

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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DATE ENTERED FEB 14 1978

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

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

1 NAME

HISTORIC Roslyn Historic District

AND/OR COMMON

2 LOCATION

STREET & NUMBER

W A 2 E

CITY, TOWN

Roslyn

VICINITY OF

4th - Mike McCormack

STATE

Washington

CODE
53

COUNTY
Kittitas

CODE
037

3 CLASSIFICATION

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

4 OWNER OF PROPERTY

NAME Multiple

STREET & NUMBER

CITY, TOWN

VICINITY OF

STATE

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, KITTITAS COUNTY COURTHOUSE
REGISTRY OF DEEDS, ETC.

STREET & NUMBER 500 North Main Street

CITY, TOWN

Ellensburg

STATE
Washington

6 REPRESENTATION IN EXISTING SURVEYS

TITLE Washington State Inventory of Historic Places

DATE December, 1974

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR SURVEY RECORDS Washington State Parks and Recreation Commission

CITY, TOWN

Olympia

STATE
Washington

7 DESCRIPTION

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

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Setting

The small coal-mining town of Roslyn is located on the eastern slopes of the Cascade Mountains in Kittitas County, Washington. State Highway 903 bisects the town in a general northwest-southeast direction. Interstate 90, leading through the Yakima River Valley and across Snoqualmie Pass lies approximately two miles south of town. Roslyn is situated in a particularly scenic area referred to in local historical accounts as Smith Creek Canyon. The townsite has an altitude of 2222 feet, and the hills which surround it are heavily timbered. An excerpt from History of the Yakima Valley by W. D. Lyman (1919) describes the visual impact of Roslyn in terms which remain surprisingly accurate today:

From Cle Elum we may proceed by rail or auto, or as we may please, on the highway, to the larger twin of the King Coal family, Roslyn . . . The traveler rubs his eyes as he penetrates into the environs of Roslyn and wonders where he is. Cle Elum, though a lumber and mining town, was laid out and built after the usual American fashion, but Roslyn - one would certainly think that he was in a Pennsylvania or Colorado mining center. The narrow, crooked streets, the little houses perched up on top of rocky hills, the sidewalks upon stilts or twisting around the sides of gulches, the cosmopolitan population, - all the sites compose a view so utterly unlike anything else in the entire Yakima Valley as to be like a section of another world accidentally dropped down.

Townsite

The townsite of Roslyn was first platted in November of 1886 by Logan M. Bullitt, vice-president of the Northern Pacific Coal Company. This corporation intended Roslyn to function as a mining camp and company town for developing area coal fields. The site was surveyed by E. J. Rector on a narrow strip of flatland at the foot of the mines. The original plat was composed of eleven blocks laid out in a fairly regular grid and subdivided by alleyways. The width of the streets was generally fixed at sixty feet, with the exception of Pennsylvania Avenue which was made eighty feet wide (and remains the town's major commercial cross street), and Utah and Montana Avenues (at the north and south boundaries of the plat) which were made only thirty feet wide. The small camp swelled with miners so quickly that in December of the same year Bullitt platted the Brookside Addition, a three-block tract on a gradually rising slope northeast of the original townsite. The Dale addition, a narrow tract along the hill to the southwest of town was laid out by Bullitt in August of 1887.

Apparently, much of the residential property upon which miners and their families constructed homes in the early years remained in the ownership of the major coal companies until 1913. In August, 1911, the Northwestern Improvement Company platted four final additions to the town - the East, North, South, and West Additions. All of these tracts extended up steep inclines on either side of the flats, particularly to the east and west. The last four additions were filed and certified in May, 1913. The following month Roslyn's Cascade Miner (publisher George Aiken) reported the following in an article entitled "A Change in Roslyn":

The reason most often given for the lack of paint on many homes in Roslyn during the past has been "The people do not own the land and they do not

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want to improve the houses built on leased ground".

That reason will soon go out of use. All the land within the city limits has been platted and placed on the market for sale. . . .

The hundreds of homes in Roslyn that are surrounded with little grass plots and flower beds are witnesses to the pride which some of the residents take in their homes. Their number should be doubled

In 1914, the entire town of Roslyn was mapped by a county engineer delineating all additions, lots, and blocks. Because the town's edges are virtually intact today, and no new additions have been platted, the 1914 map remains in use by the county assessor's office.

Physical Fabric

Roslyn is a village consisting of approximately 570 frame residences and 40 frame and masonry commercial and community structures. The great majority of structures were built in rapid succession during the earliest and most prosperous years of the mining community, 1886-1920. The construction materials employed in the building of Roslyn were of local origin: timber from the surrounding mountainsides, sandstone from outcroppings on the northeast slope above town, and brick from the Gunther Brick Mill in the nearby mining camp of Cle Elum. The first business establishments and crude frame houses were built of lumber sawn in the coal company's sawmill at the south end of town. Building contractors appeared in Roslyn almost immediately. Those listed in an 1895 issue of the Roslyn Sentinel and in a county history of 1904 are: Mayor Charles Adams (also founder of the Roslyn Planing Mill, 1889), Archibald Patrick (mine owner and contractor), L. W. Dribs, and Frederick Bannister (carpenter, sons Elroy and Fred formed partnership known as Bannister Brothers Contractors and Builders).

Roslyn's building stock is clearly vernacular in character for a number of reasons: 1) the topography of the site, 2) the social and economic structure of the mining town, 3) the limited number of local contractor-builders, 4) the relatively short time period within which Roslyn was built, and 5) the repeated use of similar building materials. Among commercial and public structures there is a certain degree of variation stemming from differing uses, materials, scale, and construction dates. Roslyn's residential neighborhoods, however, convey a sense of regularity and cohesiveness to the town as a whole. The texture of Roslyn is varied, but subtly so, and is entirely without architectural ostentation. Almost every building contributes to the visual character of the district as a whole, without standing out as an isolated architectural specimen.

The physical features and visual qualities which give Roslyn a unique "sense of place" can be summarized as follows:

- the lack of offensive modern intrusions conveying a sense of time in suspension.

