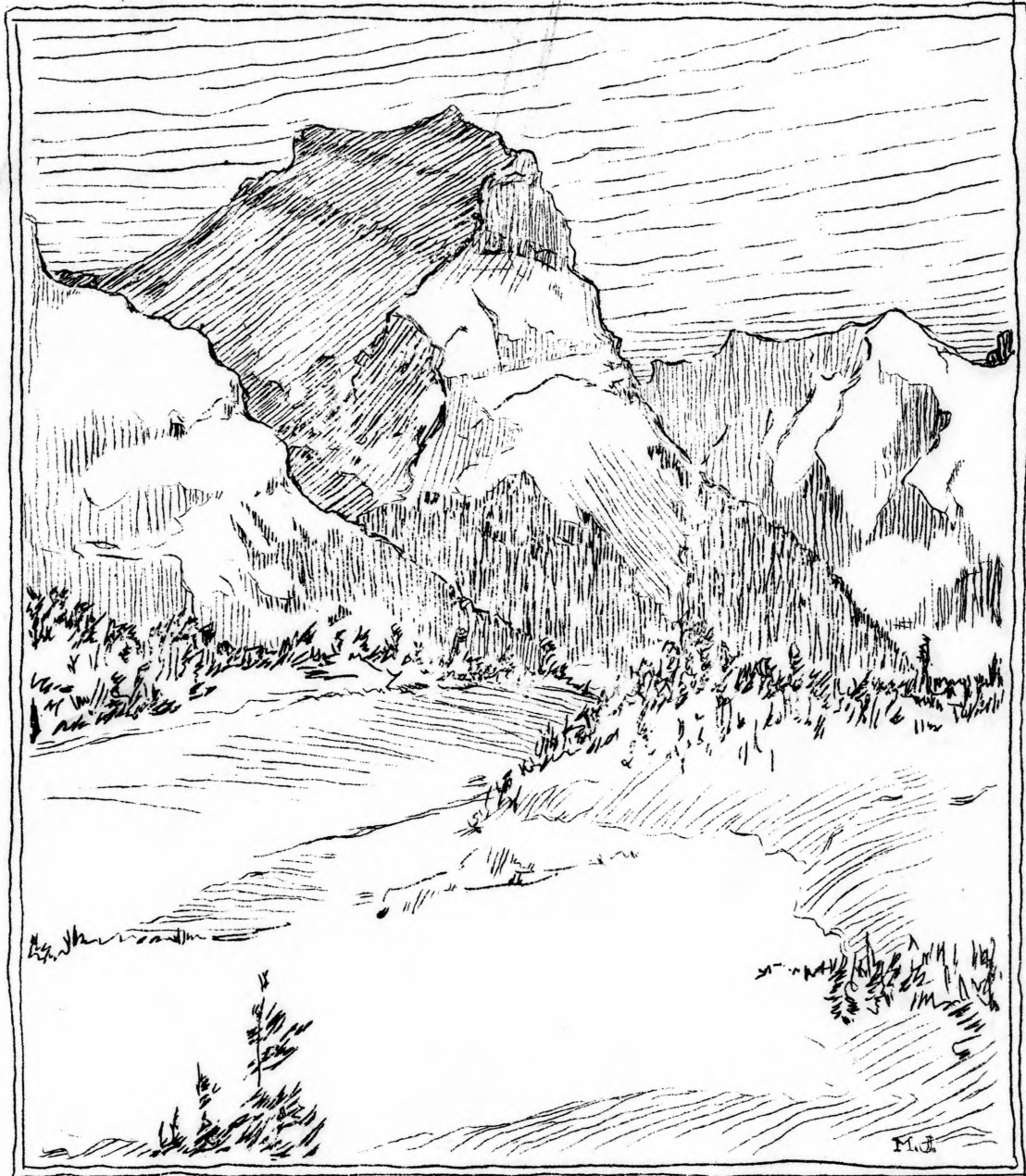


GOING-TO-THE-SUN HIGHWAY-DEDICATION



GLACIER NATIONAL PARK
JULY 15, - - - - 1933

REPORT OF THE DEDICATION OF THE GOING-TO-THE-SUN HIGHWAY, JULY 15, 1933

GLACIER NATIONAL PARK, MONTANA

Twenty-two years of sustained endeavor were crowned with success for Glacier National Park on July 15 of this year, when more than four thousand friends of Montana's playground gathered on the summit of the continental divide and witnessed an impressive dedication ceremony for the opening of the world-famous Going-to-the-Sun highway. American and Canadian officials, state officers, representatives of the National Park Service and the Bureau of Public Roads, and more than one hundred fifty Indians from the Blackfeet, Flathead, and Kootenai tribes contributed to the success of the program.

Under a cloudless sky and a warm sun, streams of automobiles flowed to the top of the pass from both the Belton and St. Mary entrances of the park and on the summit, 6,654 feet above the level of the sea, a corps of rangers was kept busy providing for the guests. Members of the ranger naturalist staff, under personal supervision of Park Naturalist Dr. G. C. Ruhle, were on hand to instruct the guests in the natural history on the pass. The naturalists distributed printed programs--copies of which are attached--to the crowd and also had a flower display, which drew much attention. Characteristic park flowers were arranged in the stand according to the localities in which they were grown.

Promptly at noon a firefighters' lunch was served to the guests by the National Park Service. Twenty lines of hungry visitors filed past the tables piled with food and all of these present were fed in less than an hour. Hiking, picture taking, visiting the Indian camps and other diversions occupied the crowd until commencement of the formal program.

