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NAT. REGISTER OF HISTORIC PLACES
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NATIONAL REGISTER OF HISTORIC PLACES MULTIPLE PROPERTY DOCUMENTATION FORM

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in How to Complete the Multiple Property Documentation Form (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

X New Submission _____ Amended Submission

A. Name of Multiple Property Listing

Rediscovery, Scientific Study, and Tourism within the Glacier Bay Region

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

1. Scientific inquiries and discovery within Glacier Bay, 1869-1935
2. Tourism development and expansion within the current park unit boundaries, 1883-1945

C. Form Prepared by

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city or town Anchorage state AK zip code 99503

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. (See continuation sheet for additional comments.)

Rowland Bower 12/23/96

Signature and title of certifying official Date

National Park Service

State or Federal agency and bureau

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Signature of the Keeper 1-9-97 Date

Table of Contents for Written Narrative

Provide the following information on continuation sheets. Cite the letter and the title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in How to Complete the Multiple Property Documentation Form (National Register Bulletin 16B). Fill in page numbers for each section in the space below.

E. Statement of Historic Contexts (If more than one historic context is documented, present them in sequential order.)

1. Scientific inquiries and discovery within Glacier Bay, 1869-1935:

This context shall provide an overview of the history of scientific inquiries and discovery within Glacier Bay. Context One begins in 1869 when an American scientist was first made aware of the bay's existence. The context discusses the scientific studies and discoveries made during the late 19th and early 20th centuries at Glacier Bay, through 1935. Within this historic context, Glacier Bay--running 65 miles from southeast to northwest, and some 10 to 12 miles wide--refers to the bay's drainage incorporating numerous feeder fjords and inlets. Portions of the narrative likewise make references to applicable geographic features outside the drainage. Finally, the narrative serves as the basis for discussing tourism in Context Two.

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There are no known records of Russian exploration in and around the waters of Glacier Bay between George Vancouver's 1794 discovery and Alaska's sale to the United States (U.S.) in 1867. The Russians in their pursuit of sea otter pelts took little interest in the tidewater glacier exiting from Glacier Bay. If anything, the Russians regarded the glacier and its calving bergs as a nuisance, a potential disaster to be avoided whenever possible. Word of Glacier Bay's existence was first conveyed to the new American owners in 1869 to Professor George Davidson of the U.S. Coastal Survey. The Chilkat Tlingit Chief, Kloh-Kutz, told Davidson, who was exploring the head of Lynn Canal, about a great bay of breaking ice cliffs 30 miles to the west. The chief said they could snowshoe to the great bay of tidewater glaciers in one day. Once there, they would be able to see the hair seals riding around on ice cakes and witness the spectacle of ice rumbling down like landslides into the water. Unfortunately, Davidson could not make the trip. Former Secretary of State William S. Seward would be arriving shortly to meet Davidson and convey the professor back to Sitka aboard Seward's private steamer.[1]

The first American to actually reach Glacier Bay was Charles Wood. A West Point graduate and former frontier soldier, Wood accompanied Charles Taylor on an 1877 expedition to climb Mount St. Elias. Plans began to go awry when the sealing schooner they were supposed to meet at Wrangell, which would take the party to Yakutat, left early to pick up a load of hides. The group succeeded in securing a sturdy canoe and crew from a local Tlingit to continue their journey. Upon reaching the storm plagued Fairweather Coast, Wood became dismayed to find out

[1]Bruce W. Black, *A History of Glacier Bay National Monument Alaska* (Gustavus: Privately printed, 1957), 17, 18; Eliza R. Scidmore, "The Discovery of Glacier Bay, Alaska," *National Geographic Magazine*, 7:4, 1896, 141.

that their Tlingit crew refused to venture beyond Cape Fairweather. The party was obliged to abort their attempt of Mount St. Elias and climb Mount Fairweather instead. Wood became the first American military person to reach the mountain's 15,300 foot summit.[2] Not satisfied with their results, Wood subsequently hired a new Tlingit crew in Sitka to explore a bay he heard about lying some 20 miles southeast of Mount Fairweather. Upon reaching Icy Strait, the party spent three days picking their way through calving bergs before being stopped at Geikie Inlet, a fjord in the Glacier Bay drainage. Here Wood's party met a group of Hoonah Tlingit seal hunters. Wood became friends with the hunter's headman who told Wood that within his own 30 year lifetime he had seen the area where they now stood go from solid ice to open water. Wood's numerous military obligations never provided him the opportunity to return to Glacier Bay. And although Wood published an account of his expedition in the July 1882 edition of *Century Magazine*, his article was noteworthy for its vivid descriptions of Tlingit life rather than his brief discussion of Glacier Bay.[3] In later years, whenever the subject was broached, Wood disclaimed any attempts to label him as the true Euro-American discoverer of Glacier Bay. This honor he believed rightly belonged to the man whose name has become synonymous with Glacier Bay, John Muir.

A naturalist and writer by trade, John Muir had already established a reputation in the emerging fields of natural science and wilderness preservation when he travelled to Glacier Bay in 1879. His studies of glacial history at Yosemite in the 1870s, coupled with his enthusiasm for extolling wilderness values, had resulted in the publication of numerous books which became minor best sellers. Muir found an unadulterated joy in exploring God's natural temples.[4] It was this need to experience pure nature as well as an unbiding love of glaciers which drove Muir to explore the numerous waterways and inlets of Southeast Alaska.

In the summer of 1879 Muir arrived in Southeast Alaska to search for glaciers. He had expected to stay only briefly, but he remained into the fall, thus postponing his return to the "defrauding duties of civilization." On October 9 Muir, along with S. Hall Young, an Alaskan missionary and frequent traveling companion, left Wrangell in a 35 foot red-cedar dugout canoe--outfitted with sails, oars, and paddles--to further explore the waters of Southeast Alaska. His ultimate goal was to reach "Sit-a-da-Kay," a bay of icy mountains Muir had heard about from some Natives at Wrangell. Serving as crew were four Tlingit men, Kadachan, Sitka Charley, Stikeen John, and Toyatte. Toyatte, a much respected Tlingit chief who was well acquainted with the general region, would serve as guide. The party had also secured copies of Vancouver's charts. The reliability of the charts, in many respects was questionable, given that many of the bays and inlets which existed in 1879 had been glaciated in 1794. The trip, if successful, would result in Muir's discovery of some previously unidentified glaciers and Young's conversion of Natives to Christianity.

