

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR FEDERAL PROPERTIES

FOR NPS USE ONLY	
RECEIVED	FEB 5 1981
DATE ENTERED	MAR 22 1981

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC
Cloud Cap Tilly Jane Recreation Area *HIST. DISTRICT*
AND/OR COMMON

LOCATION *S of Parkdale*

STREET & NUMBER
Unsurveyed portion of Township 2 South, Range 9 East, Willamette Meridian
CITY, TOWN
Parkdale *W.O.* VICINITY OF Oregon 2nd Congressional District
STATE CODE COUNTY CODE
Oregon 41 Hood River 027

CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input checked="" type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input checked="" type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input checked="" type="checkbox"/> OTHER: Recreation

AGENCY

REGIONAL HEADQUARTERS: *(If applicable)*
U.S. Forest Service/Department of Agriculture, Mt. Hood National Forest
STREET & NUMBER
19559 SE Division
CITY, TOWN STATE
Gresham, Oregon

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.
Hood River County Courthouse
STREET & NUMBER
Courthouse, Third and State
CITY, TOWN STATE
Hood River, Oregon

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
1) Statewide Inventory of Historic Sites and Buildings
2) Preliminary Inventory of Historic Places
DATE
3) Cloud Cap Inn Unusual (Historical) Area - National Forest Recreation Area Plan
1) 1976 3) 1964
2) 1972 2,3 FEDERAL 1 STATE COUNTY LOCAL
DEPOSITORY FOR SURVEY RECORDS
1) State Historic Preservation Office
2) Supervisor's Office - Mt. Hood National Forest
CITY, TOWN STATE
1) Salem 2,3) Gresham Oregon

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input checked="" type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input checked="" type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Cloud Cap/Tilly Jane Area has a variety of unique features left from the period of its early use between 1885 and the late 1930s. These include three roads up the north side of Mt. Hood into the area below Cooper Spur; Cooper's Tent Camp site, Cloud Cap Inn (a National Register property), the Inn's stable site, the Snow Shoe Club's cabin, two old cabin sites, a CCC camp, Tilly Jane Forest Camp, Legion Camp and amphitheater, and the CCC built Ski Warming Hut.

The Cloud Cap/Tilly Jane Area is located on the north slope of Mt. Hood just below Cooper Spur and Eliot Glacier between Eliot Branch and Tilly Jane Creek. The area is within a high elevation, subalpine zone with sandy glacial soil. It is in an unsurveyed portion of T. 2 S., R. 9 E. in what would be parts of Sections 10, 14 and 15. The area is heavily timbered with little understory and has open hillsides and ridgetops. Tree cover is mountain hemlock, subalpine fir, and white-bark pine.

Cloud Cap Road (Forest Service Road S12), built in 1926, winds its way up ten miles from its start at the Cooper Spur Inn on the old Mt. Hood Loop Road to where it forks at one of the branches of Tilly Jane Creek. One-half mile east is Tilly Jane Forest Camp and to the west, about three-quarters of a mile at the 6000 foot level, is the Cloud Cap Area. The road is graveled on its lower end and is plain dirt above. Its condition, generally good, varies with the amount of traffic and weather conditions. The present road has work planned under contract to upgrade its condition. This road replaced the old road built in 1889 by the Mt. Hood Stage Company owned by William M. Ladd and C.E.S. Wood, who were the builders of Cloud Cap Inn. This road was quite steep and can be seen at various points cutting across the new road.

In the 1930s, the 1889 road was brushed out by the CCC for use as a ski trail. The Crag Rats and Snow Shoe personnel continue to periodically brush out the road for ski touring. Today, the roadcut is still very obvious and easily followed, though overgrown in some places. The road constructed by Ladd and Wood replaced an even earlier one. In 1886, David Cooper, Henry Coe, and Oscar Stranahan cut a trail along the crest of Ghost Ridge parallel to Evans Creek as far as Eliot Glacier. The next year, they widened the road for use by wagons as far as Cloud Cap Saddle and obtained a permit to operate it as a toll road under the name of Mt. Hood Trail and Wagon Road Company. Faint traces of this old wagon road are still visible in a few places along the ridge, which it follows on a straight, steep course.

David Cooper and his wife operated a tent camp hotel on a flat area on the westernmost branch of Tilly Jane Creek, which is no longer flowing. The site is at a place later known as Tilly Jane Meadows, located northeast of the present Cloud Cap/Tilly Jane Road junction (map attached). Portions of the 1889 wagon road are still visible from the present road in this area.

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Cooper's Tent Camp was operated from 1885 to 1889 by Mrs. Cooper as a base camp for tourists and for climbing expeditions led by her husband David. Little remains of the tent camp today. The spur road into it, still very visible, enters a large flat clearing from the north. A great deal of ash mixed in the soil is evidence of many campfires on the spot. On the west side of the opening is a squared and leveled area about 15 by 20 feet. These may have been foundations for two large tents but also appear to have been used later for what may have been a woodcutting operation in the area soon after the turn of the century. Southeast of these sites is another outhouse hole with several boards scattered around.

The two cows kept at the camp, and whatever other stock was necessary for use in excursions up the mountain, were kept in a large fenced area about 25 yards north of the large clearing, east of the road. Wire was wrapped around poles and trees, enclosing a large forested area. A gate may have been located on the west side of the fenced area, adjacent to the road. A great deal of wire remains imbedded in the trees today.

Along the road, south of the camp on the right side, a faint carving in the blaze of a tree reads: V.C./E.E./A. uo./ 1887. The road continues southward parallel to a branch of Tilly Jane Creek, and crosses the present road at the junction to Tilly Jane Campground. At a point about 250 feet from the junction, the road made a loop and then switched back up into the present Cloud Cap Saddle Campground, then up to Cloud Cap Inn.

At the south side of the small loop, about 100 feet from the creek two leveled spots are cut out of the hillside next to each other. These are both 12 by 15 feet and were most likely cabin sites for either shepherders, trappers, or workers at Cloud Cap Inn. Their age (late 19th Century) is testified by several square nails pounded into some trees immediately in front of the leveled areas.