Superintendent E. T. Scoyen of Glacier National Park acted as chairman of the day, and, following a selection by the Blackfeet Tribal Band, he sketched briefly the early history of the Going-to-the-Sun highway and explained that the pass was named for the late Major William R. Logan, Montana pioneer who served as first superintendent of the park. Then he introduced the distinguished guests present, among whom were: Mrs. W. P. Kenney, wife of the Great Northern Railway president; Mrs. J. E. Erickson, wife of Senator Erickson; Governor and Mrs. F. H. Cooney of Montana; O. S. Warden, chairman of the State Highway Commission; Senator and Mrs. Burton K. Wheeler; Mr. and Mrs. Scott Leavitt; State Treasurer and Mrs. James J. Brett; Senator W. A. Buchanan of Alberta; J. C. Greenway, president of the Lethbridge, Alberta, board of trade; Canon S. H. Middleton of Cardston who delivered the invocation for the program; Herbert Knight, superintendent of Waterton Lakes National Park; Superintendent Forrest R. Stone of the Blackfeet Indian reservation; Superintendent Charles E. Coe of the Flathead reservation; David Hilger, state historian; Major Evan W. Kolley, regional forester; and A. V. Emery, resident engineer of the Bureau of Public Roads.

Messages from Secretary of the Interior Harold L. Ickes, Director of the National Park Service Horace M. Albright and Thomas M. MacDonald, chief of the United States Bureau of Public Roads, were read by Superintendent Scoyen. A message of congratulation also was received from W.H. Lynch, district engineer of the Bureau of Public Roads who was included on the program but was unable to attend the dedication ceremony, also was read.

Secretary Ickes' letter follows:

THE SECRETARY OF THE INTERIOR
WASHINGTON

July 12, 1935

Mr. Eivind T. Scoyen,
Superintendent, Glacier National Park,
Belton, Montana.

My dear Mr. Scoyen:

I wish that it might have been possible for me to be with you on the occasion of the dedication of the Going-to-the-Sun Highway, but I am sure that you and Governor Cooney and your other associates understand my situation.

