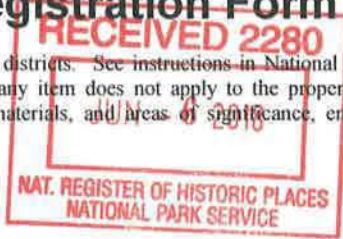


United States Department of the Interior
National Park Service

SG 2691

National Register of Historic Places Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Big Chief
Other names/site number: Morning Eagle (current and preferred name)
Name of related multiple property listing:
Glacier National Park Multiple Property Listing, Amended (2016)
(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: Josephine Lake, Glacier National Park
City or town: Babb State: MT County: Glacier
Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national statewide local

Applicable National Register Criteria:

A B C D

<u>Mark F. Faubus / SAPO</u>	<u>6/4/2018</u>
Signature of certifying official/Title:	Date
<u>MONTANA STATE HISTORIC PRESERVATION OFFICE</u>	
State or Federal agency/bureau or Tribal Government	

In my opinion, the property <input type="checkbox"/> meets <input type="checkbox"/> does not meet the National Register criteria.	
Signature of commenting official:	Date
Title :	State or Federal agency/bureau or Tribal Government

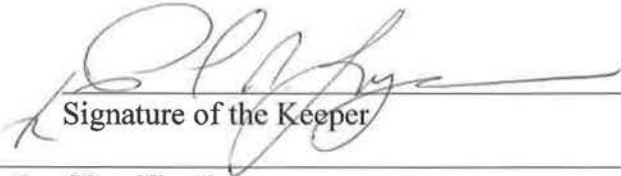
Vessel: Big Chief
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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) _____


Signature of the Keeper

07/23/2012
Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
<u>1</u>	_____	structures
_____	_____	objects
<u>1</u>	_____	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

Recreation and Culture: Outdoor Recreation

Transportation: Water-related

Current Functions

(Enter categories from instructions.)

Recreation and Culture: Sub-category: Outdoor Recreation

Transportation: Sub-category: Water-related

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7. Description

Architectural Classification

(Enter categories from instructions.)

Other: Carvel-planked wooden vessel

Materials: (enter categories from instructions.)

Principal exterior materials of the property: : Hull: WOOD
Keel/stem: WOOD
Roof: CLOTH/CANVAS
Stem-band/Guard: METAL-Steel
Windows: GLASS/METAL-Aluminum

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

Operating in Glacier National Park since its construction in 1945, the 45-foot long by 12-foot wide carvel planked cedar on oak frame vessel *Big Chief* was originally built for transportation and sight-seeing on Swiftcurrent Lake. Trips departed from a dock to the Many Glacier Lodge to the south end of the lake; at this point, passengers disembarked and walked a short distance to Lake Josephine to the south, where they boarded another boat for a ride across Lake Josephine. In 1961, the *Big Chief* was moved to Lake Josephine where it continues to operate to the present. Lake Josephine, a high mountain lake, commands stunning views of Mt. Gould, Allen Mountain, and Grinnell Point. Around 1975, the boat was rechristened Morning Eagle to more appropriately reflect the local Blackfeet history and culture.

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Narrative Description

The *Big Chief*, (renamed *Morning Eagle* around 1975), operated by the Glacier Park Boat Company, provides scenic boat cruises and transportation to trails in the Many Glacier area of the park. The boat trip at Many Glacier consists of one boat ride across Swiftcurrent Lake and one boat ride across Lake Josephine with a short $\frac{1}{4}$ mile walk between the two. The *Big Chief* originally operated on Swiftcurrent Lake, but was transported to Josephine Lake on an old logging road in 1961. Fed by multiple glaciers in the hanging valleys high above, both lakes are around a mile in length with depths between 30-60 feet. The brilliant bluish green waters are a testament to the carving force of glacial ice pulverizing the mountain rock into a fine sediment that remains suspended in the cold waters.

Big Chief is a United States Coast Guard-registered (USCG) 45-foot long by 12-foot wide traditional carvel planked cedar on oak frame fastened with silica bronze screws vessel co-built in 1945 by J.W. Swanson and Arthur J. Burch (founder of Glacier Park Boat Company).¹ USCG-rated to carry 49 passengers and two crew members, the boat measures 45 feet long with a beam of 10 feet 6 inches. It is registered at 13 gross tons and 10 net tons. The seams are primed with linseed oil and caulked with cotton under a layer of Sika-flex seam compound.² The raked stem and keel are built of fir and the stem band is steel.

The planks of the hull run perpendicular to the frames in a single layer. Each plank varies in length and measure roughly 1 $\frac{1}{4}$ inches thick. Two small sections of the hull along both the starboard and port sides of the keel were patched in 1975 with two-ply laminated plywood. These patches have been incrementally reduced in size with cedar planks, but two sections, roughly 3 feet by 6 feet, remain. The top row of planks are capped by a laminated fir guard that extends out past the hull sides by 3 inches and runs the length of both port and starboard sides. The guard features an exterior band of steel that acts as a rub rail when the boat is moored. The guard attaches to the top ends of the frames and connects to the covering board built of fir that runs on both sides of the boat and across the bow. The covering board on the bow includes a painted oak mooring bollard with brass cleats where the bow line attaches, the fuel fill, and an aluminum tube mount for the man overboard crane hidden under a stainless steel vent.