North of the cabin sites, on the east side of the creek, is a blazed tree with names carved on it. Of the four names inscribed, only the names of Dekum and Tomlinson are legible as is the partial date, July 3?, 1906.

In the 1930s, the area bound by the present road, Tilly Jane Creek, the cabin sites and the hillside to the west were used as a CCC Camp. This was probably

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occupied while work was being done at Tilly Jane Campground. Access into the camp was by a road which cut into the hillside at the junction of Cloud Cap Road with the road to Tilly Jane Campground. This road ran slightly southwest for about 100 feet, then turned west across the creek for about 75 feet, where it then turned north and joined the old wagon road. No structures remain from the camp, but there are several outlines. Three temporary tent structures on wooden bases, each 15 by 18 feet, lay in a row, running southward from the last turn before the road merges with the wagon road. Parallel to these a few feet to the west, stood a rather substantial building, 15 by 30 feet. Between this building foundation and the tent structure outlines is a blazed tree with the initials S. [K]. and G. L. [T]. North of these sites, on the west side of the road, is where another building stood. This was about 25 square and was equipped with plumbing. It is possible this was a bathhouse but most likely a cookhouse. At the southwest corner of the building was another small structure which may have been a woodshed.

Cloud Cap Inn, built in 1889, is already a National Register property, having been entered in 1974. It sits on the south end of a rocky prominence with an unsurpassed view of Mt. Hood. Running south from the Inn, on the east edge of the point, were four small log cabins in a row which were rented to guests. These all opened to the west and were held down by steel cables, anchored between each cabin and securely looped over their roofs on both ends. The cabins have long since disappeared, leaving only parts of the cables and a large pile of stones over the water supply pipe as the only evidence of their existence.

The water system which now serves Cloud Cap Inn, the Snow Shoe cabin, and Cloud Cap Saddle Camp is the same system that was developed for use at Cloud Cap Inn when it was built.

The water is from a developed spring between Tilly Jane and Cloud Cap, and the original iron pipe was in use to Cloud Cap Inn until it was replaced in 1978.

This same spring used to flow past Coopers Tent Camp site and was a determining factor in Cooper's decision to choose that as the location for his mountain hotel.

Across the large open parking area, north of Cloud Cap Inn, is the Snow Shoe Club's building. A 99 year lease was obtained from the Forest Service for the site in 1910. From September through October that year, Mark Weygandt, helped by both David Cooper, Sr. and Jr., Bert Sandman and Russel Gobin, built the original 25' x 40' log clubhouse. A 25' x 30' addition was built in 1916.

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The building is rectangular in shape, about 25 by 70 feet, and lies on a north-south axis. It is one story on the south becoming two stories as it follows the slope of the hillside north. Where the building is one story high, there are five courses of logs above the masonry foundation. Originally, this side had logs to the ground, and the lower portion was replaced with rubble masonry about 1957. On the north end, where the building becomes two stories, there are many more courses of logs. These unpeeled logs are square notched on the ends and partially hewn so as to fit very closely. Chinking was done with burlap sacks and some sort of fibrous matting material. The hip roof is covered with cedar shakes over smaller cedar shingles. Square, teardrop embossed, sheet metal shingles cover the ridges of the roof.

The main entrance into the cabin is on the south end of the east side. Cement steps lead up to the opening which is covered by a plywood storm door held on by large iron strap hinges. Another entrance is on the bottom floor in the center of the north elevation. It is a heavy metal storm door which is a recent replacement of an earlier wood door.

A large stone chimney is just to the left of the main entrance. On the other side of the door is a small cinderblock chimney. A brick chimney projects through the roof of the 1916 addition just off center on the west side of the north elevation.

One interesting feature of the building is the relatively small number of windows. There is only one window on the east side, this on the north end; one on the south side, and three, evenly spaced, on the west elevation. All of these are covered by metal shutters on large strap hinges. On the north elevation, above the door, are three, horizontal fixed four panel windows all in one opening.

The architecture is very fitting for the area. The building is constructed of natural materials, stone, and wood, its floor plan follows the contour of the land, and is built much in the same style as Cloud Cap Inn.

The wagon road built by Ladd and Wood ran behind the Snow Shoe Club building and then straight downhill. Immediately after crossing the present road, on the east side, are the remains of the stable used to house horses which drew the stagecoach up to Cloud Cap Inn. The stable was a log cabin style building, built of timber cut from the immediate area. The building has collapsed into itself and is very rotten. Three layers of saddle-notched logs, however, are still in place, revealing the structure's 12 by 15 foot dimensions and doorway in the center of the west elevation.

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Tilly Jane Campground was built in 1926 by the Forest Service. It was placed along the north side of Tilly Jane Creek, across from the American Legion Camp which had been set up a few years before. At that time, the stone stoves were built and toilet facilities installed. The cookstoves built at Tilly Jane were crafted with native mountain, grey rock. The rock was crudely hewn into rectangular shapes and fitted together with mortar into a low, three sided informal stove. The campground was improved upon about 1934 when the one-story guard station and garage were erected by the CCC on the west end of the facility.

The Tilly Jane Guard residence is made up of several adjoining wings. The main portion of the structure faces east into the campground. It is connected on its west elevation by a short hallway leading into a rectangular room with another small rectangular wing adjoining its east end. The overall layout is that of an irregular T, approximately 22 by 36 feet. The wood frame structure rests on a cement foundation and is covered by a shake, hip-on-gable roof, pierced just south of center through its peak by a stone chimney covered by a hood. The exterior walls are covered by clapboard siding to just below window level, followed by vertical board and batten up to the roof. The only exception to this is the small, westernmost wing which is covered with shingles. The main entrance is in the center of the east elevation with windows on each side. It is covered by a small gable projecting from the roof and has stone steps leading up to it. With one exception, the fenestration of the building is regular. This is on the south elevation of the main wing where there is a horizontal window. Also, on the south elevation, are board steps nailed to the outside wall leading up to a winter attic entrance. Another entrance is through a board and batten door on the south side of the hallway wing.

Inside, the building is finished with dressed lumber in a very rustic manner. The main structure is broken into two parts. A kitchen area is located on the south portion and the living area, with its hardwood floor and stone fireplace, occupies the rest. A set of steep stairs lead up to a loft in the attic from just next to the front door.