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- narrow unpaved streets and alleyways rising precipitously above town, affording impressive views.
- back alleyways lined with innumerable board-and-batten outbuildings creating street-scapes in themselves.
- the rhythm of repeated house types and rooflines against the hills.
- sturdy frame dwellings, similar in shape, scale, and roof type, adapted to sloping sites.
- the colors and textures of unpainted wood siding and shakes.
- the simple western-vernacular forms of the older commercial structures.

Boundaries

The boundaries of the Roslyn Historic District encompass the entire built-up portion of present-day Roslyn, all of the Roslyn cemeteries to the southwest of town, and an historic industrial open space to the east of town. The built-up portion of town corresponds almost exactly to the blocks and lots laid out in the final 1914 plat map of Roslyn. There has been essentially no further expansion of the town's visual boundaries since c.1930, and only occasional new construction beyond these boundaries.

There has been scattered modern development along Highway 903 southeast to Cle Elum, all of which has been omitted from inclusion in the district. The present-day official City Limits have been utilized as the south boundary of the district, because these limits correspond to the existing edges of the built-up town and to the boundaries of the Northwestern Improvement Company's South Addition of 1913. The official City Limits have not been adhered to in most of the remaining district boundaries, because the former correspond to the boundaries of Section 17, T20 N, R15 E, WM, and include, particularly to the north of town, much forested open space.

Within the proposed historic district boundaries there has been little new construction since c.1930. The residential building stock is homogeneous in appearance and period of construction (1886-c.1920), from the town's core to its existing (and historic) edges. Although many of Roslyn's houses and a few of its commercial buildings have been superficially modernized with new siding and/or roofing, there are remarkably few intrusive structures in any area of the district. The greatest physical change to have occurred within the town since 1930 has been the removal of commercial district and coal company structures through fires (1938 and 1942) and demolition.

Also encompassed within the historic district are 26 historic cemeteries clustered together within a twelve-acre area on the west side of town, adjoining the N.W.I.'s West Addition on the south. The cemeteries are an important part of the proposed district for they are the

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single most important physical reminders of the complex sociological mix which has characterized Roslyn's population since its beginnings. An historic industrial open space of approximately 58 acres to the east of town is included within the district as well. The greater portion of this open space is flatlands continuous with the early townsite; however, the land rises steeply to the east toward the City Limits and the east boundary of Section 17. Bisecting the flats are the tracks of the Roslyn Branch of the Northern Pacific Railroad (now Burlington). Construction of the Northern Pacific was of course the impetus for the initial development of the Roslyn Coal Field and the founding of the town. Other important features on the industrial flats are the entrance to abandoned Mine No. 4, the Roslyn Foundry (in operation since 1921), and several mine tailings visible from Highway 903.

Building Categories

Because Roslyn's significance is not primarily architectural in the sense of high-style design, the categorizing of individual structures takes additional factors into consideration. An explanation of the five-part system follows:

Pivotal: Structures of key historical importance in the early development of Roslyn; unaltered structures of outstanding architectural quality within the context of Roslyn's building stock.

Primary: Structures of recognized historical importance in the early development of Roslyn; unaltered structures with special architectural elaboration - distinguished by age (pre-1900) or architectural style, or as an outstanding example of a vernacular type.

Secondary: Structures of contributing historical importance in the early or more recent development of Roslyn; unaltered or minimally altered, typical examples of vernacular types.

Recent Compatible/Altered historic: Primary or secondary structures with physical alterations (great majority being superficial additions of siding and roofing, some changes of sash); or, unobtrusive recent structures which do not detract from distinct cohesiveness and are compatible in scale, massing, siting, and materials with historic building stock.

Intrusive: Structures of recent construction (1950's to date) which detract from district cohesiveness and are incompatible in scale, massing, materials, or siting.

Commercial and Community Structures

Roslyn's commercial district arose on either side of both First and Second Streets within an area of approximately four square blocks, bounded on the north by Washington Avenue and the tracks of the Northern Pacific, and on the south by Dakota Avenue. Pennsylvania Avenue

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forms the major cross street through the downtown area and was in fact the only street originally platted for commercial use. North of Washington Avenue among the residential blocks are three substantial frame churches dating from the turn-of-the-century and earlier, as well as Roslyn's one remaining school building, Strom Junior High. In the South Addition several early commercial enterprises are still in operation, along with a few modern-day businesses on Highway 903.

The large majority of Roslyn's commercial and public buildings were constructed following a downtown fire of 1888, and prior to 1930. These structures fall into four categories of construction: frame, brick masonry, sandstone, and cement or concrete block.

Frame buildings constitute approximately one-half of this group. Most of these structures follow a simple pattern of vernacular design. Deep and narrow in plan, these one, one and one-half, or two-story buildings were clad with board-and-batten siding and wood shingled roofing. They were often built in gabled increments extending from the street toward the rear of the lot. The street facades were crowned with high western parapets, often stepped or gabled. Sheathed with milled horizontal siding, these facades generally feature shop fronts with large areas of glazing and recessed entrances, with one or more window units of double-hung sash at the upper floor levels.

The finest examples of this prevailing structural type occur on the north side of Pennsylvania Avenue between First and Second Streets (Photos 1 and 4). A number of these commercial buildings - most of them early saloons - have become vacant and deteriorated but retain original features such as siding, glazed shop fronts, pressed tin ceilings, and/or tavern fixtures. Together these Pennsylvania Avenue structures form Roslyn's most intact commercial block. They have been categorized as primary and secondary structures according to their degree of alteration.

Other frame commercial and public buildings of various "styles" have contributed significantly to the history and visual personality of Roslyn. Some examples worthy of mention are:

- a. Roslyn City Hall and Library - First Street - Building 1, Block 48.
Pivotal - 1902, remodelled or reconstructed c.1910.
Description: 1½ story, hipped roof, double entry structure with bungalow detailing. Hipped roof dormers, bell tower on stilts. Two-story extension to rear originally housed swimming pool, gym, and bowling alley (Photo 6).
History: Constructed by the N.W.I. as company social club. Reconstructed or remodelled after fire of 1910. Managed for a number of years by the Y.M.C.A. Purchased by the City for use as City Hall and Library, 1918.
- b. Immaculate Conception Catholic Church and Rectory - 'B' Street, corner of Idaho - Building 8, Block 27.
Primary - Church 1887, Rectory 1900.
Description: Church with frontal gable, 4-square projecting tower with pyramidal roof. Shiplap siding, lancet arch windows with gothic sash. Rectory

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has two-story frontal gable with prominent cantilever. Wood shingle siding, varied fenestration including polygonal bay window (Photo 7).