I once made a horseback trip through Glacier National Park and it is one of my most cherished memories. I know well what a glorious region you are opening up for public enjoyment by the completion of this road. I understand from the Director of the National Park Service that lack of appropriations has prevented the surfacing of a section of it. As Administrator of Public Works, it will give me great pleasure, if possible, to authorize the completion of this project, because I would like to feel that I had a hand in building Montana's greatest scenic highway. I congratulate all who have contributed in any way to the completion of this road. It is a magnificent job perfectly accomplished. Workmen who risked their lives daily on the faces of the steep cliffs that had to be conquered to make this modern trail deserve special honor for their share in the great undertaking.

I would especially like to be with you today because you are unveiling a tablet to the memory of my friend, Stephen Mather. No man ever did more to add to human happiness by leading people to enjoy our greatest blessing, God's free out-of-doors. The people of Montana who so loyally support us in our administration and protection of Glacier National Park are carrying on Stephen Mather's work. I know I can rely on your continued support in caring for this beautiful region in strict adherence to the policies Mr. Mather forged for our guidance.

Sincerely yours,

HAROLD L. ICKES (Sgd)
Secretary of the Interior

Director Albright sent the following letter:

U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
WASHINGTON

July 12, 1933

Mr. Eivind T. Scoyen,
Superintendent, Glacier National Park,
Belton, Montana

My dear Mr. Scoyen:

In 1915, and again in 1916, the year the National Park Service was established, I rode the trails of Glacier National Park with Mr. Mather, and as we rode, we discussed routes for the highway you are dedicating today. I do not have to tell you how keenly I regret not being present to take part officially in the culmination of a project that was so dear to Mr. Mather's heart, as well as my own.

It is peculiarly fitting that you are dedicating a memorial to Mr. Mather today. He loved the wildness of our beautiful park in the Montana Rockies as much as any native son of the State could. While he never encouraged a violation of its wilderness heritage, he knew that the physical and economic handicaps to which human beings are subject would prevent many persons from enjoying the scenic heart of this great area unless it was made more readily accessible. He early recognized the necessity for a highway across one of the passes as a means of access to the high places for those who cannot ride a horse or hike long distances in high altitudes.

The major portion of Glacier Park will always be accessible only by trail. The Going-to-the-Sun Highway fills the need for quick access to high country to see the glory of Glacier's peaks and crags, and the hanging gardens of wild flowers, but parallel roads would add little to the hurrying motorist's enjoyment of the park, and would spoil this lovely primitive region which has so much wilderness charm. Let there be no competition of other roads with the Going-to-the-Sun Highway. It should stand supreme and alone.

This should be a very proud day for the people of Montana. No State in the Union has made a finer contribution to outdoor recreation. The years of depression have caused the wholesome use of leisure time to assume a new importance in our national life that will increase with advance of the era upon which we are now entering. The people of Montana have always enjoyed the out-door life that their beautiful State affords in such rich measure, and the friendly and open-hearted way in which they have received visitors from other sections of the country has made their State famous as a vacation resort.

I am looking forward to the day when I can make another trip over the Going-to-the-Sun Highway. I have traveled over it in unfinished condition, but I want to stand where you are gathered today, and view the work as a completed whole. I shall do this at the first opportunity, and until I

can do so in person, I congratulate you and all your loyal supporters on the great work that you have done.

Sincerely yours,

HORACE M. ALBRIGHT (Sgd)
Director.

From Olympia, Washington, Mr. Lynch sent the following message to Superintendent Scoyen:

"REGRET EXCEEDINGLY THAT IT WILL BE IMPOSSIBLE FOR ME TO ATTEND DEDICATION OF THE TRANSMOUNTAIN HIGHWAY. BEST WISHES FOR SUCCESSFUL CELEBRATION."