Several feet south of the guard residence is a garage built in the same exterior style, 16 by 18 feet. It is a single room structure with a sliding, double door on the north. A south-facing window has been boarded over so as to blend with the rest of the exterior. Virtually no changes have occurred to these buildings through the years besides general maintenance. They have been recently painted a khaki green which is compatible with both the buildings' style and their surroundings.

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The American Legion Camp complex, south of Tilly Jane Campground across the creek, includes an old cookhouse and amphitheater. The amphitheater is a large clear area where campfires were built with two sets of elevated bleachers on the south and west. These bleachers were made of large, halved log planks, held onto anchored, cut stumps by wooden pegs. These were placed on stone terraces into the natural hillsides, up to nine rows high, and made accessible by several flights of stone steps at the ends of the rows.

East of the amphitheater is the cookhouse. This was originally an open-air structure, but now has removable board and batten walls. It is a single story, rectangular one-room building, 20 by 30 feet, with a dirt floor. It sits on a north-south axis with the open doorway on the north. The shaked gable roof is unusual in that the east slope is at less of a pitch and, therefore, longer than that of the west. The building's framework is made from very large logs, some of which need replacement.

In the center of the building, a huge cookstove, 15 feet long, runs length-wise. This stove is made of cement with a thick iron sheet top. Rough wood counters for food preparation have been built into the wall on the west side. Evidence in and around the building, shows that at one time, it was equipped with electricity.

The final building on the south side of Tilly Jane Creek, about 200 feet from the cookhouse, is the Ski Warming Hut built by the CCC in 1939. The Warming Hut is a one and one-half story, rectangular log, A-frame building, constructed on a cement foundation. It sits on a north-south axis and is roughly 18 by 56 feet. The log beams, on which the shaked gable roof is built, extend down to the ground where they are anchored to give the building added strength. The roof, however, only reaches the ground on the front 15 feet of the structure over the vestibule on the north. The exterior walls are all covered with shakes, with the exception of the areas on either side of the vestibule which are filled with half-log siding vertical logs. The fenestration of the building is regular being four panel, fixed wood sash windows. The only exception to this is the nine panel, fixed wood sash window looking out from the upstairs loft above the rear entrance.

The vestibule leading to the main entrance on the north elevation is 15 feet deep, has a dirt floor and houses drop toilet outhouses on either side. A set of steep stairs, on the west side, lead up inside to the loft and out through a molded rail door, with three flush panels and a large window, onto a balcony with a pole railing over the entrance.

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Both the front and rear doors into the main living room are molded rail doors with five flush panels. This room has a cement slab floor and is finished with vertical board walls. Just off center in the room is a large, circular fireplace. It has a round brick base with an aluminum sheet back which opens into the main part of the room. The whole works is covered by sheetmetal shroud leading to a stovepipe which runs straight up through the roof. A large iron woodstove, picnic table, metal-covered box for wood and halved-log benches in the northwest corner round out the furnishings.

The upstairs loft area has nearly as much floor space as the room below. The floors are made of large planks and the ceiling is open-log beamed. There are two openings in the floor down to the main downstairs room which are protected by pole guardrails.

The entire area, which includes Cloud Cap Inn, the Snow Shoe's building, Tilly Jane Campground, Tilly Jane Guard Station, the American Legion Camp, the Ski Warming Hut, the CCC Camp, Cooper's Tent Campsite, the present road and two previous ones, all form a unique yet cohesive group. The full history of growth on the north side of Mt. Hood is told in these buildings and sites without a missing component. It is quite an unusual thing to have such an array in such a compact area. Each building or site, on its own merits, could be considered eligible for National Register status as Cloud Cap Inn already been. As a group, their importance and interrelationships form a bond which cannot be denied.

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Buildings and Sites Contributing to the Character of the Cloud Cap - Tilly Jane
Recreation Area Historic District:

(Numbers Correspond to Locations on Accompanying Site Map)

1. Traces of 1886-1889 Wagon Road: Ascending Ghost Ridge parallel to Eliot Branch of the Middle Fork Hood River to the foot of Eliot Glacier, the road is largely obliterated by vegetative regeneration, and in places by subsequent development. Faint traces of the roadbed are presently visible along the crest of the ridge.
2. Site of Cooper's Tent Camp, 1885-1889: The spur road entering Tilly Jane Meadows from the north, campfire ash mixed with surface soil, a squared and leveled area 15' by 25' on the west side of the clearing, sill l'dgs, 15' by 20', on the east side, and two toilet pits remain as evidence of Cooper's Tent Camp.
3. Traces of 1889-1926 Wagon Road: Ascending a minor ridge between Crystal Springs Creek and Evans Creek, traces of the road built in 1889 to access Cloud Cap Inn are clearly visible.
4. Cabin Sites: No structural remains: two leveled areas, each measuring ca 12' x 15' are cut out of the hillside above the present junction of the Cloud Cap and Tilly Jane Campground Roads, adjacent to a small loop of the 1889-1926 Wagon Road.
5. Cloud Cap Inn: Situated on a rocky prominence, the Inn, designed by Whidden and Lewis, is a single story structure with a modified V-shaped plan, broken coursed native stone foundations, exterior walls of horizontally laid logs with square-notched jointure, massive stone chimneys and wood-shingled hipped and gable roofs.
6. Stables: The log structure built in 1889-90, has collapsed; three tiers of saddle-notched logs remain in one place, revealing the structure's 12x15 foot dimensions and doorway in the center of the west elevation.
7. Snow Shoe Club Cabin: 1910. Rectangular plan, ca 25' x 70', long axis north/south. Built into slope, partial basement on north end: uncoursed native stone foundation, large stone exterior chimney off-set on east elevation, horizontally laid logs square-notched at corners and partially hewn form exterior walls, wood-shingled high hipped roof.