History: Church erected by Rev. L. Kusters, 1887. Damaged by fire and repaired in 1932. Rectory built by Rev. P. Kornke, 1900. Both are visual and symbolic landmarks, overlooking town from hillside to east.

Brick masonry structures in Roslyn are represented by nine commercial and/or public buildings situated chiefly in the downtown district. These structures date from the earliest period of Roslyn's construction (late 1800's), but for the most part represent the first two decades of the 20th Century. Only the Masonic Hall (now the U. S. Post Office) and the Strom Junior High School are of later construction, 1923 and 1938 respectively.

Brick structures in the commercial district are generally one story in height and feature flat roofs, sometimes hidden by western parapets. Several of the shop fronts have been minimally altered, and two adjoining buildings have received a partial exterior coating of stucco. None of the brick structures have been entirely vacated. Roslyn's two remaining 19th century brick buildings were characterized by large round-arched windows and doors, although the facade of one of them, the N.W.I. Company Store, was remodelled in 1916. Early 20th century commercial buildings are typified by regular, trabeated openings, large glazed areas on store fronts, and unobtrusive, geometric brick corbelling along the rooflines.

The intersection of First Street and Pennsylvania Avenue, the historic center of Roslyn's commercial district, is anchored by brick masonry structures on three corners. These are the oldest brick buildings in town, and have all played continuously important roles in the town's history.

- a. Northwestern Improvement Company Store - north corner of Pennsylvania and First - Building 1, Block 34.

Pivotal - 1889, remodelled 1916.

Description: Massive one-story structure of local brick with flat roof and parapet; 284 feet long, 88 feet wide. General store at front (south end) retains original wood columns, pressed tin ceiling. Store front remodelled in 1916 from round-arched openings to present cast iron and glass facade. North (rear end) entirely open and timber-trussed. Segmental-arch windows at sides originally with cast-iron shutters (Photo 1).

History: Last remaining structure associated with Roslyn Coal Field (National Register, 1973). Built 1889 by Northern Pacific Coal Company as departmentalized company store. Supplied food, clothing, hardware, furnishings. Purchased by N.W.I. Company in 1898. Presently undergoing restoration.

- b. The Brick - south corner of Pennsylvania and First - Building 4, Block 44.
Primary - 1889

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Description: One-story and basement, corner entrance tavern. Round-arch windows and doors unaltered, exterior now stuccoed. Interior intact, with backbar and 20-foot spittoon with running water under footrest (Photo 3).

History: Built as a tavern by Italian immigrants Peter Giovanini and John Buffo, with brick from Gunther Mill, Cle Elum. Used during prohibition as soft drink and ice-cream parlor, with bowling alley in basement. Still in year-round operation as a tavern and Roslyn landmark.

- c. Cle Elum State Bank, Roslyn Branch - east corner of Pennsylvania and First - Building 1, Block 45.

Primary - 1910

Description: One-story flat-roof building with corner entrance. Simple brick corbelling at roofline and around windows. Metal sash, and interior with oak paneling, metal wickets, and original vault still intact. Fine example of western-vernacular.

History: Ben Snipes Bank in Roslyn robbed by cowboy gunmen in 1892, leading to collapse in 1893. Frame Cle Elum State Bank built in 1907 at request of N.W.I. Company. Remained open for business in street during construction of present building in 1910. Brick from Gunther Mill in Cle Elum.

Sandstone masonry structures are represented by buildings in Roslyn's business district. It is uncertain whether additional examples of such buildings once existed. Those that stand today were in all likelihood constructed before the turn of the century. The sandstone is said to have been quarried and brought down from outcroppings on the hillside above 'C' Street.

One of the extant sandstone structures, for many years known as the Roslyn Motor Company (Second Street, between Pennsylvania and Washington), was remodelled and enlarged in 1919. It has recently been gutted by fire and stands as an empty masonry shell without identifiable features. Although also partially altered the remaining two sandstone buildings, situated in the same block, are notable for their stepped parapets, round and segmental-arch openings, and generously proportioned glazed shopfronts. One of these buildings has been documented:

- a. Mary's Freezer Shop - Pennsylvania, corner of Second - Building 7, Block 32.
Primary - c.1895

Description: Two-story, flat-roof structure of coursed, rock-faced local sandstone and stepped parapet. Original glazed store front, segmental arch window openings. Covered corner porch with deck above sidewalk and parapet datestone removed (Photo 2).

History: Constructed c.1895 as merchandise, liquor, and grocery store by Fred, Charles and Fritz Genasci and Fred Carollo. Many years a meat market with cold storage lockers at ground floor; rooming house, then meeting and social hall at second floor. Since 1945 occupied by an ice-cream shop, now open seasonally

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Poured concrete or concrete block construction is represented by five commercial structures in Roslyn. Two of these, Carek's Cash Grocery on South 'A' Street and the Cascade Motor Company on First Street, date to 1922 and 1928 respectively. The remaining three, located in the commercial district, are of recent construction. Two of these - a restaurant and telephone company office building on Second Street (Photo 5) - are classified as intrusive structures. Because they are not situated on a major through-street, and because they constitute the only intrusive buildings in Roslyn's downtown, they do not detract significantly from the integrity of the historic district as a whole.

It is in Roslyn's commercial sector that the slow physical decay of the community over recent decades is most apparent. Vacant lots left by fires and demolition occur fairly regularly in this area and tend to interrupt the continuity of the commercial streetscape. Today a number of existing business structures stand empty or only seasonally in use, and many are in need of major repair. Superficial alterations of siding and shop fronts, and stop-gap repairs of a non-comprehensive nature have taken place all too frequently. Among the physical remnants of Roslyn's business district today, however, the former bustle and prosperity of its boomtown days can easily be recalled.