W.H. LYNCH

The telegram from Mr. MacDonald read as follows:

"THE COMPLETION OF THE GOING-TO-THE-SUN HIGHWAY SECTION OF THE TRANSMOUNTAIN HIGHWAY OVER LOGAN PASS FINISHES THE FIRST NATIONAL PARK HIGHWAY BEGUN BY THE BUREAU OF PUBLIC ROADS FOR THE NATIONAL PARK SERVICE IN NINETEEN TWENTY-FOUR AT THE REQUEST OF THE LATE STEPHEN T. MATHER, FORMER DIRECTOR OF THE NATIONAL PARK SERVICE. THE COOPERATIVE RELATIONS THEN ESTABLISHED HAVE BEEN CONTINUED UNDER DIRECTOR HORACE M. ALBRIGHT AND THE CONCEPTION AND DEVELOPMENT OF THIS REMARKABLE SCENIC HIGHWAY NOW STANDS AS A JOINT ACHIEVEMENT OF THE TWO SERVICES WHICH I AM CONFIDENT WILL PROVE TO BE A VERY NECESSARY UTILITY AND THE SOURCE OF WORTHWHILE DELIGHT TO AN EVER-INCREASING PUBLIC. ITS COMPLETION IS THE OCCASION FOR HEARTY CONGRATULATIONS."

THOS. H. MACDONALD

A selection by the Blackfeet Tribal Band preceded the next section of the program: The unveiling and dedication of a bronze plaque to the memory of Stephen T. Mather, first director of the National Park Service. It was under the able directorship of Mr. Mather that impetus was given to the building of the Going-to-the-Sun highway. O.S. Warden of Great Falls, editor of the Great Falls Tribune and chairman of the Montana State Highway commission, spoke in tribute to Mr. Mather. The two had been close friends before Mr. Mather's death and had held many conferences in connection with the building of Glacier Park's new highway.

The plaque dedicated in Mr. Mather's memory has been installed at the exact summit of Logan Pass, facing the roadway leading up from the west. It has been permanently established in a built-up portion of the wall of argillite which lines the highway and parking spaces on the pass.

Mr. Warden, in his talk, outlined the life of the first park service leader and pointed out the value of his contributions to the nation's playgrounds. He said:--

"If there is no vision of tomorrow little will be accomplished today. History teaches this much--the rule applies to what we build as well as to what we preserve and keep. In the march of civilization the hand of commerce must often be held back, or there will be no recreational areas and playgrounds left for the enjoyment of later generations. In the great country to the north of us are the beautiful Jasper and Banff national parks--on the American side from Glacier National park to the Grand Canyon of the Colorado--the whole Rocky mountain forest and park area is a testament to the forethought of someone. The administration of President Theodore Roosevelt established the national forests in the Department of Agriculture. Under the leadership of Stephen T. Mather within the Department of the Interior, our national parks were organized and systematically developed. Mr. Mather and his assistants performed a great national service. We are beginning to realize the value of these playgrounds. In all of the years to come they will delight our own people and attract the traveler from many states and nations.

"During the year 1932 there were a number of dedications of bronze memorials--gifts of the Stephen T. Mather Appreciation of Washington, D.C.--in national parks to commemorate the memory of the director of these recreation areas--first under President Wilson and then in the administrations of President Harding and President Coolidge. Some of these tablets were unveiled on July 4--Mr. Mather's birthday.

"Stephen T. Mather was born on Independence day of 1867 at San Francisco. The parental home was in the state of Connecticut. After a collegiate course at the University of California young Mather became a newspaper reporter. Then came successful business in Chicago. With a fortune won he turned to public service. Woodrow Wilson was the president. This was in 1913. In 1915 Mr. Mather became assistant secretary of the Interior, and in 1917, Director of the National Parks. There were 10 years of highly useful service. In 1924 the University of California gave to Mr. Mather the honorary degree of doctor of laws. In conferring the honor, President Campbell paid this tribute:

'Stephen T. Mather: Mountaineer and statesman, lover of nature and of his fellowmen. With a generous and far-seeing wisdom he has made accessible for a multitude of Americans, their heritage of snowcapped mountains, glaciers and streams and falls of stately forests and quiet meadows.'