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8. American Legion Amphitheater: Port of American Legion Camp facilities built ca 1920 on the south side of Tilly Jane Creek approximately 1 km southeast Cloud Cap Inn. Nine tiers of half-log benches to the south and west of central fireplace, built into natural hillside, and accessed by flights of stone steps at the ends of the rows.
9. American Legion Cookhouse: Located to the east of the amphitheater, with its long axis lying north/south, the cookhouse is a one-room single story log structure. Essentially an Adirondack-type shelter with a split shake gable roof of unequal pitches, the cookhouse was formerly open but is now enclosed by removable board and batten walls. The entrance is off-center on the north gable end. A concrete cook stove, 15 feet long, occupies the center of the building.
10. 1926 Cloud Cap Road - Forest Road S-12: Now designated Forest Road S-12, the Cloud Cap road was built in 1926 by the Forest Service to provide more convenient access to the developing recreation area. With a graded gravel surface, the road gradually ascends 10 miles from its beginning opposite Cooper Spur Inn to a junction at one of the branches of Tilly Jane Creek. From this junction, Tilly Jane Campground is 1/2 mile east and the Cloud Cap area is 3/4 mile west at the 6,000 foot level, on dirt-surface roads.
11. Tilly Jane Campground: A formal public occupancy site extending along the north bank of Tilly Jane Creek. Initially developed by the Forest Service in 1926, the facility was enlarged and improved under the auspices of the Civilian Conservation Corps in 1934. Retains its rustic character with little to moderate site modification.
12. CCC Campsite: Occupied by Civilian Conservation Corps in 1934, the site is bounded by the present road, Tilly Jane Creek, the cabin sites and the hillside to the west. No structures remain, but structural outlines and foundations indicate the locations of former built features. These include traces of the camp access road, three tent platform outlines, each 15' x 18', the foundations of a building 15' x 30', the foundations of a plumbed structure ca 25' x 25', and evidence of a smaller wood-frame structure.

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13. Tilly Jane Guard Station, Residence and Garage: 1934. Residence is 1½ story wood-frame structure with poured concrete foundation, split-shake hipped-gable roof. Exterior walls are horizontal clapboard to window level, vertical board and batten above. Multi-light sash windows; main entry, center, east facade. Rectangular plan, with gabled addition off-set to left on west elevation: a smaller wood-shingled extension abuts the west gable end of the addition off-center.

The garage is a single vehicle capacity wood-frame structure, with poured concrete foundation, split-shake hipped-gable roof, horizontal clapboard exterior walls to four-foot level, vertical board and batten above. Double-leaf vertical board doors, reinforced, off-center on north gable end.
14. Ski Warming Hut: 1939. Located on the south side of Tilly Jane Creek, approximately 200 feet east of American Legion cookhouse, the warming hut is a rectangular, 1½ story, A-frame log structure, with a poured concrete foundation, split-shake high gable roof. Exterior walls are covered with shakes except lower level of east (main facade) which exhibits half-round vertical log walls. Four-light single sash windows; main entry, vestibuled at center, east facade.
15. Cloud Cap Saddle Campground: A more recent formal public occupancy site, located in Cloud Cap Saddle to the south of Cloud Cap Inn. Low level site development consistent with the overall rustic character of the recreation area.
16. Spring and Water System: This spring served Cooper's Tent Camp in the 1880's and was later developed to provide piped water to Cloud Cap Inn when it was constructed. This system is currently serving Cloud Cap Inn, the Snow Shoe Cabin, and Cloud Cap Saddle Camp.
17. Inspiration Point: A switchback on the lower portion of Cloud Cap Road with a breathtaking view of Mt. Hood and a falls on Eliot Branch known as Wallalute Falls.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input checked="" type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input checked="" type="checkbox"/> OTHER (SPECIFY) Recreation
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Cloud Cap/Tilly Jane Area has a full history which encompasses nearly all of the activity on the north side of Mt. Hood from its first exploration to its extensive development for recreational use. This area has very strong ties to the growth and history of the Hood River Valley.

In 1886, a huge forest fire raged on the north slope of Mt. Hood below what is now Cooper Spur and Eliot Glacier. Hoping the fire had cleared the way for them, Oscar Stranahan and Henry C. Coe set out to blaze their way up onto the mountain. Climbing up a way, they made camp and were met by David R. Cooper who had the same idea in mind. These three men, all from Hood River, were friends who climbed together frequently around the mountain. During their adventures, they had named certain points such as Cooper Spur, Coe Glacier and Stranahan Ridge for each other.

Oscar Stranahan was a native of New York who migrated to Minnesota and then to Hood River, Oregon in 1877 at the age of 43. He came here because of poor health. He was a veteran of the Civil War, having been a member of the 5th Minnesota Infantry which fought with General Sherman in his "March to the Sea." Upon arriving in the Hood River area, he became an employee of the Oregon Steam Navigation Company for three years and filed a claim for a piece of land adjacent to that of Henry C. Coe.

Henry Coe was also a native of New York where he was born in 1844. He arrived in Oregon sometime before he was ten years of age. He went to the University at Forest Grove for two years, beginning when he was 19, after which he returned to Hood River and began steamboating as an apprentice pilot for the Oregon Steam Navigation Company on the Colonel Wright. He continued this occupation, eventually becoming a pilot on the Owyhee which ran to Lewiston, Idaho until 1869 when he married Kitty Catton and took up farming. Ten years later, he joined the newly organized Oregon Railway and Navigation Company and helped build the railway through the Columbia River Gorge.

David R. Cooper was the late-comer to the group. He was born in Scotland in 1845 and immigrated to America in 1872. The next year he met his brother in Oakland, Oregon and took out citizenship papers in Roseburg. Cooper finally made it to the Hood River region in 1882 and filed on a quarter section of land where the town of Mt. Hood is located. At that time, Upper Hood River Valley was unoccupied by settlers and his wife had the distinction of being the first white woman to live in the area.

