the alternatives for the northwest and northeast sectors of the park were so abbreviated because of time constraints that no meaningful explanation of the alternatives was provided. Many of the issues listed in the progress report were not included in the alternatives presented at the public meeting and most of the alternatives presented at the public meetings were not addressed in the progress report. No information was provided about the costs or relative costs (cheap, moderate, expensive, prohibitively expensive) to implement any of the alternatives. This step in the GMP process should be repeated as it failed to adequately inform the public of the alternatives being considered.

Prior to future public meetings all the alternatives to be proposed and all the maps to be presented should be published in a progress report and publicly distributed. The public should be able to come to public meetings with all the information in hand--not to have multiple alternatives for unexplained issues given to them sight unseen. The meeting should be a forum for the NPS to answer questions. One of the questions the NPS must be able to answer is "How much will this cost?" Another is "Can the park realistically do this or provide this service?" Asking the public to comment on new fees, new construction, new services, new restrictions, etc. without any indication of costs, the likelihood of implementation, or the economic

trade-offs that will be made is asking the public for empty comments on meaningless alternatives.

Additional public information and public meetings on the GMP are needed. They need to be better thought out in advance and they need to provide better information for decision making.

At the public meetings Heather Todd read what she described as the Desired Future Conditions that had been determined for Mount Rainier National Park. She said additional information concerning the Desired Future Conditions is in the most recent progress report. The information in the progress report includes what Ms. Todd read and additional text. Is the text in the progress report and official statement of the Desired Future Conditions? No public input seems to have taken place concerning the formulation of this text. Who "determined" this was the desired future conditions? The GMP process is about determining the guiding principle for park management. The Desired Future Conditions as stated in the progress report is too nebulous with too many undefined terms and concepts to be an acceptable guide for future management of the parks resources.

2. Management Sections:

The presentation at the public meetings divided the park into three management sectors; South, Northwest and Northeast. These three are not sufficient. Two others need to be added; Backcountry and Mountaineering. The issues presented as wilderness management needed to be addressed park wide rather than as related to independent sectors and park wide alternatives need to be developed. In addition alternatives for Wonderland Trail travelers and backcountry campers need to be separate from alternatives for summit climbers. As an example, alternatives dealing with clean water and human sanitation at Muir/Ingraham and Schurman/Emmonds need to be developed separate from those at backcountry campsites.

A sixth management sector should be considered: Mount Rainier Ecosystem. This sector should include the entire park and the US Forest Service lands with ecological continuity to the park. Managing so "The park's ecosystems--and its' wildlife, fisheries, vegetation, soils and water and air quality would continue to function under self-sustaining natural processes" will not happen unless cooperative agreements for management are made with the US Forest Service. USFS lands adjacent to the park provide a buffer to the park and winter range for much of the park wildlife, as well as potential safe places for visitor services and park maintenance and administrative functions. The future of the park may depend on how the lands adjacent to the park are managed. The GMP should include alternatives for these lands that are developed with agreement of the US Forest Service.

3. Geologic Hazards, Closing Areas:

Geological hazards are a key element in determining the acceptability of many of the alternatives proposed. MRNPA accepts that geological hazards exist and that they constitute life threatening dangers to park visitors and to paid staff and employees living and working inside the park. MRNPA believes that these hazards warrant certain cautionary and mitigating actions be taken, including moving staff and employee housing out of Longmire and initiating a program to inform and caution park visitors of the hazard potential at Longmire, Cougar Rock campground and White River Campground. MRNPA does not believe that the historic frequency of geological hazardous events is sufficient to justify closing the visitor facilities at Longmire or the campgrounds at Cougar Rock or White River. MRNPA would support requiring some sort of "hold blameless" contract for Park visitors staying at these locations. We believe it should be up to the NPS to educate the visitor of any and all perceived and real hazards and their potential and history. Then let the visitor make the decision based on factual knowledge whether they visit the park or watch from a "safe" distance or location.

If and when park staff and employees are moved out of the housing at Longmire, MRNPA opposes using the vacant housing for visitor accommodations. If the housing at Longmire is too dangerous for park staff and employee housing, it is also too dangerous to provide visitor accommodations.

4. Shuttle System:

In principle MRNPA endorses the concept of voluntary shuttle service to Sunrise and Paradise with the restriction that the shuttle becomes mandatory when the parking lots are full. However, MRNPA's endorsement is contingent on; a) the NPS determining a carrying capacity at these sites that would not be exceeded, b) the development of parking areas which would be effective in intercepting park visitors before they become part of the traffic and parking problems and c) developing shuttle routes and schedules which would conveniently move park visitors to various locations within the park.