On October 23, the party reached Hoonah, principal village of the Hoonah Tlingit. After ceremonial introductions, Young proceeded to give his Christian speech, with Muir, Toyatte, and several Hoonah residents following up with their own speeches. Afterwards, while Young was busy taking a census, Muir explained his intention of going into the bay to examine the ice mountains. The Hoonah said they knew the great bay lying across Icy Strait. The place was filled with the dangerous spirit of Kooshta-kah, the otter man. Furthermore, the bay contained no gold. Why, they asked, bother going into a place where the great masses of ice and rushing

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[2]"Discovery of Glacier Bay," 141-142; Charles E.S. Wood, "Among the Thlinkits in Alaska," *The Century Magazine*, 26:3, July 1882, 323-325, 330; Richard L. Neuberger, "A Letter From the Colonel," *Alaska Life*, Nov. 1944, 14.

[3]Wood, 333, 335; "Discovery of Glacier Bay," 142.

[4]Roderick Nash, *Wilderness and the American Mind* (New Haven: Yale University Press, 1982), 122, 126-127.

tides joined together to smash canoes? Hoonah hunters only ventured to the face of the large glacier near the head of the bay to hunt the many seals hauled out on the ice pack.[5]

The following day Muir and his companions set out for Glacier Bay. Their first job was to stop at Pleasant Island and secure a supply of firewood, as their Hoonah hosts had recommended. Here they spent the night determined to enter the bay on October 25. Upon entering the bay the party was surprised to see smoke emitting from a hut at a place known today as Bartlett Cove. Here they met a group of 15 to 20 Hoonah. The hut was filled with seal hides, mountain goat pelts, and other furs. Muir succeeded in hiring a young seal hunter as guide.[6] About mid-day the party passed their first tidewater glacier which Muir named Geikie, in deference to the Scottish geologist James Geikie. Muir and Young spent much of their time in Glacier Bay mapping the shoreline, estimating heights and distances, and naming many of the glaciers, inlets, and other major formations they encountered.

During the voyage, the party experienced a particularly close call at Grand Pacific Glacier. A storm blew in bringing snow and freezing temperatures causing slush ice to gather between the floating icebergs. Despite the late hour, the group set about backtracking their way out before the slush could freeze and trap them among the frozen floes.[7] The deteriorating weather continued to hamper their efforts, causing the party to cut short their exploration but not before the group glimpsed what Young called "the greatest of all the glaciers."[8] It was this glacier which Muir hoped to revisit when he made plans for a follow up expedition in 1880.

Muir, accompanied by Young, set out again in August 1880 to explore Glacier Bay. After exploring nearby Taylor and Dundas Bays, the party made their way into Glacier Bay in order to find the immense glacier they had spied the year before. When they finally reached what was later to be called Muir Glacier, the group was amazed at the size of the tidewater behemoth which lay before them. Muir described the glacier as resembling a broad undulating prairie. Several tributary glaciers flowed down from surrounding mountains creating dark streaks where medial moraines merged with the main trunk. Muir estimated the glacier to be 40 to 50 miles long and 25 miles across at the widest confluence of main tributaries.[9] The front he described as a thundering icewall which could be heard for two to three miles away from which giant waves erupted as calving bergs displaced the water at a rate of every five or six minutes.

The scientific study which followed Muir's discovery began in earnest in August 1886 when the U.S. Geological Survey (USGS) sent Profession G. Frederick Wright to investigate the glacial phenomena of Southeast Alaska. Wright devoted a month to the study of Muir Glacier, making some of the first scientific estimates of the glacier's rate of movement. Today, the 4,900 foot Mount Wright bears his name. Wright's efforts were greatly expanded upon in 1890 when both Muir and Professor Harry F. Reid led scientific expeditions to Glacier Bay. On June 18, 1890 Muir booked passage aboard the steamer *Queen* bound for Southeast Alaska and Glacier Bay. Much had changed since Muir's 1880 trip. Glacier Bay had become a major tourist attraction, and a regular stopping point on the Southeast Alaska cruise circuit. On June 23 the steamer

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[5]John Muir, *Letters from Alaska*, edited by Robert Engberg and Bruce Merrell (Madison: University of Wisconsin Press, 1993), 48; S. Hall Young, *Hall Young of Alaska: An Autobiography* (New York: Fleming H. Revell Co., 1927), 194-195.

[6]Ibid., 45; Ibid., 196-197.

[7]John Muir, *Travels in Alaska* (Boston: Houghton Mifflin Co., 1915), 148, 157; Young, 199.

[8]Young, 204.

[9]Ibid., 262, 264, 268.

entered the berg-crowded mouth of Glacier Bay. Upon reaching Muir Inlet, most of *Queen's* passengers went ashore to scramble on the moraine for a better view or make the two mile hike to Muir Glacier. Muir and his companion, Henry Loomis, packed supplies to a rocky hollow in the moraine less than a mile from the glacier's terminal face. Their supplies included an ample supply of food, blankets, firewood, a tent, and lumber for constructing a permanent base camp. The base camp's principal structure consisted of what was described as "a substantial cabin a half mile below the ice wall with a noble chimney of glacier-cut stones cemented with glacier mud..." Muir's plans called for making extended trips away from base camp to study Muir Glacier and its associated geology.[10]

Muir's base camp, which Reid later dubbed "Camp Muir," was greatly expanded on July 1 when Reid's party disembarked from the steamer *George F. Elder*. The party included H.P. Cushing, R.L. Casement, H. McBride, J.F. Morse, and C.A. Adams. Geographic features in the area, at Muir's instigation, were later named to honor the contributions of Reid party members. The Reid party brought with them several tons of supplies and measuring instruments. Reid's addition of a 16 foot rowboat and a small dugout Tlingit canoe greatly facilitated logistics. Plans during the party's extended stay included an ambitious surveying and mapping effort, meteorological and geological observations, and collecting samples of pioneer plants which had begun to repopulate the region.[11]

One of Reid's primary goals was to get some hard measurements concerning the actual movement of Muir Glacier. Geologic evidence--in the form of rock scarring, erratics, and remnants of buried forests--suggested that the glacier had experienced numerous bouts of advancement and retreat. To begin this effort Reid had several flags planted on the glacier. These would be measured repeatedly from predetermined vantage points in order to get a firm fix on the glacier's movement. Cairns (stone markers) were constructed at many of the measuring points. In subsequent years, other scientific expeditions utilized these cairns as points of reference for measuring glacial movement. Scattered accounts, as recent as the mid-1980s, reported the continued presence of some of these cairns.