(see continuation sheet)

9 MAJOR BIBLIOGRAPHICAL REFERENCES

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(see continuation sheet)

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 642

UTM REFERENCES

A 10 6 0 6 7 8 3 5 0 3 10 1 0

ZONE EASTING NORTHING

C 10 6 0 6 2 2 2 5 0 2 9 7 3 5

B 10 6 0 6 3 4 4 5 0 3 0 1 3 0

ZONE EASTING NORTHING

D 10 6 0 5 8 2 2 5 0 2 9 2 1 1

UTM NOT VERIFIED

VERBAL BOUNDARY DESCRIPTION

At section corner of 35/36 Township 1 South, Range 9 East W.M., as monumented and described in the records of the Surveyor General, thence south 48° 45' west 3040. feet (calculated) to Angle Point A, point of beginning. Angle Point A is 200 feet east of old wagon road intersecting Forest Road S-12 7 7/8 linear miles west of State Highway 35, and perpendicular to old wagon road. From POB, the line ascends a minor ridge between Crystal Spring Creek and Evans Creek,

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Jon Horn, Ron Cohen and Carol Gibson

ORGANIZATION

USDA, Mt. Hood National Forest

DATE

12/6/79

STREET & NUMBER

19559 SE Division

TELEPHONE

667-0511

CITY OR TOWN

Gresham,

STATE

Oregon 97030

12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES X

NO

NONE

[Signature]
STATE HISTORIC PRESERVATION OFFICER SIGNATURE

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is National X State Local.

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

HARRY R. FLAMM

Director

DATE

1/22/81

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

Entered in the National Register

DATE

3/22/81 *[Signature]*

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
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Cooper was very much the frontier-explorer type and spent a great deal of time exploring on Mt. Hood. In 1885, he and his wife set up a tent camp for visitors on the north slope of Mt. Hood, just below timberline, on a site which had been used previously by shepherders. It was Cooper's idea to bring settlers and tourists into Upper Hood River Valley and onto the mountain.

The tent camp, run by Mrs. Cooper, consisted of one cook tent, one dining tent and from three to five living tents, and offered all the comforts of home. White dishes and oilcloth on the tables gave the camp a hotel atmosphere. Water was piped in from the stream nearby and two cows provided milk, cream and butter. Fresh elk, deer and trout were constant fare brought in by the men on their romps around the mountain. Guests were picked up in Hood River at 5 a.m., by Bert Stranahan, who was 16, and brought to the camp. It cost \$1 a day to stay at the camp and \$10 round trip to come up in Stranahan's Democrat wagon.

Bert Stranahan was the son of Oscar. He always had an interest in the livery business and in 1903, after working several years for the Oregon Railway and Navigation Company, became a partner in the Fashion Livery and Dray Company.

When the fire swept over the north side of Mt. Hood in 1886, David Cooper, Coe and Stranahan tried to discover a route up farther onto the mountain. They followed an old Indian trail up the mountain, but found their path blocked by impenetrable deadfalls which had not burned. To combat this, they set the forest on fire again and returned a couple of weeks later to try again. It is from the fire-killed snags that Ghost Ridge got its name. When they returned, they were able to make their way through to timberline. Two weeks were spent widening the path to accommodate wagons all the way to Eliot Glacier by way of where Cloud Cap Inn now stands. The route received much more use than they expected and so improvements were made the next year. Coe, Stranahan and Cooper joined in a partnership as the Mt. Hood Trail and Wagon Road Company and received a permit from Wasco County to operate their road for a toll and run a stage line.

In April 1889, William M. Ladd (son of Portland business tycoon William S. Ladd) and C.E.S. Wood (poet, attorney and Indian fighter) bought the rights of the Mt. Hood Trail and Wagon Road Company. They set up the Mt. Hood Stage Company whose purpose was to "construct, buy, sell, lease, own and operate wagon roads, railroads, steamboats, flumes, hotels, stage lines, water-power mills, parks, timber lands and farms." They immediately constructed a more passable wagon road using Chinese laborers who did all of the grading by hand

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after the route was chopped out by a clearing crew. A deep gulch was filled by these laborers and still bears the name of China Fill. Later that year, Ladd and Wood contracted with James L. Langille to build Cloud Cap Inn. Langille had come to the Hood River area in 1883 and settled near the present town of Mt. Hood. Workers on the Lodge camped at a place known as Roaring Camp north of Cloud Cap Inn where there was a spring and Chinese were used as cooks. With the completion of Cloud Cap Inn, Cooper's Tent Camp went out of existence.

The first visitors to Cloud Cap Inn arrived in August 1889 even though the Inn was not quite finished. A stage line was set up the next year which made daily round trips to Cloud Cap from Hood River. The men who ran the stage were Lewis Adams (later the president of the Baggage and Omnibus Transfer Company of Portland) and Charles Bone. Sarah Langille, the estranged wife of James, acted as hostess on the stage until she took over the running of the Inn which she continued to do for 16 years with the aid of her sons. After Hyde and Bone, Osmond Royal operated a lozier as a stage for several years.

An open coach and four horses met the Portland train every day at noon in Hood River. Guests were taken ten miles to the ranch of John Divers where they ate lunch and changed horses. The journey then continued to the spring at the Elk Beds where a stage station and barn had been built. Here, six horses were hitched to the wagon for the long steep haul up the mountainside to the Inn where dinner was waiting. The entire trip took between five and six hours.

In 1906, an auto stage was begun from Hood River in a Pierce Arrow. It could only go as far as China Fill, which was a grade of 22% over soft ground on a sharp curve. A turnaround was built and the journey continued on a three-seat hack drawn by four horses. Late in that first summer, a one-cylinder Cadillac made the first journey all the way to Cloud Cap Inn. It was put into regular service the next year and cut the time from Hood River to three hours. The Inn maintained its own transportation system well into the 1930s, picking up passengers at 8:30 every morning and returning again at 3:30 in the afternoon.

The tourist traffic to Cloud Cap Inn was never as good as expected. Guests at the Lodge included scientists, climbers and tourists from many parts of the world. William M. Ladd and his wife, for whom Tilly Jane Creek was named, were among the first people to arrive annually for many seasons, staying at the Inn for extended periods of time. There were always guests at the Inn but the beautiful scenery, congeniality of the hostess, Sarah Langille, and reasonable rates (\$3 a day plus \$12.50 round trip auto coach fare from Hood River), did not draw enough people to make it an overwhelming success.

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Although the Inn itself did not draw great throngs of visitors, the area was used by groups fairly extensively. The first mention of skiing on Mt. Hood, according to Mazama records, was in February 1897 when three men made their way to the snowbound Cloud Cap Inn on long, heavy wooden skis by propelling themselves with long poles.

