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DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

On a cliff side along a narrow gorge through which the Skagit River flows, is a remarkable system of half-tunnels cut into the rock, and suspension bridges that cross deep side canyons. This was the original trail up the Skagit carved and built by miners in the mid 1890's.

Today, a modern highway passes this difficult section by running through a tunnel in the mountain that the Devil's Elbow trail edged its way around.

Today the wooden bridges have deteriorated and are unsafe for pedestrians. The Devil's Corner cannot be seen from the overlooks on the North Cascade Highway and at present few visitors are aware of its existence.

The total length of these bridges and tunnels is about 500 feet.

Boundary:

On the cliff side immediately south of the State Highway 20 tunnel between Newhalem and Gorge Dam. The devil's Corner structure is slightly below the present road level and best viewed from a point immediately east of the tunnel or from the south bank of the Skagit River. The boundary begins approximately 20 feet from the east end of the tunnel and runs about 700 feet west along the cliff side. Horizontal dimensions 100'x 700' vertical dimensions approximately 25'.



S

ERIOD (Check One or More as	16th Century	18th Century	20th Century
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SPECIFIC DATE(S) (If Applicat	ole and Known)		
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🏝 Communications	Military	Theater	
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Beginning with the to develop a route now is that goal b	over the North C	ascades from the 2	Interior plateau.

The Devil's Corner was a particularly difficult section of the trail (later, road) up the Skagit River Valley. Although gold miners passed through this area as early as 1879, not until the mid 1890's was a satisfactory trail developed here--by blasting half-tunnels into the cliff's side and building short suspension bridges over the lateral gorges.

This unique and remarkable development, representing a landmark in man's efforts to develop communication in this rugged country, is still intact--although too dangerous for walking today. It is a significant monument to man's ingenuity and determination to breach the mountain barrier.



	BIBLIOGRAPHICAL R Thompson, "Nort		Natio	na	1 Park Basic	Data S	tudv"	
	Curtis Pitzer, " M. A. Thesis,	A History c	of the	U	pper Skagit V	alley,		
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PNRO INVENTORY

National Park Service Pacific Northwest Region Cultural Resources Division Westin Build Room 1920 2001 Sixth Avenue Seattle, Washington 98121

NORTH CASCADES NATIONAL PARK

NAME(S) OF STRUCTURE/S (Structure)	DEVIL'S CORNER	SUSPENSION BRIDGE	DATE OF CONSTRUCTION	SITE ID. NO.	·]						
SITE ADDRESS/LOCATION		ighway 20, southeast 23, at tunnel no. 1.	c.1895 addition(s) c.1920s	SCALE 1:24000 UTM ZONE I 1 0 0 0	······································			00	0		
DISTRICT Skagit	COUNTY . Whatcom	STATE Washington		CROSS REFE					_/:	I-2	2
OWNER/ADMIN ADDRESS	National Park Servi	3e	CONTRIBUTING	(SPECIFY TH		TION?		Ō	YES NO UNKN	IOWN	
DESCRIPTION AND BACKGRO PHYSICAL DIMENSIONS, M BUILDERS, ARCHITECTS, E Remnants: Approximately	ATERIALS, MAJOR ALT Ngineers, etc.	ERATIONS, IMPORTANT	CURRENT USE			RIGINA rail-b					

suspension bridges (cantilevered and scaffolded platforms) and blasted out rock; new span with vertical posts and metal cables over older wooden planking supported by log stringers.

With mining and packing activities on the increase in the 1890s, a good transportation route up the Skagit River to the mines was needed. A trail with a bridge (by 1891) crossed the river just below the present day tunnel no. 1. A poor trail then traveled up to Ferry Bar where one could recross the river and continue on. In June of 1894 this first bridge washed out. In 1895 money was raised for improving the trail by a group of miners' wives from Anacortes, Washington. Powder was used to blast through rock in places in order to make the trail wide enough for pack trains. This trail became known as the Goat Trail and consisted of a series of hanging wooden bridges over deep chasms and skirting rock outcrops. Long Bridge, a section of the Goat Trail, was approx. 200' long and was suspended around a bluff 75' above the river. Devil's Corner was the most difficult section of the route. In 1912 U.S. Forest Service ranger Henry Soll supervised the repairing of several bridges in the district including Devil's Corner, and made the trail safe for foot and horse traffic. In the 1920s-1930s, Devil's Corner was improved again by miners who used lumber sawn at the Goodell Creek Sawmill (operating c.1920s). When the Seattle City Light railroad came through in 1920, the old Goat Trail was abandoned. Remnants of Devil's Corner are not visible from the highway.