"With the coming of each summer, Mr. Mather traveled early and late from park to park. With the impressive enthusiasm that filled his whole life, he drove the deserts and the then unimproved mountain roads. This is how I came to know him well. We often talked about the parks. There was a welcome for him in the office of every publisher.

"Long before the actual construction of the grandly constructed Logan Pass Road that we are dedicating today, he had climbed the steep path. It was one of the dreams in his constructive mind. He studied every detail of the plans, and persisted in changes and attractive construction to work out a grandeur in scenic effect that has no rival in America, unless it be the Mount Carmel highway that pierces through rocky chambers and looks out of windows in the solid cliffs connecting Bryce and Zion National Parks, I have an early

recollection of an engineer who said that a usable transport could be built over the Logan Pass for \$250,000. The expenditure has been 10 times that amount. This transmountain highway is worth many times the cost. The Bureau of Public Roads takes justifiable pride in the strength and nicety of the construction.

"From January, 1915, to the hour when breaking health compelled Mr. Mather to resign his position as Director, there was a full measure of 'patriotic and unselfish service'. These were the words used by the Secretary of the Interior in accepting his resignation. Mr. Mather indeed was the founder of the National Park Service and the builder of the national playground. His administration was continually effective and always progressive. Seven new parks were created. Others were enlarged. The great Smoky Mountain and Shenandoah parks became pending enterprises. From the day when Franklin K. Lane as secretary of the Interior called Stephen T. Mather, his old college classmate, to organize and direct the National Park Service, there was a new and impressive leadership. He made his position and crowned it with success. May I add that we are doing only a little in grateful appreciation when we gather today to place this bronze tablet as a memorial reminding generations that shall follow us of accomplishment by a devoted public servant.

"Theodore Roosevelt with a new leadership saved the National Forest areas for the recreational use of all the generations that will honor his courageous vision. Stephen T. Mather, first as a student at the university, helped to protect and save the great redwood trees of California. Throughout his whole life--outside of official duty--he studied the outdoor life of America. More and more--year by year--he came to love the tremendous mountains that reach with Glacier caps into clear blue skies, skylines that join these majestic peaks of stone, farflung horizons that the eye can hardly reach, foliage in colors that challenge the painter and his canvas, flowers that give perennial blooms where there is no garden, streams that frolic through cool canyons when the summer is hot--until they come to lakes mirrored with new pictures in the morning and the evening of a day--an eternal heritage that nature fashioned in the centuries before civilization.

"Throughout this great western country--in grateful recollection-- year by year--we call the roll of the pioneers--sturdy men who came this way with a new civilization. With the covered wagons they traveled through the mountain passes and dug the old trails--over the Oregon trail, the Bozeman trail, the Landers cutoff, the Mullan trail and on the Missouri river boats. We honor the missionary, the trapper and the miner because they revealed the wealth of a new land. What they endured teaches us to appreciate the faith, industry and accomplishment of those who came this way first. I would not subtract from the honor we do the pioneer, and there is no need to turn your thoughts away from the homes, the mines, the flocks, the herds and the fields. This work also was done well. Still, I would turn for a little while to another lesson, and a differing service--appreciating these great gifts of nature that we are keeping just as they were. Someone was standing guard to stay the ax and the saw of commerce. This was the leadership and lifework of Stephen T. Mather. I am sure you will be delighted to stand with me as we do him honor in the presence of the tremendous mountains, the lakes and the streams and the forest that have been kept just as nature made them. We have but to lift our eyes unto the mountains--they are a silent benediction.

"We are recalling today, the work of a persuasive personality that won the confidence of the congress and the people. His victories were those of peace. He was completely qualified for the service by education, business training and love of the work. Every difficulty was a challenge that he was ready to meet. We cannot easily measure the value of the service, but we can recall the romance of a faithful life. These words have been written upon the bronze tablet that we dedicate today:

'He laid the foundations of the National Park Service, defining and establishing the policies under which its areas shall be developed and conserved in care for future generations. There will never come an end to the good he has done.'