¹ Traditional carvel planking denotes planks butted edge to edge with a small gap left above and below each plank filled with cotton and covered with caulking. The planks in a carvel style boat swell once submerged, tightening the seams. All planks are individually shaped to follow the curvature of the hull. Part of this shaping is planing a curve on the interior and exterior of the plank so that it fits the curvature of the frames and the lines of the boat giving the exterior of the hull a smooth appearance. Oak frames are bent to shape by steaming in a steam box until pliable then quickly clamped into place before cooling down and drying out; a good source for the definition/description of carvel planking is: Howard I. Chapelle, *Boatbuilding: A Complete Handbook of Wooden Boat Construction*, W.W. Norton and Co.: New York, 1969.

² Historically, material used for caulking included cement and tar; more recently, pliable synthetics, like SikaFlex are used, especially for boats that spend much of the year out of the water. As the planks dry and shrink, the seam compound is pliable enough so as not to fail.

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The ladder enters the bow from the port side just forward of the helm windshield. It is wood construction (fir) with aluminum handrail. The bow deck is plywood as are the ceiling walls. A single door hatch in the forward bow bulkhead opens to the bilge, storage and a 12 gallon fuel tank. The cabin is accessed via a step and single companionway door in the center of the vessel.

The superstructure consists of a single cabin space. The deck, or roof, of the vessel is original and constructed of fir deck beams and carlings supported by oak deck posts that run into dead wood inside the hull. The deckhead, or overhead, consists of 2-inch cedar tongue-and-groove boards. The outer deck is finished with canvas and painted with a light blue waterproof acrylic roof coating. The interior seats, ceiling and sole are covered with oil-based paint. All port and starboard windows are aluminum framed, sliding sash with tempered glass; both forward windshields are double pane safety glass and the three small aft windows are tempered glass. Ten rows of plywood bench seating run the length of both sides of the cabin with an aisle down the center. Life jacket storage is built into the overhead. The entire aisle sole is made of removable plywood pieces with access to the bilge. The bilge pumps, high water alarm, shifting/throttle cables and fuel lines are all accessible in the bilge.

The helm is forward of the bench seating on the port side built under the windshield. The dash is mahogany and includes the Perkins gauge cluster and throttle shifter console. The helm unit has an 18-inch stainless steel wheel hydraulically operating the steering arm and outdrive unit at the stern. High water and engine fire alarm panels and the PA system are all connected below the dash.

The Perkins Sabre M65 engine is located under a hatch at the stern.³ It is directly connected to a 1975 Volvo Penta stern drive unit mounted on the transom. The 12-volt electrical system is regulated by the engine driven alternator and two batteries located to the port side of the engine compartment.

The hull sides and transom are painted with glossy white urethane paint while the boot-stripe is black and the underside glossy red urethane paint. The covering board is painted light blue in urethane paint while spar varnish protects the decorative trim drip edge above the windows. Light brown urethane paint covers the seats and ceiling. The overhead is semi-gloss white while the sole is dark grey. The canvas covering on the roof is coated with light blue acrylic snow-coat matching the covering board.

Integrity

The *Big Chief* retains excellent integrity. The case for integrity of location, setting, feeling, and association are virtually inseparably entwined and remain exceptionally strong. The *Big Chief* continues to ply the same waters of Lake Josephine since 1961, and operates a mere 200 yards away from its original launch location on Swiftcurrent Lake. It serves in the same capacity within Glacier National Park that it did historically. The awe-inspiring landscape remains

³ The original gasoline engine was replaced with a safer more efficient diesel engine mandated by the National Park Service and USCG in 1992.

Vessel: Big Chief

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virtually unchanged allowing visitors to experience a nearly identical experience, feeling the same emotions, as when the boat was first constructed and used.

Integrity of design and workmanship are very strong. The historic design of the *Big Chief* is clearly evident as it presents nearly identically to when first constructed. Because most repairs and restoration work observed the original design and material elements and were renewed in-kind following the same principles employed when the boat was first built, integrity of workmanship remains strong.

One exception to this is two roughly 4-foot by 8-foot sections of laminated plywood below the water line around mid-ship on both port and starboard sides. These changes resulted from an expedited patch job in 1975 from dragging the vessel up the creek between Swiftcurrent and Josephine Lakes for additional maintenance work. Glacier Park Boat Company is committed to replacing both patches in their entirety, but due to time and budgetary constraints are only able to replace small sections at a time each season. Under normal annual maintenance, the plywood will likely be completely to near-historic construction standards within the next five years.

Another exception is the repowering of the boat from a gasoline-powered inboard engine to a diesel-powered inboard outboard system mandated by the National Park Service and USCG. This repowering also took place in 1975.

Glossary Terms

Beam (width): The beam of a ship is its width at the widest point as measured at the ship's nominal waterline.

Bollard: A bollard is a post on a vessel used for mooring.

Carling: Carlings run port to starboard and provide the structural support for the deck.

Carvel: Carvel built or carvel planking is a method of boat building where hull planks are fastened edge to edge, gaining support from the frame and forming a smooth surface.

Ceiling: A term applied to the planking or covering with which the inside of a vessel is sheathed.

Companionway: a set of steps leading from a ship's deck down to a cabin or lower deck.

Deadwood: Wood that serves primarily as filler between other structural members. A common place to find deadwood is between the keel and the upper keel or rabbet.

Deck: A deck is a permanent covering over a compartment or a hull of a vessel.

Deckhead: Sometimes called the overhead, the deckhead is the underside of the deck.

Deck Beams: Deck beams run forward to aft and provide the structural support for the deck.

Deck posts: Deck posts are the primary support for the deck structure.

Garboard plank: The lowest plank on a boat. Attaches to the bottom board, stems and ribs.

Helm: The steering apparatus of a ship.

Mooring: A mooring is any permanent structure to which a vessel may be secured.

Plumb Stem: The stem is the most forward part of a vessel's bow and is an extension of the keel itself. When the stem is perpendicular to the waterline it is "plumb."