Throughout the summer of 1890, a continual flow of steamers carried tourists to Muir Inlet. Several parties of Hoonah Tlingit seal hunters likewise visited Camp Muir. Several of the Hoonah developed a lively cottage industry, manufacturing and selling a variety of trinkets to the tourists.[12] In years to come, however, Camp Muir's primary significance remained linked to its role as a base camp for scientific expeditions.

Reid headed a second expedition to Muir Glacier in 1892. In late August Reid's party took their small rowboat and hitched a ride with Captain James F. Carroll aboard the steamer *Queen*. This was the first time a steamer had ventured into the upper reaches of Glacier Bay. Reid was responsible for providing the name Queen Inlet and Carroll Glacier to one of the previously undiscovered glaciers they encountered.

The final and perhaps the grandest of 19th century expeditions to Glacier Bay occurred in 1899. In that year the railroad magnate Edward H. Harriman assembled a team of the nation's leading scientists to conduct an extensive survey of coastal Alaska. Harriman's second age of discovery, as it has been termed, was distinctive in several respects. First, the scientists, artists, photographers, historians, and conservationists Harriman assembled formed a scientific elite. The "who's who" list of experts included such notables as William H. Dall, Henry

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[10]E. Ruhamah Scidmore, *Journeys in Alaska* (Boston: Houghton Mifflin, 1909), 99; Ibid., 281.

[11]*Journeys in Alaska*, 286-287; Harry F. Reid, "Studies of Muir Glacier Alaska," *National Geographic Magazine* 4, 21 March 1892, 21.

[12]Ibid., 293; Ibid., 21, 23.

Gannett, George Grinnell, C. Hart Merriam, and John Muir. Harriman's team of scientists were unique in another respect. With the exception of Muir and perhaps John Burroughs, all of the scientists were specialists. The all purpose naturalist had been replaced with disciplinary specialists, devoted to a narrow field of inquiry.[13] The first official scientific stop of the cruise was Muir's beloved Glacier Bay. During their five day stay the scientists hoped to study the bay in earnest. Plans called for extensive mapping and charting with the aid of measuring instruments, fauna and flora collecting, and glacial study. The expedition found Muir Inlet choked with ice but managed to edge the steamer up to Muir Point abreast of Muir's cabin. Muir noted the significant changes which had occurred, estimating that Muir Glacier had retreated nearly two miles since 1879. The immediate shore was interlaced with an extensive network of boardwalks. No doubt it had been placed there for the benefit of the numerous tourists who had been coming to the site. Muir's cabin still remained in good repair and showed obvious signs of use during recent years.[14]

With Muir Inlet serving as base camp, the various members of the Harriman expedition set out in the ship's steam launches or rowboats to carry out studies. Muir and the geologist G.K. Gilbert took a four day rowboat trip to study glacial activity at Reid and Geikie Inlets. A party under William Ritter encountered a hunting party of Hoonah Tlingit encamped at Berg Bay. The Hoonah shared a meal of gull eggs, boiled marmot, and hair seal with their guests. Hoonah were also encountered near Point Gustavus where a party under the direction of A.K. Fisher was busy collecting bird specimens. The Hoonah taught the party the Tlingit names for several of the unfamiliar birds. Ritter's party also took extensive notes on revegetation. They noted how the revegetation followed a fairly consistent pattern; early pioneer plants, low growing grasses and shrubs, willow, alder, and finally spruce trees taking root.[15] Throughout the remainder of their stay, several other parties traveled about in the ship's steam launches collecting a wealth of data regarding the geology, topography, and biology of Glacier Bay. At first glance, the Harriman Expedition's data could be described as fairly inconsequential. With the exception of the discovery that Grand Pacific Glacier had divided into three separate glaciers, no large discoveries were made. However, the expedition was important from a perspective of overall scientific investigation. The scientific specialization and systematic methods of data gathering which characterized the expedition at Glacier Bay, were a harbinger of the methodology which has become a trademark of scientific inquiry. In sum, the expedition's methods set the tone for the type of scientific methods employed at Glacier Bay today.

The year 1899 was a watershed year at Glacier Bay for a number of reasons. First, there was the Harriman Expedition, the bridge to 20th century scientific investigation at Glacier Bay. Then, on September 12, 1899, just a few months after the Harriman Expedition departed Glacier Bay, an enormous earthquake centered at Yakutat rocked the coast of Southeast Alaska. Numerous aftershocks followed. The impact to Glacier Bay was felt for several years. Attempts to reach Muir Glacier during the next few years generally met with failure. It was surmised that the quake had caused a massive initial release from Muir Glacier, and had stressed the glacier's

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[13]William H. Goetzmann and Kay Sloan, *Looking Far North: The Harriman Expedition to Alaska 1899* (New York: Viking Press, 1982), xi-xiii, 208; Linnie M. Wolfe, *Son of the Wilderness: The Life of John Muir* (New York: Alfred A. Knopf Inc., 1945), 280.

[14]Goetzman and Sloan, 71-72; Wolfe, 282.

[15]Goetzman and Sloan., 79-80; John Burroughs and others, *Narrative, Glaciers, Natives*, vol. 1, *Harriman Alaska Series* (Washington: Smithsonian Institution, 1910), 40-41.

front to such a degree that abnormally large releases occurred in succeeding years.[16] The temporary halt in scientific research which the 1899 earthquake caused at Glacier Bay lasted several years. It was not until the mid-teens that scientists were able to earnestly resume studying Glacier Bay. One individual who stood at the forefront of this new generation of scientists was William S. Cooper. His contributions to the future park would prove invaluable. With a writing style which has been described as reminiscent of John Muir, Cooper became a dominant figure in the advocacy of Glacier Bay.[17]