Residential Structures

The Roslyn Historic District is notable chiefly for its stock of modest miners cottages dating from the period of greatest growth and development, 1886-1920. The large majority of these houses are of frame construction, one and one-half stories in height, with gabled roofs in various configurations. Shiplap siding and wood shingle roofing were the original sheathing materials employed. Many dwellings are situated on steeply sloping sites, and so are partially raised above grade on cement or wood post foundations. Roslyn's historic residential neighborhoods are also characterized by a lack of intrusive modern construction.

The condition of Roslyn's housing stock ranges from deteriorated to excellent. A number of homes are weathered and unpainted, adding visual unification and a distinctive flavor to the town as a whole. The bulk of the houses, however, have been well-maintained over the years. In the course of routine maintenance, many have been altered by the addition of modern siding and enameled aluminum roofing. For the most part, these are fully reversible alterations which in no way disrupt the shapes, massing, and rhythm of the turn-of-the-century streetscape. The large majority of dwellings classified as Altered Historic/Recent Compatible are houses dating from the historic period which exhibit this sort of superficial alteration.

There are several possible reasons for the characteristic homogeneity of Roslyn's housing stock. First of all, most of the homes were built within a thirty year period, after which physical expansion and new construction essentially ended. Roslyn was a town of miners whose individual economic circumstances were normally quite similar, for the fortunes of the entire population rose and fell with the productivity of the coal mines. Therefore, home construction costs fell within the same general range. Professional miners would not have constructed their own homes nor did the coal company provide standardized housing. Instead

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miners would in all probability have hired one of three or four local contractors for the job, thus encouraging a similarity of building types. Finally, the only economical building material was locally-logged timber, sawn and turned in local mills.

Among Roslyn's housing stock, however, a number of reoccurring building types can be identified. These types cannot properly be called architectural "styles", for they are simple, functional, and vernacular in nature. Five basic house types designed in slightly varying forms over most of the thirty-year construction period can be distinguished. The bulk of Roslyn's residential fabric falls within these five building types, and within the categories of Primary, Secondary, and Historic Altered.

a. "T" or "L" Plan - occurs with greatest frequency, - (Photo 10).

Perpendicular gabled units in "T" or "L" plan; frontal gable unit normally one and one-half stories and lateral gable unit one story; a raised front porch along lateral gable covered by attached hipped roof with gablet; double-hung sash with two-over-two or two-over-one lights; squared porch post on solid railing.

Variations: turned porch posts, jigsaw trim, polygonal bay windows (1880's and 1890's); one or two storied units; curved porch wraps around side of house; porch roof a shed extension of lateral gable unit.

b. Frontal Gable - occurs with greatest frequency. Frontally-oriented, one and one-half story, single-gabled unit; proportions, sash, and detail varying with year of construction.

Variations: (three distinct porch types):

- Full width porch with hipped roof appended to front elevation at second-floor level; squared porch posts. Simplest in form, earliest in construction (pre-1900).
- Full-width porch formed by projection of entire second floor gable, overhang supported on squared posts. Bungalow detailing (exposed outriggers and brackets, leaded sash in grouped units) indicates post-1900 construction.
- Half-width covered porch formed by recess in half of gabled facade; supporting porch posts. Bungalow details as above (Photo 11).

c. Lateral Gable - occurs frequently.

Laterally-oriented, one and one-half story, single-gabled unit; varying asymmetrical arrangements of front windows and doors; full-width front porch with shed roof extension of main roof; squared porch posts.

Variations: One story, three bay symmetrical facade with central door; porch roof hipped, with gablet, appended at eaves line; turned porch posts with jigsaw trim (19th Century version) (Photo 12).

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- d. Cross Gable - occurs rarely.
Intersecting gables, square plan, one and one-half story; full-width porch with appended hipped roof at second-floor level; turned porch posts with jigsaw trim. Variations: Two story, jerkinhead gables with bargeboard trim; open one bay porch with turned posts.
- e. Hipped Roof - occurs frequently.
One story, square plan; two-third width porch with appended hipped roof on square posts (Photo 13).
Variations: extra half-story with dormer windows; porch roof with central gablet.

Residences classified as Pivotal or Intrusive do not fall within the five vernacular housing types. Two unusual dwellings constitute Roslyn's Pivotal residences:

- a. Jensen Cabin - Second Street, corner of Utah - Building 1, Block 16.
Pivotal - early 1880's.
Description: Round log and chink construction; roof gable of board and batten; wood shingle roofing; two-over-two light double-hung sash; interior modernized, in use as residence.
History: Thought to be earliest cabin on site of Roslyn; built by Nez "Cayuse" Jensen and prospector-homesteader friends on Jensen's 160 acre claim; Jensen and John Stone first to mine Roslyn coal and transport it to Ellensburg.
- b. Silvia House - Idaho Avenue, between First and Second, Building 7, Block 20.
Pivotal - c.1895.
Description: Only full-scale example of high-style architecture in town; Queen Anne design with multiple gables, projecting bays and porches; horizontal and shingle siding; incised barge-boards in gable.
History: Built by Postmaster Silvia c.1895; still occupied by family.

The few Intrusive residential buildings in Roslyn consist entirely of mobile homes and ranch-style houses of the 1950's and 1960's.

Outbuildings

One of the most surprising aspects of Roslyn's hilly streetscapes, particularly apparent in its residential neighborhoods, is the abundance of early outbuildings which remain intact. Nearly every residential lot retains at least one small frame dependency to the rear of the main house, and in many cases two or three are extant.

The most prevalent dependency is the washhouse, a veritable necessity in each coal-mining household. These small gabled structures are recognized by their finished construction, and by their location a short distance from the back door of the house. They resemble miniature dwellings complete with window sash, siding, and chimneys. Miners' wives

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traditionally began to heat water in the washhouse shortly before the end of the workday, and here the men washed up and changed before entering their homes. Occasional communal washhouses shared by several families are now quite rare.

The majority of Roslyn's residential blocks are bisected by a narrow alleyway. Along these alleys are clusters of outbuildings, in some cases so dense as to form built-up street scenes. Most consistently in evidence are small gabled, board and batten structures originally built as barns for the family cow or horse. Today these are utilized almost universally as garages. Additional board and batten structures situated along the back alleys include coal and/or wood storage sheds and tool or utility sheds. Privies only infrequently remain standing.