Sole: The floor of the cabin or deck

Superstructure: The superstructure is the structure built on top of the hull.

Tumblehome: The tumblehome is the narrowing of a ship's hull with greater distance above the water-line.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

Criterion A: Transportation

Criterion A: Entertainment/Recreation

Criterion C: Architecture (Naval Architecture)

Period of Significance

1945-1968

Significant Dates

1945

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

John William Swanson

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The *Big Chief* is eligible for listing under criteria A and C. Under Criterion A, the boat is eligible for its role it played, and continues to play, in the development of recreation within Glacier National Park. Even prior to its establishment as a National Park in 1910, boating occurred in the park area, both as a means of travel and also for recreation and sightseeing. The boating concession represented one leg in the development of the nascent recreational infrastructure of the park, serving as another means of luring tourists to the area. As an early representative of the first park-wide boating concession and its importance to the success of the concession and tourism within the park, the *Big Chief* is eligible under Criterion A. The *Big Chief* is also eligible under Criterion C as an excellent example of a carvel planked boat constructed using traditional boat-working techniques and materials by J. W. Swanson, an early influential boat builder both in and outside the park.⁴ The history of boats in Glacier is inextricably entwined with Swanson. A co-build project with Arthur J. Burch, the *Big Chief* retains the vast majority of its original components and serves as an excellent representation of the boats that historically plied the waters of Glacier National Park. The few Swanson boats that remain in the park are significant, rare examples of a type of boat once common on American waterways from Florida's Silver Springs to the Wisconsin Dells.⁵

The *Big Chief* meets the Registration Requirements set forth in the Amended Glacier National Park MPS (2016) under the context for "Development of Recreation (Concession) Infrastructure in Glacier National Park (amended)—J.W. Swanson and the Development of Boat Concession Operations" and the "Historic Boats of Glacier National Park" property type.

The construction of the *Big Chief* in 1945 corresponds to the final year of the Period of Significance of the MPS cover document, 1910-1945, thus, conforming to the MPS cover context period. The period of significance extends to 1968, the end of the historical period of significance. This extended period of significance beyond the end date provided in the MPS cover document accounts for the continued importance of the *Big Chief* and its recreational role within Glacier National Park during this period.

⁴ Traditional techniques were employed both during the original construction of the boat and during its subsequent restoration. "Traditional" denotes the use hand planes and chisels as well as a steam box. Even though these vessels were constructed nearly a century ago, some power-driven saws would have been used similar to today.

⁵ The historic significance of the boats to the Park was noted in a December 15, 1988 memorandum from National Park Service Maritime Historian Foster to the Chief Historian of the National Park Service. The memorandum indicated preparation of a Multiple Property Submission for the boats for listing in the National Register was a sound pursuit: memorandum on file at the Montana State Historic Preservation Office, Helena, MT.

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Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

A Brief History of the Glacier National Park Boating Concession

For a detailed discussion about the boats and boating concessions at Glacier National Park, please refer to *Glacier National Park Multiple Property Listing, Amended (2016)*. The *Big Chief* gains significance for its association with the context *Development of Recreation (Concession) Infrastructure in Glacier National Park, 1910-1945* presented in the amended 2016 MPD. The construction of the *Big Chief* in 1945 corresponds to the final year of that context. Although the Period of Significance of *Big Chief* only encapsulates one year of the MPS cover document, its continued historic importance to the park continues much past that date.

Early History

The use of boats in Glacier National Park occurred even before the actual establishment of the park. Prior to the turn of the twentieth century, rowboats ferried visitors from Apgar to the upper lake facilities; these were soon replaced by a steam powered boat, which in turn was replaced by three gas-powered launches. It wasn't long until the realization that the utility of boats extended beyond transportation to recreation, such as sightseeing and fishing.

As the role of the Great Northern within the park expanded to include serving as the primary concessionaire, opportunities arose for the operation of boat-related businesses to serve not only transport-related functions (to places such as the newly constructed chalets), but also recreation-related activities. Although the Great Northern operated two launches on St. Mary Lake dedicated to transport between St. Mary Chalet and Going-to-the-Sun Chalet, with a third providing a recreational function, boating-related opportunities continued to exist within the park for those with the vision and skills to harness the potential.

In 1911, Frank Kelly and Orville Denny secured a boating concession to transport visitors from the stages at Apgar to the various lodgings at the head of Lake McDonald. The same year the two contracted with John William (J. W.) Swanson, a boat builder for the growing freight traffic along Flathead Lake. Kelly and Denny commissioned Swanson to construct the launch, *Ethel*, signaling Swanson's initial incursion into the boating business in Glacier. Four years later, in 1915, Kelly and John Lewis contracted out the *Lewtana* from Swanson. Swanson brought the boat from Flathead Lake, a monumental feat itself for the time, and added 10 feet to its length once it arrived at Lake McDonald.⁶

As Swanson's reputation continued to grow, the Glacier Park Hotel Company hired him in the late 1910s to operate and maintain the St. Mary, a 100-passenger launch, and the smaller 20-

⁶ This story is told by many sources, but Swanson gives a first person telling in the article by Phyllis Clark, "Cap'n Swanson—Boat Builder," *The Daily Inter Lake*, July 19, 1970.