Cooper received his professional training as an ecologist. This training in combination with his love for mountains led Cooper to Alaska in 1914. Cooper's first visit had two objectives. He wanted to visit all the usual points of interests to tourists. He was also on the lookout for a research project involving plant succession. Superficial observations of revegetation processes in areas of recent glacial retreat provided Cooper with such an opportunity. Two years later, in 1916, Cooper embarked upon what was to become the first of many scientific expeditions to Glacier Bay. Cooper and his assistant, John Hubbard, chartered a gas powered launch to take them on a reconnaissance of the numerous tidewater glaciers in Glacier Bay. They were able to visit all the glaciers except for John Hopkins, where the inlet was completely choked with bergs. Cooper established several vegetation plots in spots where previous expeditions had established the known dates of glacial retreat. Cooper planned to return at five year intervals to chart the rate of revegetation at each of these plots. In actuality, Cooper made return trips in 1921, 1929, and 1935 to chart the progress of revegetation at Glacier Bay. He likewise conducted studies of interglacial forest remnants and took readings of basic weather conditions.[18]

During the 1935 expedition, Cooper collaborated with William O. Field Jr. Field had made an initial trip to Glacier Bay in 1926 to make some general observations concerning the glacial movement which occurred since the Reid and Harriman Expedition visits of 1892 and 1899. Updated information on Glacier Bay was sparse; except for an occasional adventurer or Tlingit seal hunter, few people had visited the region since 1899. Field later admitted that he did not imagine at the time that this was the beginning of an analysis project that would last for nearly 50 years.[19] Field found Muir Inlet readily accessible in 1926. The enormous flows spurred during the 1899 earthquake had receded back to normal levels. Field's party put ashore at Muir Point. The remnants of the boardwalks were still present as was a sign reading "To" and "From" the glacier, placed there for the tourists benefit. One of the party suggested saving the sign but later thought better of the idea, leaving it to deteriorate where it stood. All that remained of Muir's cabin were the chimney and a few floor boards. Vegetation at the site was sparse. A few scattered alders and hardy pioneer plants had begun to take root. Within fifteen years the entire area would become choked with alder. Muir Glacier, which had stood less than one mile from the cabin in 1890, was now nearly 10 miles away. The terminus was about 2,000 feet north of Sealers Island. The island had only been uncovered within the previous five years. When Field and a colleague rowed their skiff up to the island, they were

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[16]Grove Karl Gilbert, *Harriman Alaska Series*, vol. 3 (Washington: Smithsonian Institution, 1992), 23; C.L. Andrews, "Muir Glacier," *National Geographic Magazine*, 14:12, 1903, 441-445.

[17]Donald B. Lawrence, "Memorial to William S. Cooper," St. Paul: University of Minnesota 1978.

[18]William S. Cooper, *A Contribution to the History of the Glacier Bay National Monument* (Minneapolis: Department of Botany, University of Minnesota, 1956), 2-3.

[19]William O. Field, "My Recollections of Glacier Bay in 1926," (GLBA: Gustavus, 1977), 1.

surprised to find a Hoonah Tlingit seal blind. The blind consisted of rocks piled up to form a wall which sheltered the hunters from their quarry. It was the presence of this blind which later prompted Field to dub the spot Sealers Island.[20]

The contributions of Cooper, Field, and their contemporaries, however, extended beyond their scientific endeavors. In December 1922 the Ecological Society of America met in Boston for their annual meeting. Cooper reported on the findings of his first two trips to Glacier Bay. An ensuing discussion focused upon the desirability of establishing the Glacier Bay region as a national park or monument for the purposes of protecting its unique scientific features and scenic beauty. Cooper was given the task of chairing a committee tasked with investigating the feasibility of establishing Glacier Bay as a national park. Acting upon the committee's recommendation, the society adopted a resolution urging the establishment of the Glacier Bay Region as a national park or monument. On February 26, 1925 President Coolidge signed an executive order establishing Glacier Bay National Monument. The executive order cited the region's importance as a scientific laboratory; its scenic beauty; and historic importance tied to European explorers and scientists dating back to Vancouver.[21]

2. Tourism development and expansion within the current park unit boundaries, 1883-1945.

This historic context shall provide an overview of the development and expansion of the tourism industry within the confines of present-day Glacier Bay National Park and Preserve. Context Two likewise discusses tourism developments outside the park which had an impact upon tourism within the park. The context begins with the first cruise ship voyage into Glacier Bay in 1883. The general tenor of tourist activities as well as physical improvements to enhance visitation are discussed. The context concludes in 1945 following the construction of a major airfield in the monument.

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Ever the enthusiast to preach his glacier gospel, John Muir took every opportunity possible to expound upon the virtues of wilderness, encouraging Americans to travel north to, as Muir put it, "Go...go and see."[22] Muir's urgings were effective. In the immediate years following his historic 1879 journey, a curious mix of scientists, explorers, and adventuresome tourists headed north to see Muir's bay of ice mountains.

In July 1880, a month prior to Muir's second venture into Glacier Bay, Lester A. Beardslee commanding the steamer *Favorite* entered the bay's ice choked waters. Beardslee, under the auspices of the U.S. Navy, had recently been given the unenviable task of maintaining law and order in Alaska. The steamer advanced as far as a Tlingit encampment at Berg Bay. During discussions with local Natives, Beardslee learned that two white men had been exploring the bay the previous fall. From the description Beardslee easily recognized Muir, who had become well known throughout Southeast Alaska. Beardslee marked the name "Glacier Bay" on the charts and through his own determination succeeded in getting the name officially adopted. Beardslee, with Muir's assistance, later produced the first official map of the bay. This map, partial as it was and supplemented with Beardslee's notes, served as guide for the cruise ships and scientific expeditions which soon followed.[23]

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[20]Ibid., 1-2.

[21]*Contribution to the History*, 3-5, 9, 11, 15; William S. Cooper, "Remarks at Dedication of Lodge at Bartlett Cove," Glacier Bay, Alaska, 4 June 1966.

[22]*Letters from Alaska*, xi.

[23]"Discovery of Glacier Bay", 143-144.