The Snow Shoe Club originated at Cloud Cap due to a group of men invited to the area by Wesley Ladd in 1904. Among the group were Walter Honeyman, Bert C. Ball, Dr. Herbert Nichols, Rodney Glisan, Henry Corbett and John Kollock, several of whom were prominent Portlanders. They enjoyed themselves so much that they formed a club and made their visitations an annual event. In 1910, they received a 99 year lease from the Forest Service for a piece of land just north of Cloud Cap Inn on which they built their log clubhouse. Mark Weygandt, a well known Mt. Hood mountaineer, was put in charge of constructing the building with the help of David Cooper, Sr. and Jr., Bert Sandman and Russell Gobin. The building is still occupied and cared for by the Snow Shoe Club under a special-use permit with the U.S. Forest Service.

In July 1921, American Legion Post No. 22 of Hood River began sponsoring annual climbs to the top of the mountain. A camp with a cookhouse and amphitheater was set up to accommodate the hundreds of participants each year. The night before the climb, a huge campfire program was held with wild festivities well into the night. Those still in condition to climb would wake early the next morning to attempt the summit of Mt. Hood by the Cooper Spur route. Mark Weygandt was the guide on the first expedition. Climbs continued, though not always successfully, until 1953 when interest dropped off. Probably the most remarkable feature of the Legion climbs is that even with so many participants through the years, they never had a single serious accident.

Beginning in 1922, plans were being made for a new road which could be easily negotiated by automobile up to Cloud Cap and also connect to the American Legion Camp. In 1925 much discussion began as to the possibility of constructing a three mile cable to the summit of Mt. Hood. The subject was very controversial and the project was eventually abandoned, but it was an influencing factor in the construction of a new road to the Cloud Cap area. In the summer of 1926, at a cost of nearly \$200,000, a new road was built by the Forest Service from the newly completed Mt. Hood Loop Highway. A Forest Service campground was constructed across Tilly Jane Creek from the American Legion Camp in anticipation of increased use of the area.

As a condition for having the new road built, the City of Portland agreed to replace Cloud Cap Inn with a more suitable tourist facility. Several gradiose plans were proposed including one by A.E. Doyle (noted Portland Architect), designer of Multnomah Falls Lodge, but nothing was ever done. When Timberline

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Lodge was built in 1938, the focal point for activity on Mt. Hood changed from the Cloud Cap/Tilly Jane Area to the south side of the mountain. Pressure to have the old Inn torn down and replaced continued long after its closure in 1940 when it was sold to the Forest Service.

Faced with the responsibility of maintenance and safety, the Forest Service planned to eliminate the Inn. The Crag Rats, a Hood River climbing and rescue organization, proposed to upgrade and maintain the Inn in exchange for a Special Use Permit to occupy the Inn around 1955. Presently, the Crag Rats occupy the Inn as a base for their climbing and snow surveying operations.

Throughout the 1930s, CCC crews were stationed in the Cloud Cap/Tilly Jane Area. In 1934, they constructed the guard residence and garage in Tilly Jane Campground. It was probably also at this time that the facilities in the campground were upgraded and fireplaces and tables improved. Since being discontinued as a guard station, the residence has been occupied by the Alpines, a Hood River climbing group, for a search and rescue base.

Another project the CCC was involved in was brushing out the old wagon road for a winter ski trail. The old road was originally built by the Mt. Hood Stage Company in 1889. The Ski Warming Hut, across from Tilly Jane Campground, was also built by the CCC in 1939 and serves many recreation visitors throughout the year. Some maintenance and repair work was done by the CCC on Cloud Cap Inn upon its acquisition by the Forest Service.

The history of the Cloud Cap/Tilly Jane Area is very significant in the development of Mt. Hood. Beginning inauspiciously with Cooper's Tent Camp, the area bloomed as the center of activity on the mountain. The relative remoteness, which is one of the area's key elements, has also been a hindrance through the years in drawing great numbers of people to it. As a result, other areas, such as Timberline Lodge, have been built up and have replaced the Cloud Cap/Tilly Jane Area as the center of activity. This, in many ways, has been a blessing in disguise, since those who make the added effort to reach the Cloud Cap/Tilly Jane area are rewarded with a rustic, uncrowded place, almost stopped in time, in which to enjoy the unspoiled beauties of Mt. Hood.

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The Cloud Cap-Tilly Jane Recreation Area possesses great potential for both scholarly research and public interpretation. Varying in age and appearance, the buildings within the Historic District clearly illustrate the regional characteristics of the Rustic or Cascadian architectural style. They epitomize the design philosophy, the concepts of structural and spatial organization, and the construction technologies and building materials that define the Rustic style. The information inherent in these buildings is particularly pertinent to such research topics as the historical development of regional architectural characteristics, the diffusion of ideas and forms between geographic areas, and the study of vernacular architecture and its relationship to major architectural movements.

Continuing maintenance of the rustic features of the Cloud Cap-Tilly Jane Recreation Area will serve to enhance professional and public knowledge of a uniquely American architectural development.

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UTM References:

<u>Point</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
E	10	605786	5028978
F	10	606274	5028986
G	10	606350	5027642
H	10	605440	5027618
I	10	605052	5028088
J	10	605084	5028657
K	10	605336	5029823
L	10	605508	5030101
M	10	605509	5030364
N	10	605626	5030629
O	10	605601	5031313
P	10	605629	5031399
Q	10	605882	5031618

Verbal Boundary Description:

bearing south 28° 15' west 3235 feet (calculated,) thence south 19°25' west 1370 feet (calculated), thence south 39°10' west 2205 feet (calculated,) thence south 10°45' west 755 feet (calculated) thence, descending a gentle slope, due east 1587 feet (calculated) thence, over broken ground, due south 4460 feet (calculated) to a point (L G X=1706762.4, Y=632526.2, State Plane Coordinates, Oregon North Zone; UTM Reference X=606350, X=5027642) on Polallie Creek where the line intersects the Mt. Hood Wilderness Boundary. The common line then proceeds south 87°00' west 3311 feet to a point on Tilly Jane Creek, thence north 38°00' east 428 feet,