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passenger Glacier. In addition, Swanson was contracted to construct another boat, the *Little Chief*, for use of visitor transport and cruises on St. Mary Lake.⁷

After three seasons working with the Glacier Park Hotel Company and its St. Mary Lake launches, Swanson set about developing his own boat concession on the lakes on the east side of the park. He wrote to Superintendent Walter W. Payne on November 4, 1919 with his prospectus: "It is my desire to maintain row boats for hire on Two Medicine Lake, St. Mary Lake, and McDermott (Swiftcurrent) Lake, as well as launches on Two Medicine Lake, during the coming season and a launch on Lake McDermott when facilities there permit."⁸ A one-year contract was approved with the result that Swanson began operating his own boat concession in the summer of 1920. The same year, Swanson instituted launch service on Two Medicine Lake; facilities associated with this operation included two boathouses and a pier.⁹ While Swanson operated boats under his own concession between 1920 and 1938, two other concessionaires, Glacier Park Hotel Company and the Glacier Park Transport Company, also used boats he constructed.

It was during this period that Swanson embarked on a prolific period of boat-building launching seven boats over the next decade. Three of the boats, the *Wymufus*, the *Josephine*, and the *Grinnell*, all featured a white oak stem and frames, keel of deadwood fir, and planking made from local cedar.¹⁰ The former served for pleasure and fishing cruises while the latter two served as visitor transport. None of these boats remain.

The year 1926 witnessed the construction and launch on two of Glacier's east side lakes of two new 45-foot, 50-passenger vessels; the *Rising Wolf* on Two Medicine Lake and the *Little Chief* on St. Mary Lake.¹¹ The following year, the Glacier Park Hotel Company commissioned Swanson to build the *International* for use on Waterton Lake in Waterton Lake Provincial Park, north of the boarder.

The Glacier Transport Company, a transportation concession started in 1914, assumed the launches at Lake McDonald in 1929, and soon commissioned Swanson to construct one vessel to

⁷ Multiple letters detail the business partnership between Swanson and the Glacier Park Hotel Co. Most notable are correspondence concerning the construction the launch, *Little Chief*, in 1926. "H. A. Noble, General Manager, Glacier Park Hotel Co. to R.R. Vincent, Asst. Superintendent," March 15, 1926, Series "Concessions," 900-02 Contracts and Permits, Unit 007, Glacier Park Hotel Company, Glacier National Park Archives, West Glacier, MT.

⁸ J. W. Swanson to W.W. Payne, Nov. 4, 1919. Series "Concessions," 900-02 Contracts and Permits, Unit 006, Folder 4, Glacier National Park Archives, West Glacier, MT.

⁹ Holterman, Jack, "Boats in Glacier" (unpublished document, no date), GNPA, Ruhle Library, West Glacier, MT.

¹⁰ J. W. Swanson, "Specification of 36 Foot Boats for Glacier National Park," Series "Concessions," 900-02 Contracts and Permits, Unit 006, Folder 4, Glacier National Park Archives, West Glacier, MT.

¹¹ Department of the Interior. Transportation Permit, Jan. 1, 1926-Dec. 31, 1926. Series "Concessions," 900-02 Contracts and Permits, Unit 006, Folder 4, Glacier National Park Archives, West Glacier, MT; Superintendent Kraebel to D. R. Hull, January 12, 1927. Series "Concessions," 901-02 Permits, Glacier Park Hotel Company Launches, Unit 020, Glacier National Park Archives, West Glacier, MT. Applying for approval of "a new boathouse for the auxiliary launch Little Chief acquired last summer...".

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replace the entire aging fleet. The scuttling of the *Lewtana* in 1929, along with the rest of the Lake McDonald fleet, marked a change in how boats were used. Sightseeing becoming the number one priority as the automobile and the construction of roads in the park took their toll on the boat's usefulness and practicality to ferry visitors from one spot to another. In 1930, Swanson launched the *DeSmet* for the Glacier Transport Company on Lake McDonald; the *DeSmet* was used for scenic boat cruises with interpretive commentary; a role it continues to serve to this day. Three years later, he launched the 60-passenger, cedar plank on oak frame, *Chief Two Guns* to replace the *Grinnell* on Swiftcurrent Lake.¹²

By 1938, and wishing to end his tenure in the park, Swanson sold his boats and the NPS concession contract to Arthur Burch and Carl Anderson.¹³ With their purchase, the local businessmen from Kalispell planned to operate the business in the same manner as Swanson. The price of \$25,000 included the NPS concession contract, the associated boats, boathouses and other equipment. Swanson assisted the two through the first summer in 1938.¹⁴ The business, whose name changed to the Glacier Park Boat Company, has been owned and operated by the same family since that time.

Swanson returned to Glacier at the end of World War II, at which time he and Burch constructed *Big Chief*, a 45-foot cedar plank and oak frame vessel.¹⁵ With the completion of the *Big Chief* in 1945, the *Chief Two Guns* relocated to Josephine Lake and the *Big Chief* assumed responsibilities on Swiftcurrent Lake until 1961 when it too moved to Josephine Lake, rechristened *Morning Eagle*.

Early in 1941, financial issues arose for the Glacier Park Hotel Company. The expense associated with maintaining its St. Mary fleet and the completion of the new bus system that operated on the Going to the Sun Road resulted in surrendering their preference rights for the launch service on St. Mary Lake in favor of Burch and Anderson.¹⁶ By the end of World War II, Arthur J. Burch assumed full ownership of the Glacier Park Boat Company. Soon after, the *Little Chief* was purchased from the Glacier Park Hotel Company, moved to Two Medicine Lake to replace the *Wymufus*, and renamed, *Sinopah*.¹⁷

¹² Letter from Superintendent E. T. Scoyen to Director NPS, Nov. 2, 1934. Series "Concessions," 900-05 Correspondence, Unit 011, Folder 4, Glacier National Park Archives, West Glacier, MT.

¹³ J. W. Swanson to E. T. Scoyen, April 9, 1938. Series "Concessions," 900-05 Correspondence, Unit 011, Folder 4, Glacier National Park Archives, West Glacier, MT.