"For those of us who knew Stephen T. Mather there is little need of a record. The words of the tablet are written in our hearts. The memorial with its inscription may serve as a reminder for the generations that come after us. It will perpetuate the story of a good man who gave to his country a sincere and valuable service."

Commenting on the friendly relations that prevail between the United States and Canada and pointing out that these are the only two countries in the world which do not have a fort or a gun along their boundaries, Senator W.A. Buchanan of Lethbridge, member of the Canadian parliament, spoke next. The Senator told of the meeting last year at Glacier Park hotel when citizens of the two nations gathered to establish the first peace park in the world--the Waterton-Glacier International Peace Park--which had been authorized by action of the governments of the two nations. Next year, he said, members of Rotary International--who had much to do with the establishment of the peace park--will join together at the Prince of Wales Hotel in Waterton Lakes National Park and hold an anniversary ceremony of the peace park establishment.

Members of the chorus from one of the Civilian Conservation Corps camps in Glacier National Park entertained the audience with several vocal selections at different points during the program.

"Construction of the Highway" was the subject of the address given by A.V. Emery of the Bureau of Public Roads who spoke in place of Mr. Lynch. Mr. Emery, who has supervised the building of the east side of the highway as resident engineer, gave a detailed account of the expenditures, construction features and the difficulties encountered in blasting the highway from the sheer rock walls along the side of the Continental Divide and tunneling overhanging cliffs of solid rock. He told the history of the road and said the total cost was in excess of two and one quarter million dollars for construction of the 51-mile route.

Senator Burton K. Wheeler of Montana acted as President Roosevelt's personal

representative for the dedication and expressed the congratulation of the chief executive. "I know that President Roosevelt would like nothing better than to be present at this ceremony," he said. "Also I know that next year if it is at all possible to get away from the press of government business, the President will visit Glacier National Park and travel over this new road.... The President is extremely interested in the national parks and also is interested in the conservation of the natural resources of these United States just as another President Roosevelt was the champion of conservation'.

Following several more selections by the chorus, Frank H. Cooney, Governor of the State of Montana, delivered the dedicatory address, expressing his joy at the completion of the great scenic highway and pointing out the advantages of the new magnificent route through the interior of Montana's National Park. The Governor's address follows:

"This is an occasion of much more than passing moment. We are assembled here to give expression to our intense gratification because of the realization of hopes that have long blossomed and long been deferred and have just now come into full fruition in the completion of the Going-to-the-Sun highway.

"It perhaps was cause for wonder that for so many years the northern half of Montana was without a pass over the Rockies except that furnished by the Great Northern railway. Those who traveled otherwise than by rail from all that vast territory north of the Missouri and east of the main range found it necessary to go down to Mullan, Priest or McDonald pass before the naming of the crossing that led to the west and on to the Pacific coast.

"It was a great step forward when not many months ago the Glacier Park-Belton road was opened to automobile traffic. It gave the tourists, visitors or home folks, a direct route through the Rockies and was an added incentive to travelers who heretofore had been deterred from coming to the park by the fact that it was necessary to ship their cars from east to west entrance or vice versa.

"And now, to fill our cup of joy to overflowing, we have lived to see the consummation of plans that the federal government has been executing for several years--the completion and dedication of the Going-to-the-Sun highway. Here we have a highway that is an all-Montana road; it begins in Montana and it ends in Montana, and we may confidently declare that there is no highway which will give the sightseer, the lover of grandeur of the Creator's handiwork, more thrills, more genuine satisfaction deep down in his being, than will a trip over this road.