Cemeteries

A unique feature of the Roslyn Historic District are the twenty-six separate fraternal and public cemeteries. These unusual burial grounds are clustered together amongst the pines on a hilly twelve-acre site immediately south of the West Addition. Roslyn's cemeteries are a symbol of the community's melting-pot heritage, as well as a rich visual experience in themselves. With graves dating back to the 1880's and 1890's, the cemeteries have been variously maintained and neglected over the years. Although the majority represent the many fraternal lodges once so popular in Roslyn (these being sometimes organized along ethnic lines), there are two city burial grounds, one county cemetery, and one veterans cemetery, each with a mixture of racial and ethnic backgrounds.

The Old City Cemetery is the oldest and largest of the 26 and contains some of the more fascinating monuments. Black Roslynites have been buried in the Mt. Olivet Cemetery, also one of the largest in size. The County Cemetery has traditionally been a small, paupers' burial ground in which very few of the graves are marked. In a number of Roslyn's cemeteries, photographs of the deceased are encased in headstones of granite and marble. There are a substantial number of free-standing crosses of iron, granite and wood, many of them distinctively East European in design. The majority of grave sites are identified by white-washed concrete curbs filled with pebbles, while others are delineated by ornate cast and wrought iron fences.

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 checked="" 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 type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The town of Roslyn, Washington, traces its history to the discovery of vast deposits of coal in the surrounding mountainsides. The dramatic rise and fall of Roslyn's fortunes has reflected the fate of the local coal industry during the past ninety years. Construction of the Northern Pacific Railroad through the Cascade Mountains at Stampede Pass was aided to a great extent by the availability of a fuel source in the Roslyn-Cle Elum area. By the early years of the 20th Century, the Roslyn Coal Field represented the most important mineral resource of Kittitas County, and probably the most productive coal-mining region in the Pacific Northwest. The townsite of Roslyn was platted in 1886 by the Northern Pacific Coal Company, an arm of the Northern Pacific Railroad. Roslyn reached the peak of its prosperity c.1915 when it boasted a population of nearly 4,000. That number has today been reduced to approximately 1,000 inhabitants, a result of the slow-down and, finally, the complete cessation of all mining activity in the area.

Although its historic industrial base is no longer viable, Roslyn remains a community that is uniquely significant to the State of Washington. The town is a microcosm of great sociological interest, for its population includes representatives of more than twenty nationalities. The broad range of cultural heritages which figured in the history of Roslyn are commemorated in 26 separate fraternal, ethnic, and public cemeteries located on the west side of town. These cemeteries constitute an important element of the historic district.

Roslyn is also special in that the physical fabric of the community as constructed between c.1890 and c.1930 remains virtually intact. Because the edges of the early mining town have not been expanded by accretions of modern development, the proposed Historic District encompasses the entire built-up portion of town. Within the town itself noticeably few modern intrusions exist. Roslyn's stock of modest dwellings and outbuildings, its western-vernacular commercial structures, its unusual street layout and its rugged topography together create a visual texture that is most uncommon in modern-day communities.

In summary, the significance of Roslyn, Washington lies in the following areas: 1) the importance of its role in the history of coal mining in the Northwest, 2) the unusual diversity of its social structure then and now, and 3) a remarkable physical integrity which has been well-preserved through an economic "suspension of time."

The Founding of Roslyn

The earliest settlement in the Roslyn area took place in 1883 when prospectors and a small number of homesteaders began to populate what was then known as Lake Cle Elum country. The presence of coal in the locality was noted and reported by these pioneers, but apparently no individual exploited the mineral on a regular basis, with the exception

9 MAJOR BIBLIOGRAPHICAL REFERENCES

See attached sheet

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY approx. 340 acres

UTM REFERENCES - See Cont. Sheet

A	ZONE	EASTING	NORTHING
C	ZONE	EASTING	NORTHING

B	ZONE	EASTING	NORTHING
D	ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION

See attached sheet

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

Florence K. Lentz

January, 1977

ORGANIZATION

Office of Archaeology and Historic Preservation

DATE

STREET & NUMBER

P. O. Box 1128

TELEPHONE

(206) 753-1707

CITY OR TOWN

Olympia

STATE

Washington

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Jeanne M. Welch

TITLE

Acting State Historic Preservation Officer

DATE

May 9, 1977

FOR NPS USE ONLY

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

Robert B. Rettig
DIRECTOR, OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION

John
KEEPER OF THE NATIONAL REGISTER

ATTEST:

Charles

DATE

2/14/78

DATE

2-9-78

KEEPER OF THE NATIONAL REGISTER

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of Nez "Cayuse" Jensen. Jensen's 160-acre claim is said to have encompassed most of the land upon which Roslyn now stands. A log cabin reportedly built by Jensen stands today near the center of Roslyn. In the summer of 1884, Jensen mined the local coal with a pick and shovel, and transported it fortnightly by buckboard and pony to Ellensburg blacksmiths.

In the spring of 1885, Judge Navarre of Lake Chelan, along with local prospectors William Branan and C.P. Brosius discovered the Roslyn Vein in Smith Creek Canyon. Navarre contacted the Northern Pacific Railroad concerning the find, and urged the company to send engineers to determine the extent of the field. In May of the following year, the Railroad dispatched a team of six or seven engineers and mining men equipped with diamond drills. Their first exploratory drill was made at Masterson's ranch, four miles east of present-day Cle Elum. Those most often named as members of that early search party include: H. E. Graham, Harry Cottle, Thomas Flemming, Archibald Patrick, William Andersen, William Thompson and Archie Anderson. A number of these men quickly entered the company's operations at the management level.

During the course of the summer of 1886, the great size and tremendous potential of the coal field became apparent to Northern Pacific officials. Railroad engineers began to survey a branch line to the area, and active development of the coal deposit itself was begun. The first load of coal had been mined and exported by December 14, 1886. By law, the Northern Pacific already owned every alternate section of land in the region embracing the mineral district. The acquisition of all remaining lands within the Roslyn Coal Field often involved bitter litigation with displaced homesteaders. Among the Railroad's holdings was Section 17, Township 20 North, Range 15 East. Toward the south end of this section, at the very foot of the mines, the townsite of Roslyn was platted.