In July 1883 the Pacific Coast Steamship Company's *Idaho*, under the command of Captain James Carroll, entered into Glacier Bay on one leg of a trip which can best be described as adventure tourism. A description of Carroll's first Glacier Bay trip provides an example of the adventure tourism experience. Starting from San Francisco or some other major west coast port, the steamer took on final provisions at Victoria, British Columbia before heading north through the Inside Passage. Company brochures promised an adventure complete with majestic mountains, inland seas, aurora borealis, and nightless days. The passengers were a mixed lot consisting of prospectors, missionaries, and traders simply booking passage north to some predetermined destination. But the trip also attracted young men and women, the occasional family, and various scientists all bent on reconnoitering and possibly encountering firsthand some previously undiscovered Alaskan treasure. [24] One notable passenger on the trip was Eliza Scidmore. Scidmore made consecutive excursions to Glacier Bay and other southeastern Alaska waters in 1883 and 1884. While on these trips, she wrote a series of dispatches appearing in the *St. Louis Globe-Democrat* and the *New York Times*. These writings provide us with colorful descriptions of adventure tourism during the formative years, as well as the people and geographic features of the region. Scidmore Bay, a part of the Glacier Bay drainage, was named in her honor.

Upon reaching the mouth of Glacier Bay, Carroll began searching for the new trading station that Dick Willoughby (for whom Willoughby Island was named) had opened in a nearby cove. Willoughby's trading post, located near a Hoonah Tlingit settlement at Bartlett Cove, consisted of a small log house and store. The store, a marvel to the tourists, was packed with Tlingit baskets, lumber, fishing nets, salt, barrel staves, and a variety of general merchandise. Alongside the store, Willoughby had planted a small vegetable garden and strawberry patch which seemed to be thriving in the damp southeastern climate. Several Hoonah dwellings, which Scidmore described as tents, dotted the shoreline.[25] While the tourists were amusing themselves, Willoughby told Carroll of the great glacier (Muir Glacier) some thirty miles upbay. Willoughby said that at times the repercussions from the falling ice could be heard and felt at his house. Captain Carroll said the steamer would set out to see this site and dared Willoughby to come along and prove his story's validity. Willoughby accepted the challenge, and the captain set about making ready to head upbay. As the steamer headed up the bay, the limitations of the sketchy charts quickly became apparent. The combination of sediment choked water, fog, bergs the size of houses, and rushing tides served to make navigation still more challenging. With Willoughby's help, Carroll was able to inch the steamer ahead and jockey between the numerous ice flows. Soundings were constantly taken to assure adequate depth for passage.[26] Upon rounding Willoughby Island, the adventurers were rewarded with a breathtaking view of Muir Glacier. To this point the glacier actually had no name. It was Carroll who decided to name both glacier and inlet in Muir's honor. When Scidmore later informed Muir that a glacier had been named for him Muir's amused reply was, "Which one of the glaciers do they call mine?"[27]

As *Idaho* drew near, the immense size of the glacier created a sense of awe in the passengers and crew. A photographer was quickly lowered in a rowboat to take the first of innumerable photo opportunities with which Glacier Bay has become synonymous. Lifeboats were then lowered from the steamer as eager tourists clamored aboard to be rowed ashore. Everyone making the pilgrimage ashore dressed in their oldest clothes, knowing full well, from visits to other glaciers during the cruise, that their clothes would look worse upon returning. Once ashore, standard decorum was temporarily set aside. If a boat failed to make it to solid ground, sailors would valiantly struggle to carry the women ashore, often slipping in the silty muck

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[24] *Journeys in Alaska*, 4-5, 266, 291.

[25] Ibid., 127-129.

[26] Ibid, 132-133.

[27] "Discovery of Glacier Bay," 144.

and dumping both into the freezing mess. In later years boardwalks, and a small dock according to some accounts, would be installed at Muir Point thus allowing an opportunity for the more genteel traveler to go ashore. Tourists scrambled onto the moraine and glacial ice, everyone hoping to make the most of their limited time. Amateur photographers scampered up ravines to the top of surrounding points offering better photo opportunities. People marveled at the protruding stumps of ancient forests left behind after the advancing glacier had sheered off their tops. When the steamer's whistle sounded calling everyone back, it was a bedraggled but happy group that returned.[28]

These adventures brought the traveling public face to face with the emerging fields of natural science. Visitors were instilled with an appreciation which fueled Glacier Bay's role as a scientific laboratory. Many of the scientists who came to study Glacier Bay read their first accounts from the writings of Scidmore and her contemporaries. Likewise much of the early charting of Glacier Bay was the result of cruise operators. In 1892 Captain Carroll, accompanied by Professor Harry Reid, took the steamer *Queen* into the upper bay where they encountered John Hopkins Glacier and previously unknown Rendu and Carroll Glaciers.[29]

The ties between tourism and scientific study went beyond cruise ship operations. During the 1920s and 1930s the Fairweather Range became host to numerous climbing expeditions. Part adventure tourism, part exploration, and part scientific investigation, these expeditions succeeded in conquering major peaks of the Fairweather Range. Among the peaks climbed or extensively investigated during this period were the 15,300 foot Mount Fairweather, 12,789 foot Mount Crillon, and 10,000 foot Mount Bertha. As the only suitable harbor on the outer Fairweather Coast, Lituya Bay played a prominent role in these efforts.

In June 1926, Dr. William S. Ladd led an expedition to Mount Fairweather. The expedition's goals were two-fold: first, to undertake a reconnaissance of the region, and second, to attempt an ascent of the mountain. After spending the night at Lituya Bay, Paul Kegel of Juneau, owner of the power boat *Eurus*, ferried the expedition to the north side of Cape Fairweather for an assault on the mountain. With little information to rely upon, Ladd and his comrades--A.M. Taylor and Allen Carpe--decided to attack from the northwest. During their hike to the base of the mountain the men took notes on the topography, much of which corrected sketchy geographic information found on their maps.[30] On June 20 the party reached the 9,500 foot level. Difficult terrain requiring the extensive use of ice axe and shovel work slowed their progress. Deep snows coupled with continuous daytime melting further hampered their advance. With their supplies running low and the route ahead seemingly as formidable as that which they had just climbed, the party decided against trying to reach the summit and headed down the slope. Despite not reaching the top, the 1926 expedition could not be called a failure. The party's notes on climbing conditions, required gear, weather, and the logistics of climbing in the remote Fairweather Range provided invaluable information to future expeditions. The Ladd party also took numerous photographs and gathered topographical information which the International Boundary Commission used in updating its maps.[31]

In 1931 Ladd led another attempt of Mount Fairweather. The party again included Taylor and Carpe, as well as Terris Moore. The party encountered severe storms, freezing temperatures,

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[28]*Journeys in Alaska*, 76-79, 140.

[29]"Discovery of Glacier Bay," 145.