PUBLIC TES, LIMITÉD ACCESSIBILITY NO		EXISTING SURVEYS	NR NR	LCS NPS	STATE COUNTY	DICAL Dother
LOCATED IN AN YES HISTORIC DISTRICT? NAME	NO		CONDITION		FAIR DETERIORATED	

SIGNIFICANCE

This unique transportation route is listed in the National Register of Historic Places.

It is significant on a local level for its association with ENGINEERING/TRANSPORTATION and INDUSTRY/COMMERCIAL DEVELOPMENT in the North Cascades -- as a means of traversing mountainous country to reach backcountry mining sites -- between the years c.1895 - 1920s.

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FROM W		
	1917	
NEGATIVE NO. GL3-12-20; GL4-1A-7A; H	ABS/HAER QUALITY TYES NO GLA-	10A
REFERENCES Alger, Shirley. <u>Cascade Stories</u> , n.d.		
Higgens, Gary W. "Classified Structur	pe Field Inventory Report", 1 March 1976. Nugust 1984.	
Pitzer, Paul Curtis. "A History of th Thompson, Erwin. <u>History Basic Data</u> ,	ne Upper Skagit Valley, 1880–1924", M.A. Thes	is, University of Washington, 1966.
Thompson, Erwin, National Register No	mination for Devil's Corner, 1969-1970.	
U.S. Forest Service. "The Hatchet", 1 Harris, Jim. Personal interview, May	<u>1984.</u>	
INVENTORIED BY Gretchen Luxenberg	AFFILIATION NPS	DATE Summer 1984
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8. NAME(S) OF STRUCTURE							9. OWNER'S AD	DRESS					
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							Seattle			98101			
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17. DESCRIPTION AND BACKGROUND HISTORY, INCLUDING CONSTRUCTION DATE(S), HISTORICAL DATE(S), PHYSICAL DIMENSIONS. MATERIALS, EXTANT EQUIPMENT, AND IMPORTANT BUILDERS, ENGINEERS, ETC. A series of half tunnels and deteriorated timber suspension bridges crossing deep lateral gorges are a few of the last discernible signs of a trail built by miners across the North Cascades through the Skagit River Valley, providing access to their claims. Beginning in 1814 with the fur traders, men have consistently attempted to develop a route over the North Cascades through the interior plateau. As early as 1879, gold miners passed through this steep walled Skagit River Canyon. However, it was not until the 1890's that an adequate trail was constructed of which this system of tunnels and suspension bridges stretching along 500 feet of a treacherous portion of the trail was a vital link.

The timber bridges are the oldest extant suspension bridges within the State. This system of bridges and tunnels remains as a testimony to man's ingenuity and to the dogged persistence of the early miner's in breaching the formidable mountain barrier.

(CONT OVER)

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18. ORIGINAL USE	PRESENT USE	ADAPTIVE USE
foot traffic	abandoned	

19 REFERENCES—HISTORICAL REFERENCES PERSONAL CONTACTS AND/OB OTHER

E.N. Thompson and Laurin C. Huffman, II, National Register nomination, 1972.

20. URBAN AREA 50,000	21.	NPS REGION	22. PUBLIC ACCESSIBILITY	X YES, LIMITED	YES, UNLIMITED		23. EDITOR	
POP. OR MORE? 🔲 YES 🖄 NO		NW		□ NO			INDEXER	
24. LOCATED IN AN HISTORIC DISTRICT?	YES	X NO	NAME			DISTRICT I.D. NO		

USDI-NATIONAL PARK SERVICE FORM 10-292 (10/77)



DESCRIPTION (CONTINUED)

REFERENCES (CONTINUED)

ABSTRACT									
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