¹⁴ J. W. Swanson to Dept. of Interior, June 7, 1938. Series "Concessions," 900-05 Correspondence, Unit 011, Folder 4, Glacier National Park Archives, West Glacier, MT.

¹⁵ Interviews with Arthur J. Burch's grandsons and current owners of the Glacier Park Boat Company, Art Burch, Jr. and Scott Burch. Fall 2014. Columbia Falls, MT.

¹⁶ A. A. Aszmann to D. S. Libbey, March 6, 1941. Series "Concessions," 900-05 Correspondence, Glacier Park Hotel Company, Unit 015, Folder 3, Glacier National Park Archives, West Glacier, MT.

¹⁷ Much of the Glacier National Park archival papers between the 1950s-1970s were lost. Interviews with Arthur J. Burch's grandsons, Arthur and Scott Burch helped fill in these gaps about how and why the Little Chief and Rising Wolf were moved and renamed.

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In 1953, Burch acquired the physical assets used with the launch service on Lake McDonald from the Glacier Park Transport Company, assuming control of the boat concession for the entire park.¹⁸ In 1988, Art Burch Jr., Scott Burch, and Mark VanArtsdale and their wives assumed the concession contract for the Glacier Park Boat Company continuing the scenic boat tours and rental service Arthur Burch provided. As of 2010, Scott Burch and his wife Barbara are the sole owners of the Glacier Park Boat Company and its four Swanson vessels.

The *Big Chief*

With the transfer of Swanson's boat concession and assets to Burch and Anderson, there was an arrangement for Swanson to assist in constructing a new vessel for Many Glacier to replace a smaller boat, *Altyn*, currently operating on Lake Josephine. Because the Many Glacier boat trip encompassed two lakes, Swiftcurrent and Josephine, it proved problematic not to have the vessel on Lake Josephine able to hold the same number of passengers as the vessel on Swiftcurrent Lake. Work on the new vessel was to begin after the 1941 summer season, but was interrupted by the engagement of the United States in World War II. It remains unclear how much of the boat was constructed prior to the entry of the United States into WWII. During the war years, the park mostly shut-down and Swanson went to work as a shipyard supervisor on Terminal Island in Los Angeles Harbor. Near the end of the war, Swanson returned to Montana and the *Big Chief* was completed by the end of 1945.

The *Big Chief*, along with all the vessels Swanson constructed for use in the park were "built with heavy fir keel...oak stern and ribs and planked with cedar fastened with galvanized fastenings and of an exceptionally good sea boat model."¹⁹ Unlike the rest of Swanson's boats in the park, this one was a co-build with Arthur J. Burch. While construction methods and the general lines of the boat appear similar to earlier Swanson vessels like the *Rising Wolf* and *DeSmet*, the *Big Chief* has a noticeable fore to aft slanting angle running from the high point at the bow stem to the low point in the stern. This hull shape provides great stability basing from the low-center of gravity stern, and easily breaks through the windy chop prevalent in Glacier's mountain lakes with the tall sharp bow.

Big Chief began its service operating on Swiftcurrent Lake with the original *Chief Two Guns* running on Josephine Lake. In 1961, the original Swanson-built *Chief Two Guns* was replaced by the new Arthur J. Burch-built *Chief Two Guns*. The *Big Chief* was trailered and moved on an old logging road to Lake Josephine while the new *Chief Two Guns* began service on Swiftcurrent Lake. This arrangement worked well until 1974 when it was decided that the 29-year old *Big Chief* required more maintenance work than could be accomplished in the backcountry boathouse on Lake Josephine. The vessel was brought back to Kalispell for repairs in the Fall of that year. To make things easier for the following spring, the new *Chief Two Guns* was brought to Lake Josephine and dry-docked for the winter in the boathouse there.

¹⁸ Hillory A. Tolson, Regional Director to Howard H. Hays, June 4, 1953. Series "Concessions," 900-02 Contracts and Permits, Glacier Park Hotel Company, Unit 007, Glacier National Park Archives, West Glacier, MT.

¹⁹ J. W. Swanson, "Specification of 36 Foot Boats for Glacier National Park," Series "Concessions," 900-02 Contracts and Permits, Unit 006, Folder 4, Glacier National Park Archives, West Glacier, MT.

Vessel: *Big Chief*

Name of Property

Glacier, MT

County and State

That winter saw heavy snows and sometime in early February 1975, an avalanche broke free from the ridge extending off the eastern flank of Grinnell Point and ran right into the Lake Josephine boat house. According to a hand-written report by Hudson Bay District Ranger Bob Frauson, "... a powder snow avalanche with an air blast ahead of the avalanche demolished the boat house pushing the *Chief Two Guns* out onto the lake ice about 30 to 40 feet. The air blast also took the superstructure from the hull and laid it alongside of the boat, just like removing the top of a sardine can."²⁰ With the immense snowfall came heavy flooding that spring, so the useable pieces of the Chief Two Guns were sent down the creek from Lake Josephine to Swiftcurrent Lake. Meanwhile, the old logging road formerly used for transporting boats to Lake Josephine flooded and from that point on became unusable for vehicle travel. A plan was made with the National Park Service allowing the Glacier Park Boat Company to transport the *Big Chief* up the creek from Swiftcurrent to Josephine Lake prior to the 1975 summer operating season. The process of using block and tackle to winch and drag the boat up the half mile of creek took a crew of ten over a week to accomplish. A new boathouse was constructed in a safer location, and the *Big Chief* has remained on Lake Josephine to this day. The *Chief Two Guns* was repaired and still operates on Swiftcurrent Lake.