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north 14°15' west 394 feet, thence north 59°45' west 162 feet, thence north 34°00' west 389 feet, thence south 79°15' west 102 feet, thence north 38°30' west 117 feet, thence north 58°50' west 117 feet, thence north 03°30' east 401 feet, thence south 64°00' west 180 feet, thence north 00°30' east 120 feet, thence north 48°45' west 185 feet, thence south 42°30' west 540 feet thence south 40°00' west 441 feet to a point on Eliot Branch of the Middle Fork Hood River, thence descending the thread of the stream of Eliot Branch to the section corner 34/35 Township 1 South, Range 9 East, W.M., as monumented and described in the records of the Surveyor General, thence to the Witness Corner Section 34/35 T 1 S, R 9 E, W.M., thence south 55°3' east 3610 feet (calculated) to the point of beginning. All points and distances are calculated and subject to minor adjustment in actual field location. It is the intent that the lines from \sphericalangle A (POB) to \sphericalangle E should run parallel to the 1889 - 1926 Wagon Road, with a minimum allowance of 200 feet to ensure adequate protection of the feature.

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Acreege = 1071.6 acres Amended 3/81

UTM References: Amended 3/81

Zone 10

<u>Point</u>	<u>Easting</u>	<u>Northing</u>
A	606783	5031010
A1	606444	5030305
B1	606819	5029828
C1	606686	5029739
C	606222	5029735
D1	606329	5029350
E1	606616	5028906
F1	606271	5028688
G	606350	5027642
H	605440	5027618
I	605052	5028088
J	605084	5028657
K	605336	5029823
L	605508	5030101
M	605509	5030364
N	605626	5030629
O	605601	5031313
P	605629	5031399
Q	605882	5031618

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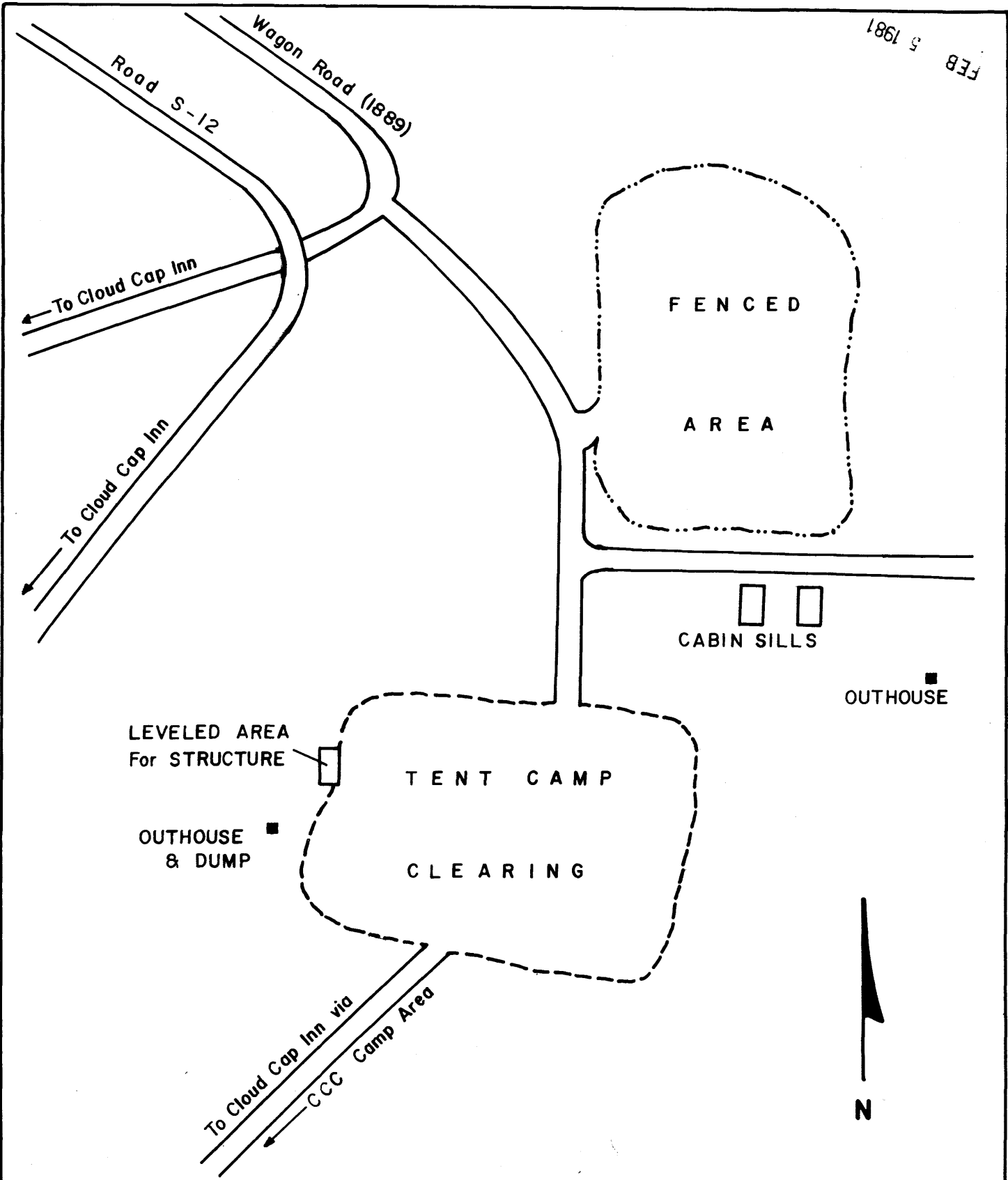
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Verbal Boundary Description, Amended 3/81