[30]Allen Carpe, "An Attempt on Mt. Fairweather," *Appalachia*, 16 (1926): 442-443; William S. Ladd, "The Fairweather Mountains," *American Alpine Journal*, 1:1 (1929): 28.

[31]Carpe, 444; Ladd 1929, 28.

and repeated avalanche threats. Finally, on June 8 with temperatures hovering near zero the party reached the summit.[32]

Members of the Harvard-Dartmouth Alaska Expedition also made a series of climbs in the Fairweather Range. Their first was in 1930, with follow ups in 1932, 1933, 1934, and 1940. In 1930 Bradford Washburn led the first such group 25 miles up Desolation Valley to scale Mount Fairweather to the 6,500 foot level. Poor weather and a shortage of supplies caused them to turn back.[33] In 1932 Washburn led another expedition to Lituya Bay in hopes of pioneering a new route up Mount Fairweather. The expedition hoped to land a float plane on a small lake near the mountain and drop off their gear. The lake was frozen over so the party changed their plans and attempted a climb on Mount Crillon instead. The 1932 attempt on Crillon was unsuccessful. The Harvard-Dartmouth party again met with failure in 1933. However, they succeeded in reaching the summit of Crillon in 1934.

During their visits the group carried out a variety of mapping and glacial research studies, and participated in aerial photographic flights. The use of airplanes for glacier mapping work marked a significant technological advancement. Information equivalent to an entire summer's worth of work was accomplished in a matter of hours. Likewise of interest were the party's elevation sightings which reestimated the height of Mount Crillon and their measurements to establish the depths of the glacier carved Crillon Lake. In conjunction with this, the party made a series of readings to determine the rate of movement of the South Crillon Glacier.[34] The results of their findings appeared in numerous geographical, scientific, and mountaineering publications. These publications, describing the climbers exploits, helped renew public interest in the region at a time when the park service was struggling to raise visitation numbers.

The 1940 Harvard-Dartmouth expedition was noteworthy in several respects. It would mark the group's final trip to the Fairweather Range. Rather than starting from Lituya Bay, the trip originated from Glacier Bay's Hugh Miller Inlet. The party's goal was the 10,000 foot Mount Bertha. To reach their goal, some 30 miles away, the party relied upon the use of sled dogs for a portion of the journey. The use of the dogs proved quite successful. In addition to bringing still cameras, the party packed in a motion picture camera to film the climb. Finally, a woman Mrs. Barbara Washburn, accompanied the group as a member of the expedition. Climbing expeditions of this period included few women.[35] The climb was successful. However, warm weather caused slow going, and caused the climbers to spend six days making the final assault before reaching the summit on July 30.

During most of their expeditions the Harvard-Dartmouth group--and other climbing parties--were regular guests at Jim Huscroft's Cenotaph Island homestead which they utilized as their expedition headquarters. Cenotaph Island lies within Lituya Bay. Jim Huscroft arrived at Lituya Bay about 1917, along with several other prospectors. When his partners left, Huscroft decided to remain behind. He constructed a cabin on the north side of Cenotaph Island. During the 1920s, he constructed a new cabin on the west side of the island. In 1930 Huscroft and his

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[32]William S. Ladd, "The Fairweather Climb," *American Alpine Journal* 1:4 (1932): 429-431, 437-440.

[33]David Bohn, *Glacier Bay: The Land and the Silence* (San Francisco: Sierra Club, 1967), 34; H. Bradford Washburn, "The Harvard-Dartmouth Alaskan Expeditions," *The Geographical Journal* 87:6 (1936): 482.

[34]Washburn, 482-484, 486, 490.

[35]"Washburn Climbers Reach Bertha Peak," *Alaskan*, 30 August 1940, University of Alaska Anchorage.

partner Ernie Rognan, a Norwegian fisherman, constructed a 26 by 16 foot bunkhouse next door to the cabin. The bunkhouse was constructed of square logs with a large window facing the entrance to the bay. An open sided shed roof connected the bunkhouse to the cabin. Visitors referred to the bunkhouse as "Huscroft Hotel."[36]

Little today remains of Huscroft's homesite. The demise began in 1936 when a severe fall storm created a giant breaker wave which hit Lituya Bay. Huscroft and a visiting friend, escaped to higher ground as the wave swept over Cenotaph Island. The wave destroyed some of Huscroft's outbuildings and his garden. Shortly thereafter Huscroft's health began to fail. He was never able to complete repairs. In 1939 Huscroft died. In 1940 Brad Washburn, on behalf of the Harvard-Dartmouth Alaskan Expeditions, received permission from the NPS to fix a brass plaque on Cenotaph Island commemorating Huscroft. A subsequent 1958 earthquake generated wave, of even greater magnitude, wiped-out most remaining evidence of the homesite.[37]

The final manifestation associated within the context of tourism development and expansion occurred just prior to the onset of the Second World War. In 1939 the park service launched a plan for meeting an anticipated resurgence in visitations to Glacier Bay. The impetus for such a plan was two-fold. NPS officials anticipated a renewal in cruise ship visitations--which had ceased following the years of excessive ice calving associated with the Yakutat Earthquake of 1899. A 1936 U.S. Geological Survey report stressing the need for new glacier cruise routes heightened this anticipation.[38] Second, was the anticipation that it was only a matter of time before a major airfield was constructed near the local community of Gustavus.

Momentum for building an airfield began n 1938 when Congress passed the Civil Aeronautics Act. The act made possible the establishment of airports and radio range stations in Alaska. Many of the proposed sites targeted military needs. However, Alaska's economic boosters were also aware of the potential civilian benefits derived from a string of airfields in Alaska. In particular, boosters focused on Alaska's strategically advantageous position along the so called "Great Circle Route" to the Orient. From the U.S. west coast, the shortest route to Japan and Southeast Asia was along an arc which passed directly through Southeast Alaska. Airplanes would be required to stop and refuel in Alaska on a regularly scheduled basis.[39] This could prove a boon to the tourist industry, augmenting and providing feeder routes to locations which steamships could not reach. An army engineering report had identified the flat 25 square mile tract of tidal lands surrounding Gustavus as the "best location for an air base between Juneau and Nome."[40]

In 1939, the land surrounding Gustavus was incorporate into Glacier Bay National Monument. A year later, a series of events occurred which seemed to assure the future of the Gustavus airfield. On May 27 Representative Jennings Randolph (W.Va.) spoke to the opening session of the National Aviation Forum. In his speech, Randolph stressed the need for developing an air transport network in Alaska to meet civilian transportation and cargo needs. The establishment of airfields would likewise serve as a vital link in the nation's defense network. Following

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[36]Francis E. Caldwell, *Land of the Ocean Mists: The Wild Ocean Coast West of Glacier Bay* (Edmonds, Wash.: Alaska Northwest Publishing Company, 1986), 156-158; Bohn, 33.