The plat was filed in September of 1886 by Logan M. Bullitt, vice-president of the Northern Pacific Coal Company, a corporation composed principally of Northern Pacific Railroad stockholders. As surveyed by E. J. Rector, the site originally consisted of eleven blocks. The camp grew so rapidly that in December of that year, and in August of 1887, Bullitt platted two more additions. Roslyn was first incorporated during territorial days in February of 1889, a result of the town's desire to install a water system. When Washington became a state, the legislature adopted a law under which Roslyn was re-incorporated in 1890 as a third-class city.

Early Development: 1886-1900

As sole proprietor of the coal fields and the newly-platted mining camp, the Northern Pacific Coal Company actively promoted the growth and development of the community. News of the recently-opened mines passed quickly across the country amongst coal miners and Northern Pacific employees. In the fall of 1885 a trainload of Italian

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miners were transported by the Railroad to Roslyn from as far east at St. Louis. Some 400 men were employed in the boom town during its first winter of 1886-1887.

During its first fifteen years, Roslyn witnessed the immigration of hundreds of miners and their families, as well as business and professional men. These pioneers brought with them an unusual variety of ethnic backgrounds, among them Croatian, Hungarian, Italian, African-American, Scottish, German and Scandinavian. A large portion of these were first generation immigrants who had already spent several or more years in mining communities in the east or midwest. Interestingly, many of them came from the same towns in Illinois, Missouri, Pennsylvania, Michigan, Kansas, and Iowa. In many cases family men arrived months ahead of their wives and children, and sent for them as soon as a dwelling could be erected. Single men also came in droves and quickly inspired construction of hotels and boarding houses. By 1900, Roslyn claimed a population of approximately 2800 and an ethnic diversity matched in central Washington only in the sister town of Cle-Elum.

The first businesses established in town - a general store, hotel, and saloon, all built in 1886 and 1887 - were Company owned and operated. For a time the management sought to control the liquor traffic in town by prohibiting its manufacture and sale on Railroad-deeded property. Northern Pacific Coal thereby operated the only legal tavern in Roslyn. For several years the monopoly was enforced until saloons began to spring up in the surrounding woods on private land, at which point the Company agreed to allow the regulated sale of liquor in town. From that time onward saloons flourished in Roslyn's business district.

In the closing years of the 19th Century Roslyn quickly recovered from the pervasive financial stress of the mid 1890s. A list of leading privately-owned business houses of 1899 included the following: Carroll and Genasci, grocers and shoe dealers; Henry Greenburg, general dry goods; Brown Bros., hardware and general merchandise; Roslyn Brewing and Malting Company; Giovanni and Buffo, liquors; Fish Lake Headquarters, James Wright proprietor; Cascade Saloon, Thomas Moss proprietor; Schlotfelt Bros., butchers; Sides Bros. and Hartman, butchers; Thomas Caldwell, jeweler; A. Stoves, druggist and stationery dealer; Dr. W. H. Harris, drugs; George W. Roberts, barber; Fred McDonald, barber; Roslyn Hotel, Frank Fitterer proprietor; Hawkins House, Mrs. Hawkins proprietor; besides a number of other establishments such as restaurants, bakeries, cigar stores, etc. (Seattle Post-Intelligencer, April 7, 1899).

As a mining camp which flourished almost overnight, Roslyn developed city services and solid social institutions at a surprisingly rapid rate. By 1899 two substantial frame schoolhouses accommodated better than 500 school children. At least five church organizations had sprung into being, and several of them had constructed their own places of worship. Social and beneficial fraternities including the Knights of Pythias, the Odd Fellows, and the Masons were organized in Roslyn in its earliest years. By the turn of

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the Century there were eight such lodges in existence. Roslyn's first water system was replaced in 1898 by a more efficient one that drew its supply from the Cle Elum River. B. F. Bush, who came to Roslyn in 1896 as manager of Northern Pacific Coal's operations, was largely responsible for this particular civic improvement project, as well as many others. Roslyn's streets and homes were provided with electric lighting at a reasonably early date. In 1899, the light plant was still company owned and operated.

In a myriad of ways the coal fields and the Northern Pacific Coal Company exercised a direct influence upon the economic and social lives of Roslynites. In the closing years of the 19th Century, the mines employed approximately 900 men. The total tonnage of the Roslyn mines for 1898 was 55,774, or over one-half of the State's total output. In addition to ownership of residential property and saloon regulation, the company operated a general merchandise store from October of 1886. Constructed in 1889 at the center of town, the company's second store was recognized as "the largest on the road outside of Seattle". The "company store" offered a wide assortment of goods to the community, including groceries, hardware, furnishings, clothing, and farmers' and miners' supplies. In September of 1898, the property of the Northern Pacific Coal Company - the mines, the general store, and the townsite of Roslyn - was conveyed to the Northwestern Improvement Company for \$109,532. The new corporation immediately increased the output of the mines to 4000 tons per day, and at the same time actively promoted various civic improvement projects.

Periods of crime and calamity frequently erupted during the first fifteen years of Roslyn's history. The town experienced its first major fire in June of 1888. Within a short period of time, the entire frame business district was consumed in flames, and losses were estimated at \$100,000. In the fall of that year Roslyn became deeply embroiled in a miners' strike instigated by the 300-member Knights of Labor lodge. The strikers were largely unsuccessful in their struggle, which lasted over a period of six months and involved considerable violence and financial hardship. One lasting result of the strike was the importation of negro strike-breakers from coal-mining regions of the Midwest. In spite of the town's early resistance to their presence, many of these black people settled permanently in Roslyn and added to its racial mix. In May of 1892, an explosion of gas in Mine No. 1 cost 45 men their lives. Although the Northern Pacific Coal Company claimed that the mine was properly equipped with all necessary and up-to-date safeguards, a jury found them guilty of providing insufficient ventilation. Suits against the coal company were settled by the payment of large amounts of money to the families of deceased miners.

Hardly had the citizens of Roslyn recovered from this disaster when in September, 1892, the Ben E. Snipes and Company's bank was robbed of \$5,000 by gun-wielding cowboys in broad daylight. This event reportedly hastened the failure of the bank in June of 1893 when \$98,000 of hard-earned wealth was lost. Roslyn's period of greatest adversity was experienced in the summer of 1894 when all the miners and drivers, in the midst of wide-

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spread financial constraint, again went on strike to protest a reduction in wages.