At section corner of 35/36 Township 1 South, Range 9 East, W.M., as monumented and described in the records of the Surveyor General, thence south 48°45' west 3040 feet (calculated) to Angle Point A, point of beginning. Angle Point A is 200 feet east of old wagon road intersecting Forest Road S-12 7 7/8 linear miles west of State Highway 35, and perpendicular to old wagon road. From POB, the line ascends a minor ridge between Crystal Spring Creek and Evans Creek, bearing south 25°41' west 2566 feet (calculated), thence south 38°10' east 1990 feet (calculated), thence south 56°13' west 525 feet (calculated), thence south 89°30' west 1522 feet (calculated), thence, descending a gentle slope south 15°32' east 1311 feet (calculated), thence south 32°53' east 1735 feet (calculated), thence south 57°43' west 1339 feet (calculated), thence, over broken ground, south 04°19' east 3441 feet calculated, to a point (<G X = 1706762.4, Y = 632526.2, State Plane Coordinates, Oregon North Zone; UTM Reference X = 606350, Y = 5027642) on Polallie Creek where the line intersects the Mt. Hood Wilderness Boundary. The common line then proceeds south 87°00' west 3311 feet to a point on Tilly Jane Creek, thence north 38°00' east 428 feet, thence north 14°15' west 394 feet, thence north 59°45' west 162 feet, thence north 34°00' west 389 feet, thence south 79°15' west 102 feet, thence north 38°30' west 117 feet, thence north 58°50' west 117 feet, thence north 03°30' east 401 feet, thence south 64°00' west 180 feet, thence north 00°30' east 120 feet, thence north 48°45' west 185 feet, thence south 42°30' west 540 feet, thence wouth 40°00' west 441 feet to a point on Eliot Branch of the Middle Fork Hood River, thence descending the thread of the stream of Eliot Branch to the section corner 34/35 Township 1 South, Range 9 East, W.M., as monumented and described in the records of the Surveyor General, thence to the Witness Corner Section 34/35 T 1 S, R 9 E, W.M., thence south 55°59' east 3566 feet (calculated) to the point of beginning. All points and distances are caluclated from UTM coordinates and the resulting UTM grid bearings and distances are subject to adjustment in actual field location.

The boundaries of the Cloud Cap-Tilly Jane Recreation Area Historic District delineate a definable geographic area in which are concentrated the sites, buildings and structures that describe the evolution, growth and continued use of the north slope of Mt. Hood as a recreational locus. Based on topographic considerations and land use patterns, the boundaries as drawn present and protect that continuum of history in environmental context. The visual character and the scenic and experiential values of the Historic District are protected and enhanced by contiguity with the Mt. Hood Wilderness.

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COOPER'S TENT CAMP AREA

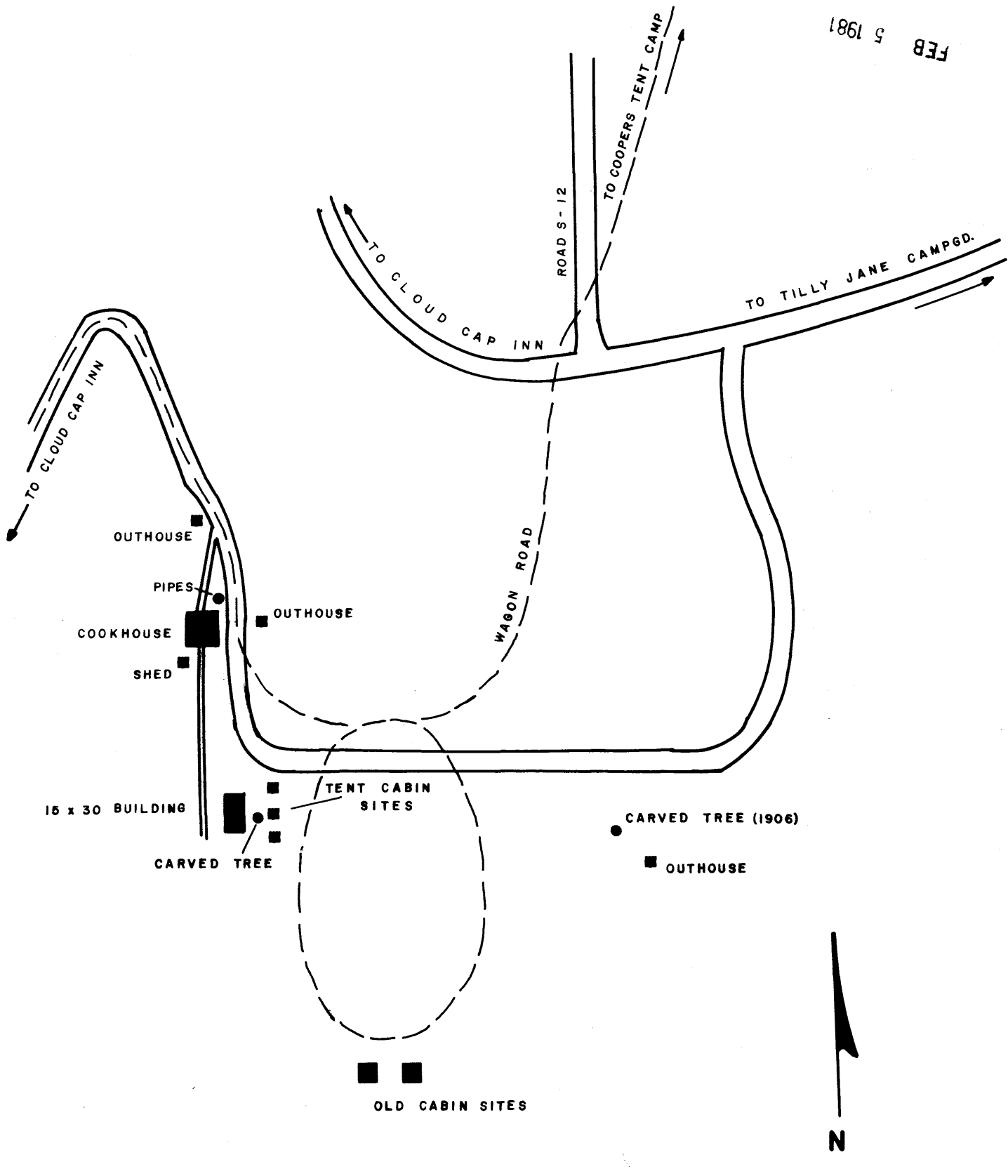
Hood River R.D.

USDA Mt. Hood Nat'l Forest

no scale

drawn 12/6/79 g.Hoy

FEB 5 1981



CCC CAMP AREA

HOOD RIVER R.D.

USDA MT. HOOD NAT'L FOREST

no scale

drawn 12/6/79 Q. Hoy