[37]Caldwell, 174, 191-192.

[38]Earl A. Trager memo to Dr. Bryant of 18 May 1937, GLBA.

[39]Ernest Gruening, *The State of Alaska* (New York: Random House, 1968), 436.

[40]DOI, NPS, *Glacier Bay Expedition 1939*, by Earl A. Trager (GLBA: NPS, 1939), 8.

Randolph's speech was a June 5 announcement saying that the Civil Aeronautics Authority (CAA) had approved the establishment of an air route between Juneau and Seattle. It was anticipated that Gustavus would serve as an alternate landing site during those frequent occurrences when Juneau was weathered in. Coinciding with the CAA's announcement was an announcement from Governor Ernest Gruening saying that the construction of Alaska airfields was now assured. The military would be providing funding to construct the new airfields as well as upgrade several existing sites.[41]

The Gustavus Point field, which was largely finished in 1941, consisted of two paved and lit runways--one 7,500 feet long, the other one mile long. Maintenance shops, housing facilities, radio control towers, and a service road were constructed to support the operation. The field never saw the heavy bomber use as anticipated when first constructed. However, by 1944 Pan American was already utilizing the strip and was pursuing the idea of building a hotel to accommodate customers. The park service feared that the presence of the airfield at Gustavus would serve as a catalyst for the establishment of airfields inside other remote parks. The issue was resolved when the park service relinquished control of airfield property to the CAA.[42] Today, the Gustavus Point Field plays an integral role in providing visitors access to Glacier Bay. The airfield remains much as it did in 1945. Some scattered CAA structures likewise remain.

F. Associated Property Types (Provide description, significance, and registration requirements.)

1. Scientific Inquiries and Discovery within Glacier Bay, 1869-1935

Name of Property Type: Structures and other Physical Manifestations Associated with Scientific Inquiries and Discovery

Description: The physical manifestations associated with scientific inquiries and discovery within the confines of Glacier Bay National Park and Preserve during the late 19th and early 20th centuries are likely to be of three types. First are the structures erected to house the scientists and their equipment. Most noteworthy among these was John Muir's cabin, commonly referred to as Camp Muir. It was located at Muir Point. The cabin, typical of such structures in the region, was a no frills functional unit constructed of rough sawn lumber. A fireplace of glacier-cut stones and cemented together with glacier mud was likewise erected. Other, less permanent, structures at the site consisted of framed canvas tents placed upon makeshift wooden floors.

The second noteworthy physical manifestation are the pyramid shaped piles of rocks known as cairns. Generally a few feet high and as wide at the base, Professor Harry Reid placed the first cairns, in 1890, at specific vantage points on the shores of Muir Inlet. The cairns provided a fixed reference point from which to measure glacial movement in 1890 and in subsequent decades. Closely related to the cairns are the third manifestation, revegetation

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[41]"Governor Says Alaska Defense is now assured," *The Daily Alaska Empire*, 5 June 1940, 1, 3, University of Alaska Anchorage; "CAA Grants Authority to PAA for Air Route from Seattle to Juneau," *The Daily Alaska Empire*, 7 June 1940, University of Alaska Anchorage; Patricia S. Jernburg, "Alaska Air Transport Gets Boost," *The Daily Alaska Empire*, 11 June 1940, University of Alaska Anchorage.

[42]O.A. Tomlinson memo to the Regional Files, 2 October 1944, National Archives, NPS Central Classified File, RG 79, Box 2226, GLBA File 201.

plots. Professor William S. Cooper established the first revegetation plots at Glacier Bay in 1916. Cooper made successive follow up studies of his various plots through 1935.

Significance: The structures, cairns, and revegetation plots associated with scientific inquiries and discovery at Glacier Bay are significant under Criterion A and Criterion B in the areas of science and conservation. The nominated resources are locally significant.

The construction of John Muir's 1890 Muir Point cabin was the physical manifestation of intensive scientific inquiries and discovery which typified Glacier Bay during the late 19th and early 20th centuries. John Muir and Harry Reid, operating out of this cabin, made significant scientific discoveries which contributed to the knowledge of glaciology, geology, and climatic change. Camp Muir saw further use during the Harriman Expedition's 1899 studies at Glacier Bay. Likewise the cairns, and revegetation plots which Reid and William S. Cooper established between 1890 and 1935 at Glacier Bay served as instrumental tools in answering questions about glaciology, climate change, and plant succession. Scientists today still rely upon the information of Muir, Reid, Cooper, and their contemporaries as the basis for comparison to current scientific investigations.

Augmenting these contributions to scientific inquiry is the recognition of Muir, Reid, and Cooper as giants in their respective fields. The name John Muir is synonymous with Glacier Bay and the modern conservation movement. Muir's efforts and writings which resulted from his visits to Glacier Bay in 1879, 1880, 1890, and 1899 were crucial aspects of Muir's legacy. The professional reputations and contributions of Reid and Cooper among scientists and visitors who frequent Glacier Bay persist to this day. Their efforts likewise contributed to Glacier Bay's designation as a national monument in 1925.

Registration Requirements: The structures, cairns, and revegetation plots associated with scientific inquiries and discovery at Glacier Bay are historically significant. These properties may have experienced alteration through the forces of decay, weathering, and revegetation. These factors should not lessen their significance considering that these properties played an integral role in defining the historic context of scientific inquiries and discovery at Glacier Bay from 1869 to 1935.

The location and setting of historic properties linked to scientific inquiries and discovery at Glacier Bay play an instrumental role in their significance. These properties were located specifically to assist in or directly fulfill a segment of scientific inquiry at Glacier Bay. Lacking integrity of location these properties would be without significance. Similar importance can be linked to the setting for these properties. The scientific inquiries and discovery at Glacier Bay were only possible because of the unique glacial movement, revegetation, and other natural processes which were and continue to occur in the region to this day. The maintenance of the area as a natural laboratory helps place these properties within their historic context and helps in understanding their significance. The continued existence of these properties within a predominantly natural setting likewise contributes to the feeling and association of the scientific inquiries and discovery at Glacier Bay. In sum, each of these aspects of integrity relies upon a continuation of management policies which maintain a largely natural setting while protecting the historic properties which are a part of the region's scientific tradition.