Early 20th Century Prosperity

At the turn of the Century, Roslynites were confident and optimistic concerning the future of their town. An article in the Seattle Post-Intelligencer of April 7, 1899, described the basis for such optimism:

. . . . enough is already known of the coal supply - the one great industry here - to warrant the belief that the town is yet an infant. . . . The gold, silver, and copper mines in the adjacent districts, when fully developed, will yield, it is believed, sufficient wealth to make Roslyn a large city even without the aid of coal mines, but both taken together will surely in time make Roslyn one of the greatest mining centers in the Pacific Northwest. . . . Already ground is being graded for new buildings, while a number more are contemplated, and the cry will be, "just watch Roslyn grow."

General economic recovery and the increased productivity of the Roslyn mines in the late 1890s did in fact stimulate further expansion of the town in the first decade of the new Century. The ethnic diversity which had characterized the fledgling mining camp continued to flourish, and the languages, customs, and cuisines of the Old Country were cherished in Roslyn's cohesive micro-communities. According to census figures, Roslyn reached a peak population of 3,126 in 1910. It is probable that the number of inhabitants continued to grow after 1910 as several period histories cite an estimated figure of 4000. Census figures for 1920, however, indicate a reduction in number to 2,673. From 1920 onward, the population of Roslyn steadily declined.

As reported in a county history of 1904, Roslyn's business interests, including the value of coal, ran well into the millions of dollars. The city's payroll exceeded \$1,000,000 per year, so that the volume of on-going trade in the relatively isolated mining town was heavy. In addition to the departmentalized company store, Roslyn boasted two hotels, three boarding houses, eighteen saloons, a brewery, a company sawmill, four general contracting firms, and such commercial amenities as a photography studio, a millinery shop, and a cigar store.

As Roslyn continued to grow during the first two decades of the Century, new educational and religious facilities were constructed. A separate high school building was completed in 1910, and served the community until 1931. In 1900, the handsome Presbyterian Church which still stands today was completed. Social organizations and community recreation facilities continued to expand. At least ten more fraternal lodges (some of them ethnically-oriented) were formed after the turn of the Century. Social halls were constructed to serve their meeting and recreational needs, as well as those of the townspeople in general.

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The most prominent social institution in Roslyn during this period of prosperity was the Roslyn Athletic Club. The association was founded with the help of Manager B. F. Bush of the Northwestern Improvement Company. Bush agreed to build and equip a clubhouse for his employees if they would form an organization, maintain the building, and repay him without interest as soon as possible. The facility was built on First Street in 1902, complete with bowling alley and gymnasium, and was soon opened to general community membership. Since 1918 the Roslyn Athletic Club has served as the City Hall and public library.

The productivity of the Roslyn Coal Field increased in the early 20th Century. The local mineral dominated not only the vast Pacific Northwest market, but was also exported to nations in the South Pacific. By 1901 over a million tons of coal per year were produced almost without exception. The peak of annual production came in the 1920s, when nearly two million tons per year were mined. Six or more coal companies operated in the Roslyn field at various intervals. Some of these included: Summit Coal, Roslyn Fuel, Busy Bee Mining and Development, Roslyn Cascade Coal, and Yakima-Roslyn Fuel companies. The Northwestern Improvement Company was throughout these early decades the largest producer of coal in the state. In 1908, for instance, the N.W.I. operated six mines in the Roslyn field, producing 7000 tons of coal per day. Approximately 2,500 men in the twin cities of Roslyn and Cle Elum were employed.

Roslyn miners employed by the N.W.I. first organized under the U.M.W.A., Local 2510, in 1904. By 1906 this 1,500-member group had become a bargaining unit of some strength. In addition to an on-going struggle for higher wages and reduced working hours, Local 2510 organized a beneficial association, remodelled the old Unity Hall for use as a community theatre, and erected a hospital just north of Cle Elum as well as an emergency room and doctors' offices in Roslyn.

Recent History

Roslyn's bright hopes for future growth and prosperity were first shaken in the 1930s. During that decade a few of the area mines were exhausted, and the supremacy of coal as an energy source was first threatened by the appearance of various fuel oils. As the annual output of the mines steadily decreased eroding Roslyn's economic base, so the population of the town declined along with its boom-town commercial activity. In 1960 the N.W.I. Company was dissolved, and the mines reverted to the parent company, the Northern Pacific Railway. In December of 1963 the last mine remaining in operation in the area was permanently closed. The following year, all of the mine buildings and equipment belonging to the Northern Pacific were sold at auction.

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Today Roslyn remains a town suspended in time. Physical change in the form of new residential and commercial development for all practical purposes ceased in the 1930s. The boom-town whose streets were once lined with more than twenty saloons now supports only two or three, some of which remain open for business only during the summer months. The hotels and boarding houses have long since closed, as have the majority of the town's stores, small industries, and places of entertainment. Many goods and services must now be purchased in nearby Cle Elum or in Ellensburg, the county seat. Census figures for 1970 list a population of 1,031, a figure smaller than that which Roslyn had attained in 1888, the second year of its existence. Many of the residents are elderly, former coal miners and employees of the N. W. I Company. On the whole, young people have not remained in Roslyn because of limited economic opportunity. Today, most working-age Roslynites are employed in the lumber and recreation industries - many by the U. S. Forest Service.

Development of a local tourist industry based upon the recreational potential of the surrounding mountain and lake country is one hope for Roslyn's survival. Already a number of Roslyn properties are owned by non-residents who spend their summer vacations in this mountain town. As yet there are no commercial facilities for transient tourists, a situation which on the one hand prevents Roslyn's enjoyment of the economic benefits of tourism, but on the other hand has contributed much toward preserving the town's distinctive heritage. In the immediate future Roslyn will be faced with two difficult problems - preserving the physical fabric of its colorful past, while at the same time developing a viable economic base for the present and future.