John W. Swanson

Born in Troy, Pennsylvania in 1883, John Swanson moved to Seattle, Washington in 1898. Swanson built his first boat, the *Flyer*, in 1907. Swanson followed this up with the construction of the twin-screw, steam logging tug, *Westly Wells* in 1908.²¹ His love of the Glacier National Park area began the same year during a visit to the foot of Lake McDonald where he noted "that there was no spot more beautiful in the entire state."²² Prior to moving his operations to the Glacier area, he operated his own company, the Flathead Boat Construction and Transportation Company. He earned a strong reputation as a master boat builder catering to the growing freight traffic that ran up and down Flathead Lake. At least 11 documented boats constructed by Swanson plied the waters of Flathead Lake. Most were steamers used for hauling machinery and timber. None remain.

Though Swanson's boats ranged up to 350 feet in size, he also made much smaller boats, including rowboats, barges, and scows. The barges he constructed that operated on Flathead Lake were used for a variety of purposes including hauling livestock, lumber, and concrete. In addition to the boats Swanson built for his own use, he constructed several boats on contract for use on Flathead Lake, including two 65-foot vessels for the Somers Lumber Company.²³

²⁰ Bob Frauson, "February 1975, 'Chief Two Guns' Avalanche," Unit 026, Folder 2, Glacier National Park Archives, West Glacier, MT.

²¹ White, Thain. "A Brief History of the Steamboating on Flathead Lake in Western Montana, and Roster of Flathead Lake Steamers Etc. 1883-1957." Thain White Papers. Archives and Special Collections, Mansfield Library, University of Montana.

²² Phyllis Clark, "Cap'n Swanson—Boat Builder," *The Daily Inter Lake*, July 19, 1970.

²³ *Ibid.*

Vessel: Big Chief
Name of Property

Glacier, MT
County and State

Several stories exist regarding the determination and resourcefulness of Swanson. One story describes the move of one of his large Flathead Lake boats, the *City of Polson*, to Lake McDonald in 1915. Swanson undertook a two-week journey with the assistance of a six-man crew to maneuver the boat via the Flathead River and McDonald Creek. The extremely difficult move entailed a roughly 60-mile trip transporting the boat over rapids and sand bars.²⁴ The ability to complete such a difficult venture demonstrates J. W. Swanson's doggedness and ingenuity. Upon the boat's arrival, he dry-docked it then added ten feet to its length. Rechristening the boat the *Lewtana*, he contracted it out to Frank Kelly and John Lewis.

By 1920, Swanson acquired his own concession in the park, the Glacier Park Boat Company. He operated the company until he sold to Arthur Burch and Carl Anderson in 1938. Not content to solely focus on his boat concession, he purchased, in 1928, 2800 acres of land near Eureka, west of Glacier National Park, and branched out into logging. To make his planed logging operation viable, a bridge was needed to allow the transport of the logs. Showing his craftsmanship extended beyond the construction of boats, he built a 750-foot bridge, which he boasted "...supported 35 to 40 tons, plus the truck weight, and it lasted for 20 years in high water and low."²⁵

After his sale of the Glacier National Park concession and boats to Burch and Anderson, Swanson's maritime skills resulted in his employment during World War II as a shipyard supervisor on Terminal Island in Los Angeles Harbor. During his time in California, he continued his boat building activities with the construction of yachts and yacht tenders.²⁶

The sale of the concession and boats didn't mark the end of Swanson's activities in Glacier National Park. Near the end of World War II, Swanson returned and assisted Burch with the construction of the 45-foot cedar plank and oak frame vessel, *Big Chief*.²⁷

During the latter part of his life, Captain Swanson split his time between Somers, Montana, in the summer and California in the winter. His wife, Emma, an ardent supporter of his boat building profession, passed away in 1964. Captain Swanson passed away at the age of 88 in November 1971.²⁸ His importance to the boating history of Glacier National Park is reflected in the words of Phyllis Clark: "Fascinating is the word to describe Cap'n Swanson. Cap'n Swanson has carved his niche in Montana history and will be long remembered...long after the *DeSmet* and *Rising Wolf* make their last excursion trips in Glacier National Park."²⁹

²⁴ This story is told by many sources, but Swanson gives a first person telling in the article, "Cap'n Swanson—Boat Builder," *The Daily Inter Lake*, July 19, 1970.

²⁵ Clark, 1970.

²⁶ Ibid.

²⁷ Interviews with Arthur J. Burch's grandsons and current owners of the Glacier Park Boat Company, Art Burch, Jr. and Scott Burch. Fall 2014. Columbia Falls, MT.

²⁸ "The Daily Inter Lake", November 18, 1971, Kalispell, Montana.

²⁹ Clark, 1970.

Vessel: Big Chief
Name of Property

Glacier, MT
County and State

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Chapelle, Howard I., *Boatbuilding: A Complete Handbook of Wooden Boat Construction*, W.W. Norton and Co.: New York, 1969.

Clark, Phyllis, "Cap'n Swanson—Boat Builder," *The Daily Inter Lake*, July 19, 1970.

Eakin, J.R., "Superintendent's Report 1921," Washington, D.C.: Government Printing Office, 1921.

Kennedy, Brian, "Little Chief tour boat returns to St. Mary Lake," *Hungry Horse News*, July 12, 1990.

National Park Service, Interagency Resources Division. *National Register Bulletin 15*. Washington D.C.: Government Printing Office, 1991.

_____. *National Register Bulletin 16A. How to Complete the National Register Registration Form*, Washington D.C.: Government Printing Office, 1991.

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Woodruff, Nancy, "Craftsmen Rebuild Park Classic," *The Daily InterLake*, April 12, 1992. Photocopy provided by the author.