Historic Properties: These sites should be considered in the future for nomination under Context One

a. John Muir's Cabin (historically referred to as Camp Muir)
b. Surveyor Cairns
c. Revegetation Plots

2. Tourism Development and Expansion within the Park Unit, 1883-1945

Name of Property Type: Tourism Support and Development Infrastructure

Description: The physical infrastructure erected at Glacier Bay National Park and Preserve which supported tourism development and expansion during the period from 1883 to 1945 were of

four types. First among these were the small trading sites which catered wholly or in part to tourists. These facilities sold and in some cases manufactured products with a local flavor for sale to visiting tourists. Such facilities included Dick Willoughby's trading post at Bartlett Cove. Second is the infrastructure associated with cruise ship visitations to Muir Point during the late 19th century. Cruise ship operators were generally responsible for the construction of such infrastructure. Principal among this was the network of wooden boardwalks constructed to ease the burden of walking to and from Muir Glacier. Directional signposts and docks filled a similar role. Third are the base camps associated with the various mountaineering expeditions which frequented the Fairweather Range. The most notable of these was the Hotel Huscroft at Lituya Bay. The hotel was a 26 by 16 foot bunkhouse constructed of square logs with a large window facing the bay's entrance. An open sided shed roof connected the bunkhouse to Huscroft's log cabin. Other base camps were of a less permanent nature. Features associated with these sites might included latrines, fire pits, and tent platforms. The fourth physical manifestation associated with tourism development and expansion is the Gustavus Point Field. The airfield and its associated structures, largely completed by 1941 and lying outside current park unit boundaries consisted of a paved runway, maintenance shops, housing facilities, radio control towers, and a service road constructed under CAA auspices.

Significance: The infrastructure associated with tourism development and expansion within Glacier Bay National Park and Preserve between 1883 and 1945 are significant under Criterion A in the areas of transportation and commerce. The nominated resources are locally significant.

The development of a tourism industry at Glacier Bay was made possible through the development and expansion of a reliable transportation support network. For many years cruise ships and private charter boats filled this niche. These vessels relied upon docks, piers, and boardwalks to facilitate activities ashore. Such infrastructure likewise opened Glacier Bay to the genteel traveler. Travel became easier with the construction of an airfield at Gustavus during the 1940s. On the other extreme were those hardy adventuresome tourists merely looking for a convenient base of operations from which to explore. Hotel Huscroft at Lituya Bay and less permanent base camps served as transportation hubs for several mountain climbing expeditions frequenting the Fairweather Range prior to the onset of the Second World War.

In conjunction with this are those properties which benefitted commercially from the tourism trade. The above mentioned vessel operators and associated transportation networks served a commercial purpose, namely, excursion travel. Likewise the small trading posts and Tlingit cottage enterprises which catered to the tourists were commercial ventures. Together, these various enterprises served as the precursors to the luxury cruise ships and wilderness lodges which cater to the traveling public in and around Glacier Bay today.

Registration Requirements: Infrastructure tied to tourism development and expansion within the park unit between 1883 and 1945 constitute significant historic properties. Many of these historic properties have suffered the effects of weathering. This does not, however, lessen their integrity. These properties should be considered significant if it can be shown that the properties contribute to the historic context.

Location and setting are two important aspects of integrity. The location of tourism related infrastructure is an important factor to understanding tourism's expansion into the Glacier Bay region. Infrastructure was constructed at specific locations in large part because of a site's advantages in support of transportation and commerce; namely, close proximity to the natural wonders tourists had come to experience. Preservation of the larger natural setting in which these properties were located is therefore imperative. The aspects of feeling and association will remain present so long as the integrity of location and setting are preserved.

Historic Properties: These sites should be considered in the future for nomination under Context Two.

a. Muir Point
b. Dick Willoughby's Trading Post
c. Hotel Huscroft

G. Geographical Data

This multiple property nomination encompasses the area which lies within the current boundaries of Glacier Bay National Park and Preserve.

H. Summary of Identification and Evaluation
Methods (Discuss the methods used in developing the multiple property listing.)

The multiple property listing of rediscovery, scientific study, and tourism within the Glacier Bay region is based upon a 1994 National Park Service field investigation of Glacier Bay National Park and Preserve consisting of the following team members: Rick S. Kurtz, Historian; Timothy Cochrane and Dottie Theodoratus, Cultural Anthropologists; Mary Beth Moss, Resources Manager; Hank Lenfter, Biological Technician; and Jennifer Sepez, Intern. The investigation required the team to utilize both air and water transport to gain access to various survey sites. Historic properties were marked on USGS topographical maps for future reference--and in some cases assisted through use of a Global Positioning System. Properties were recorded through the use of field notes, drawings, and extensive photographs. Research in support of the field investigation included the investigation of park service records; oral histories; and local, regional, and national archives/libraries.

A subsequent result of these investigations is the development of a historic resources study--which addresses significant historic themes and developments within the park unit from the time of European contact through the Second World War. The historic context for this multiple properties nomination is based upon one of the various themes resulting from the historic resources study. The 1994 field investigation has likewise contributed to the development of an ethnographic history of the region which will result in multiple property nominations for Native American sites. The significant property types identified in this nomination were derived from the historic contexts related to rediscovery, scientific study, and tourism during the historic period running from 1869 through 1945. The requirements for integrity of properties under this nomination were based upon predictions derived from historic trends in the region, the records of significant persons associated with Glacier Bay, analysis of previous field examinations, and development of the historic resources study.

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Primary locations where additional documentation is stored:

University of Alaska Anchorage Consortium Library

University of Alaska Fairbanks Elmer Rasmusson Library

Alaska Resources Library, Anchorage Federal Building

Z.J. Loussac Municipal Library, Anchorage

National Park Service, Alaska Regional Office, Division of Cultural Resources Records

Glacier Bay National Park and Preserve Library

Smithsonian Institution Libraries, Washington, D.C.

National Archives of the United States, Washington, D.C. NPS Central Classified File, RG 79

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