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Map #1

A	Zone 10 651400E	5232400N
E	Zone 10 651450E	5231250N
D	Zone 10 651925E	5231275N
C	Zone 10 652450E	5230650N
B	Zone 10 652800E	5230800N
A	Zone 10 652575E	5232300N

Map #2

A	Zone 10 651400E	5232400N
B	Zone 10 651450E	5231250N

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Legal Description

Beginning at the common corner of Sections 16, 17, 20 and 21, T20N, R15E; thence west along the Roslyn City limits and continuing generally south and west along the City Limits to the intersection of the west boundary of all denominational cemeteries; thence north along said west boundary to its end point; thence east-northeast to the southeast corner of Lot 11, Block 3 of the West Addition; thence north along the alley dividing Lots 1-10 and Lots 11-20 of said Block to the centerline of the Fourth Street right-of-way; thence east along said right-of-way to its intersection with South Seventh Street; thence north along the centerline of South Seventh Street and continuing beyond to the south end of the Seventh Street right-of-way in the North Addition; thence generally northwest to the northwest corner of said Addition; thence generally north and east to the northeast corner of said Addition; thence northeast along the north boundary of the East Addition and continuing generally south and east along the boundary of said Addition to its southeast corner; thence continuing generally southeast in the direction of said boundary line to the common line between Sections 16 and 17, T20N, R15E; thence return to point of beginning.

ROSLYN HISTORIC DISTRICT OWNERSHIP LIST

Roslyn, Washington - Kittitas Co.

- | | |
|--|---|
| ✓ Mr. George Abid
13118 Layhill Road
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| Mrs. Floyd Adams
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| ✓ Mr. Joe Andler
48 Nevada
Roslyn, Washington 98941 | ✓ Mr. Claude R. Bailey
55 Alaska
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✓ Ms. Olga Bannister
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✓ Mrs. Vance Barich
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✓ Mr. Charles A. Barr
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✓ Mr. Jim Barry
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✓ Mr. Patrick W. Barton
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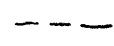
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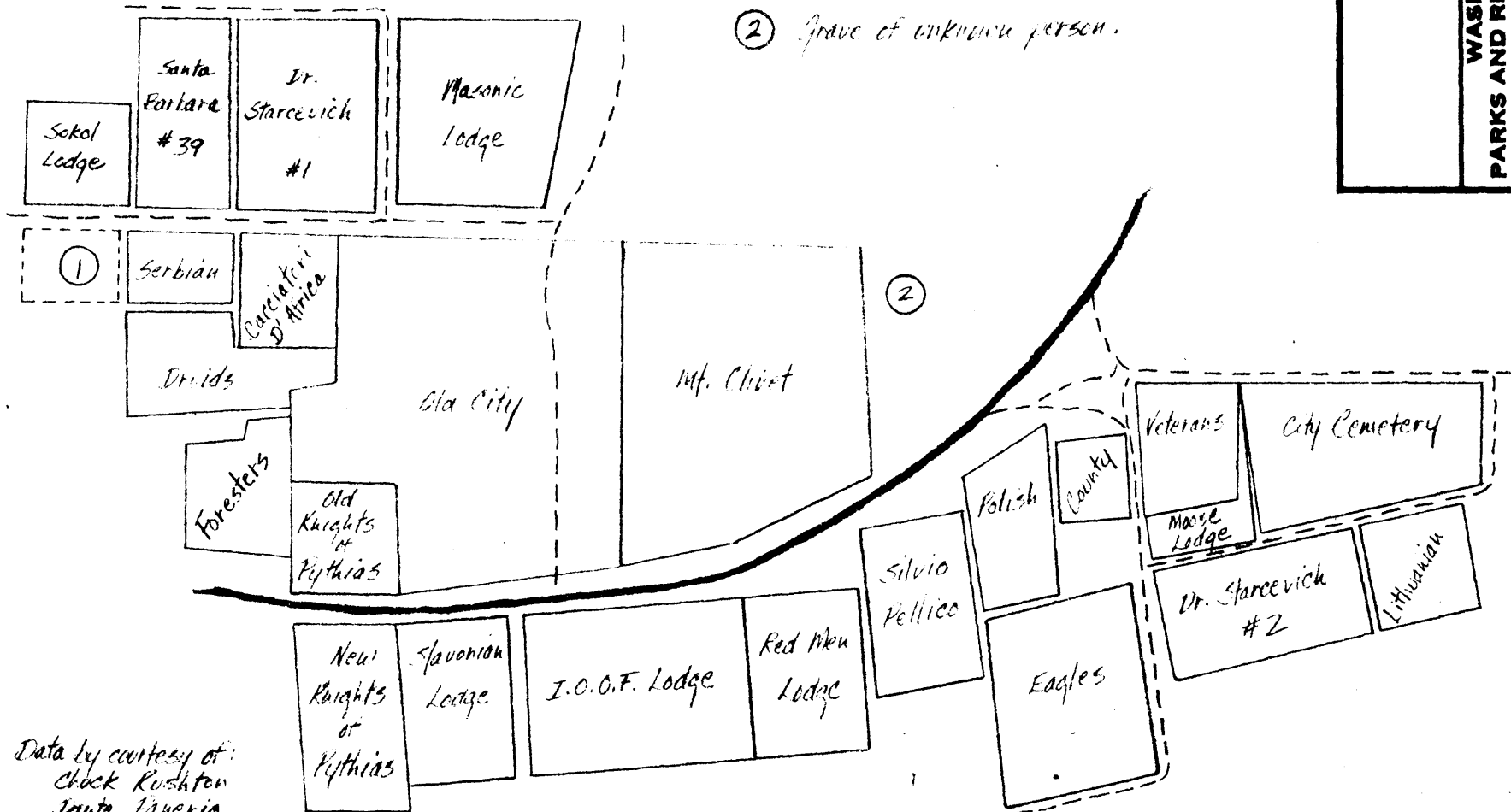
Mr. L. D. Zobrist
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ROSLYN CEMETERIES

 Blacktop Road
 Dirt Road

① National Creation Society of USA - two marked graves.

② Grave of unknown person.



Data by courtesy of:
 Chuck Koshon
 Sante Panerio

WASHINGTON STATE
 PARKS AND RECREATION COMMISSION

DRAWN BY F. Kertz SCALE 3/8" = 50'

DATE 2/1977 DRAWING NO.