Unpublished Documents

Holterman, Jack. "Boats in Glacier." Glacier National Park Archives, Ruhle Library, West Glacier, Montana (no date).

Mires, Calvin. "Plying the Waters in America's Little Switzerland: The Role of Turn of the Century Lake Tourism in Glacier National Park." Master's Thesis, East Carolina University, 2005.

Archives and Collections

Building Maintenance Files. Glacier National Park.
Series "Concessions," 900. Glacier National Park Historical Records and Central Files. Glacier National Park Archives. West Glacier, MT. (Formerly the Ruhle Library, as mentioned in the footnotes of the original document).

Vessel: Big Chief
Name of Property

Glacier, MT
County and State

Frauson, Bob, "February 1975, 'Chief Two Guns' Avalanche," Unit 026, Folder 2, Glacier National Park Archives, West Glacier, MT.

Glacier National Park Collection, Technical Information Center, Denver, Colorado.

Thain White Collection. Archives and Special Collections. Mansfield Library. University of Montana. Missoula, MT.

Interviews

Burch, Arthur and Scott. (grandsons and current owners of the Glacier Park Boat Company). Interview by James Hackethorn, Fall 2014. Columbia Falls, MT.

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: Building Maintenance Files. Glacier National Park

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreeage of Property less than one acre

Use either the UTM system or latitude/longitude coordinates

Vessel: Big Chief
Name of Property

Glacier, MT
County and State

Latitude/Longitude Coordinates (decimal degrees)

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

1. Latitude: 48.78759 Longitude: -113.67030

**Big Chief* summer dock.

2. Latitude: Longitude:

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

1. Zone: Easting: Northing:

2. Zone: Easting: Northing:

Verbal Boundary Description (Describe the boundaries of the property.)

As an active vessel, all that area contained within the extreme length and breadth of the vessel, specifically 45 feet in length by 12 feet in width.

Boundary Justification (Explain why the boundaries were selected.)

The boundary includes the entire area of the vessel as she floats at her berth. As a movable resource, the ship continues to ply Lake Josephine. Although the boat is docked during the winter months, the boundary was selected to encompass the vessel alone. The above latitude and longitude reflects the dock where the *Big Chief* docks during the operating season.

11. Form Prepared By

name/title: James Cannon Hackethorn
organization: Glacier Park Boat Company
street & number: 282 Sunrise Creek Loop
city or town: Columbia Falls state: MT zip code: 59912
e-mail james@glacierparkboats.com
telephone: 406-207-2661
date: 12/07/2017

Vessel: Big Chief
Name of Property

Glacier, MT
County and State

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property:

City or Vicinity:

County:

State:

Photographer:

Date Photographed:

Description of Photograph(s) and number, include description of view indicating direction of camera:

1 of ____.

See Continuation Sheets

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

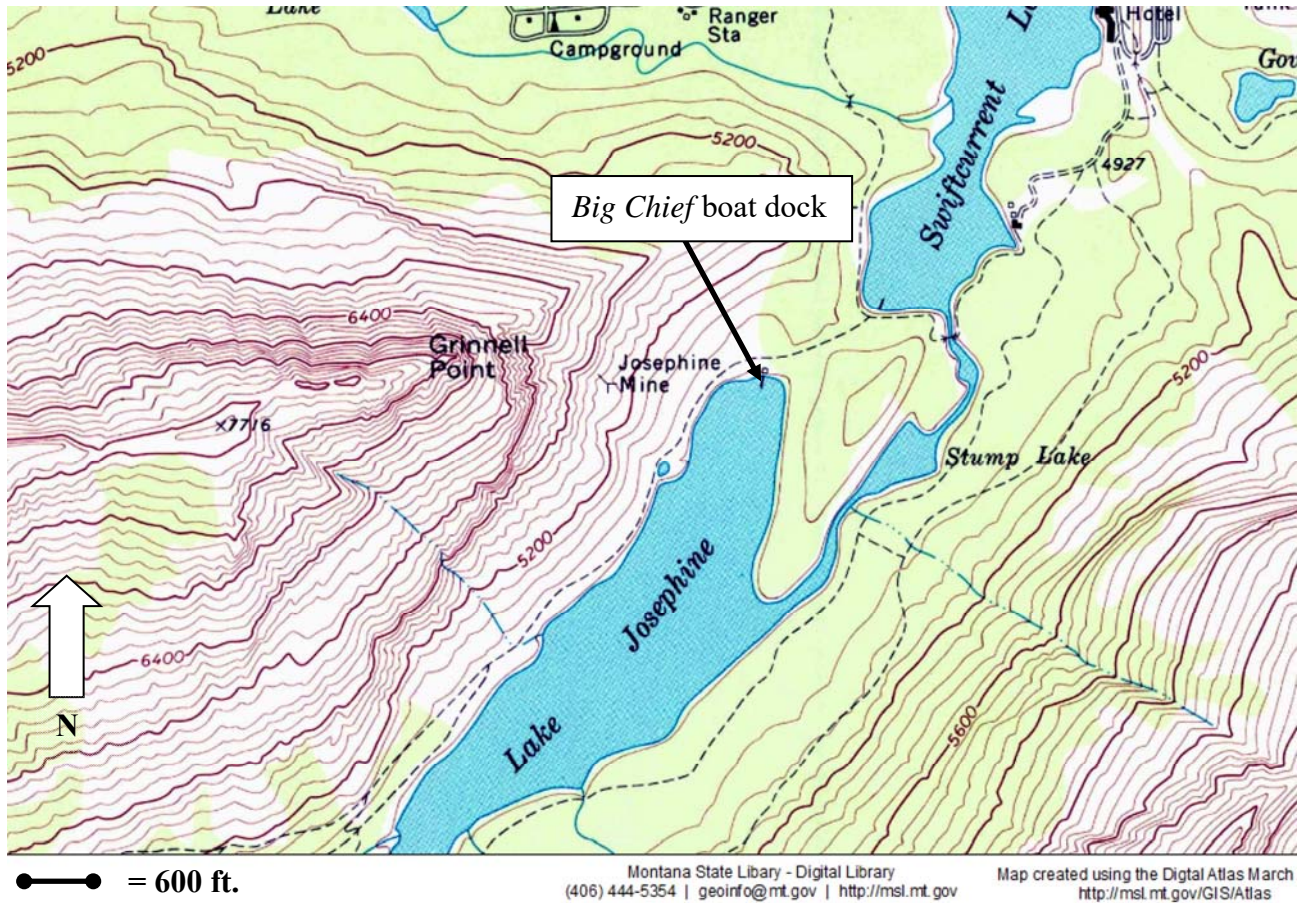
United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