5. Carbon River Road, Westside Road, Mowich Lake Road:

MRNPA supports repair and replacement of the Carbon River Road if the repair can be made on the existing pathway, without construction of dikes or other structures to protect the road, and without any damage or change to the old growth character of the forest adjacent to the road. If the repair cannot be achieved within these limits, the road should be closed entirely and converted to a trail. MRNPA opposes leaving the Carbon River Road

open for limited vehicle use. Confronting visitors with a gate and forcing them to walk along a muddy or dusty road open to some vehicles is unacceptable. This road should either be entirely open or entirely closed.

The Westside Road should remain open to all traffic up to the washout. Above the washout, shuttle bus service should be provided to transport visitors to the trail heads along the road. Additionally, the road above the washout should provide opportunity for mountain bike travel. At each trail head, secure and weatherproof lockers should be available so that bikes and gear could be stored while the rider hikes the trails. If at some future time, Tahoma Creek stabilizes sufficiently that the Westside Road could be reopened, provision should be available to evaluate options at that time.

MRNPA approves the proposal to close the Mowich Lake Road at the Tolmie Peak trail head and converting the campground area at Mowich into a backcountry, walk-in camp. However, in conjunction with closing the road section and campground area, the compacted road and campground surfaces must be torn up, recontoured and the entire area revegetated.

6) Winter Conditions:

During winter, no plowing of snow should be done except to keep the Nisqually to Longmire to Paradise Road open and to keep SR 123 open to Ohanapecosh.

During winter, US 410 from Silver Springs should be open to motorized travel up to snow line or the junction with the White River Road, whichever is at a lower elevation.

During winter, SR 123 from Packwood should be open to motorized travel up to snow line or to the junction with the Stevens Canyon Road, whichever is at a lower elevation.

Snowmobiles and snowmobile use should not be allowed in Mount Rainier National Park at any location. The noise and Air pollution caused by snowmobiles are not consistent with either resource protection or visitor experience. Ample and more appropriate opportunity to use snowmobiles exists outside the Park.

7) Additional Development:

The developed facilities at Longmire, Cougar Rock Campground, Paradise, Ohanapecosh, White River Campground and Sunrise areas are acceptable as currently developed and managed. MRNPA does not support any additional development of these areas or expansion of facilities. Visitor use of these areas should be limited by carrying capacity bases on "no resource degradation".

Insufficient opportunities for camping are provided in the Northwest sector of the park. The campground area at Mowich Lake (tents in a parking lot with no potable

Mount Rainier National Park Associates Membership Form

Date _____

Name _____ Membership & Newsletter (\$10.00) ☐

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Home Phone () _____ In addition to my dues, I would like to

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I am interested in helping in the following area(s):

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| ☐ Wilderness | ☐ Water |

I am interested in attending a board meeting ☐

Please return this form with check or money order payable to:

MRNPA

Mail to:

Bob Aegerter

Treasurer, MRNPA

9230 41st Avenue NE

Seattle, WA 98115-3802

MRNPA NEWS

water and poor toilet facilities) is not adequate. The campground at Ipsut Creek is better, but it also is below the quality of facilities that should be expected at a National Park. The NPS should develop new campground facilities either at an appropriate location within the Northwest Sector or on US Forest Service land outside the park.

Respectfully Submitted for MRNPA,

David L. Berry, President

Mount Rainier National Park Associates

4018 Park Avenue South

Tacoma, WA 98408

Upcoming Work Parties

Mark Your Calendar!

May 16 - at Huckleberry Creek

June 13 - No location yet

July 18 - No location yet

August 8 & 9 - Potluck and Campover - No location yet

September 12 - Flower Work Party at Sunrise

Call John Titland (425) 747-1698 for details

Wilderness Permit Fee Program To Begin

Starting June 1, fees will be charged for Wilderness camping permits at Mount Rainier National Park. Day hiking in the park will continue without charge, other than the normal entrance fee into the park.

The Wilderness Permit Fee Program will be in effect only from June 1 through September 30, matching the season when quotas are in force throughout much of the backcountry. Backpackers may obtain their Wilderness permits and pay their permit fees at the following sites: Longmire and White River Wilderness Information Centers, Wilkeson Ranger Station (the red caboose), and the Paradise Ranger Station. The fee will be \$10 for the Wilderness Permit plus \$5.00 for each person in the party, regardless of age. For that one total payment, a backpacking party may camp for up to 14 days in the park's wilderness. A \$40 Annual Wilderness Permit will also be available. The Annual Wilderness Permit will be issued to any one person and will cover the \$10 permit fee as well as the \$5 charge for that person.

At Mount Rainier, Wilderness permit fees will be directly used to staff the permit issuing stations for much longer hours, some 90+ hours of additional staffing per week. Superintendent Briggie believes this will correct a common complaint of the past when backpackers would arrive at a ranger station early in the morning or later at night only to find the station closed. Without such Wilderness permit fees this year, the stations would have even shorter hours of operations due to limited base funds, Supt. Briggie said.

Mount Rainier National Park Associates

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Annual Meeting Details

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