"Viewed as an engineering feat alone it is a remarkable example of American road building, but when we add to this the gorgeous panorama that unrolls before the beholder as he passes up and up until he feels that he may almost literally pick cotton out of the clouds that surround him; when we take stock of the changed aspect of the country upon the attainment of each new level; when in short, we have come, have seen and have conquered the altitudes, then indeed are we justified in the declaration to the world that all outdoors

contains no more dazzling attractive drive than this which a generous federal government and its forest service have given us. Lakes and tumbling streams, forests and sky-piercing peaks whereon lie the eternal snows combine to form a picture on a gigantic canvas such as no puny hand of human artist could paint. It opens up to the park visitor a section of the enchanting play ground that has for all these years been inaccessible except to those who rode the horseback trail-- and by no means all of the park visitors were able to maintain equilibrium on the hurricane deck of the noble steeds provided herein. But now, here is a new glory for the enchantment of those who come by car, and I do not hesitate to make the prediction that the completion of this road will result in a very material increase in the number of visitors to Glacier each year.

"Montana feels a peculiar pride in Glacier park because it is Montana's in its entirety. All of the entrances to this storehouse of spectacular attractions are in Montana, and with the exception of our Canadian brethren just to the north of us those who journey higher must make their way over Montana highway.

"Small wonder that we feel a peculiar pride in this park and celebrate the opening of this marvelous scenic highway with more than ordinary zest. And at the same time we entertain a feeling of genuine gratitude because the government at Washington has seen fit to devote public funds to the road's construction. The project was of such immense proportions and the work has been executed in such thorough and enduring manner that no agency could have consummated it. It is a gift of priceless worth to the people of this country and of all nations about the earth whose citizens come this way, and it is a monument to the federal government and the men of the forestry and park services who have done so much to make this an alluring spot for the man or woman whose heart is not wholly set on material things.

"I congratulate those who have contributed in any way to the completion of the Going-to-the-Sun highway and give felicitations to the people of the State on this happy occasion. And it is my earnest hope that in the years to come millions of our citizens and many from abroad may pass this way and go on to their destination the better for having come and rich in memories of a trip that cannot be excelled."

Greatest interest was undoubtedly shown the colorful Indian pageant which climaxed the celebration and into which was injected all the wild freedom and spirit of the plainsman.

Preceding this great ceremony on the program, the park naturalist opened with a historical and explanatory prologue. Representatives of the three tribes, Two-Guná-White-Calf of the Blackfeet, Bear Track of the Flatheads, and Loose-Moccasin-Grizzly-Bear of the Kootenais, introduced themselves and their people in sign language, which was translated into English by respective interpreters. During the ceremony, the Blackfeet Indian, Richard

Sanderville (Chief Bull) interpreted sign talk to the crowd.

According to the chiefs of the tribes, the last important peace between the three tribes of hereditary enemies was made in 1868. A Blackfeet war party, with scouts in advance, approached from the east and sighted a party of Flatheads and Kootenais in the west. The scouts of the former advanced and placed on top of the pass a bent stick decorated with tobacco and horse hair. This signified that the Blackfeet desired peace, that they wished to smoke the pipe together and to exchange gifts. Were the stick straight, point3e, one undecorated, war would have been signified. Upon the retreat of the Blackfeet scouts, the stick was examined by the approaching Flathead and Kootenai scouts, who talked it over first and then returned to their party to inform the chiefs. The two parties (Flatheads and Kootenais on foot) advanced towards each other chanting their songs, the chiefs conferred in sign, the Blackfeet dismounted, and the two parties, kneeling, faced each other in two parallel lines, smoked the pipe, passing it from right to left. As a symbol that the tribes are now at peace forever and that a new route of communication has been opened between their ancient tribal territories, the Blackfeet passed into the land of their former enemies over the highway; the other two tribes advanced into the land of the Blackfeet. While all this was carried out, squaws and children on the side of the hill echoed the yells of the warriors. Upon returning to the Pass, the tribes then held their celebration of peace, beginning with the Grass Dance.