<i>Big Chief</i>
Name of Property
Glacier County, Montana
County and State
<u>Glacier National Park Multiple</u>
<u>Property Listing, Amended (2016)</u>
Name of multiple listing (if applicable)

Section number Additional Documentation—Maps

Page 21



Location of Big Chief summer dock. Found on the Many Glacier 7.5' USGS topographic map.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Big Chief

Name of Property

Glacier County, Montana

County and State

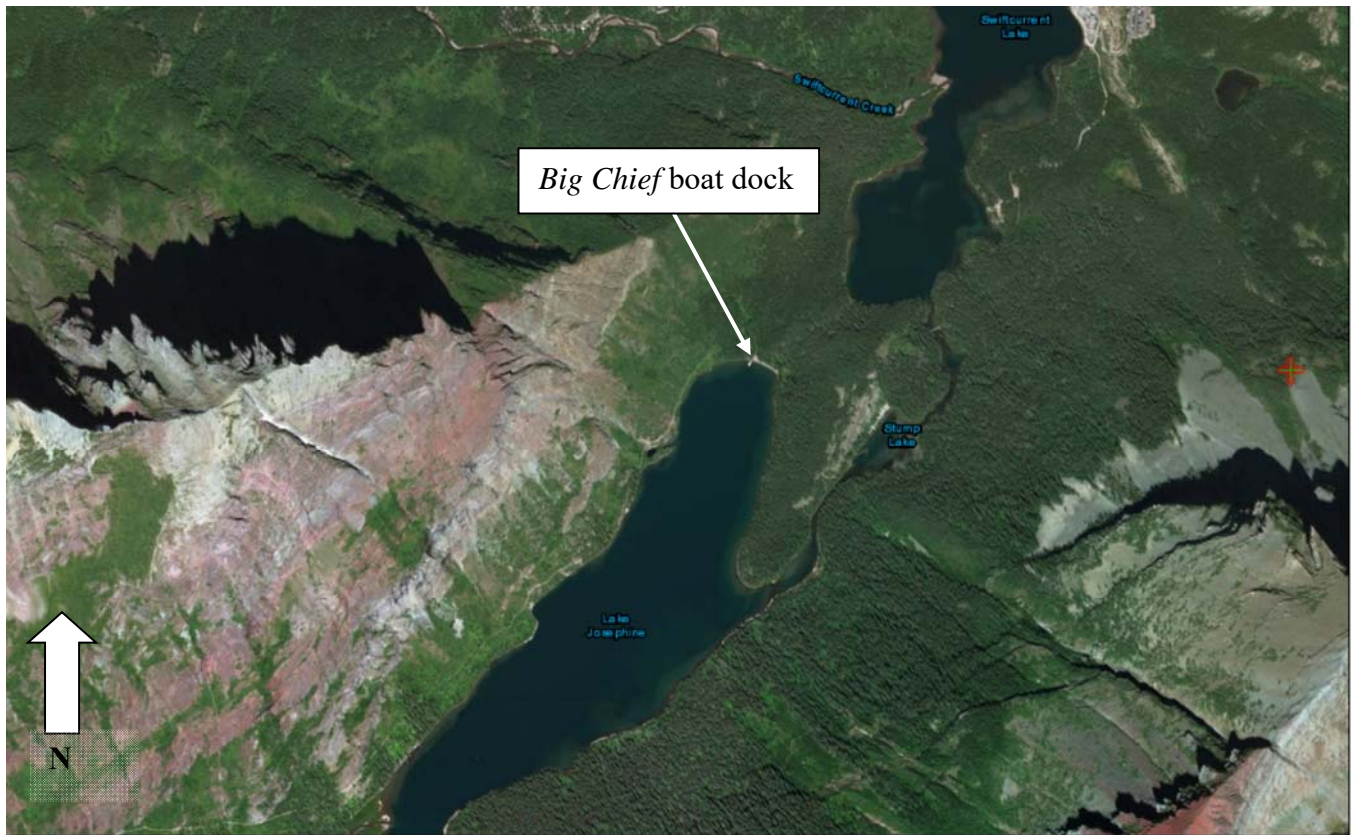
Glacier National Park Multiple

Property Listing, Amended (2016)

Name of multiple listing (if applicable)

Section number Additional Documentation—Maps

Page 22



● — ● = 600 ft.

Montana State Library - Digital Library
(406) 444-5354 | geoinfo@mt.gov | <http://msl.mt.gov>

Map created using the Digital Atlas March 6, 2018
<http://msl.mt.gov/GIS/Atlas>

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Big Chief

Name of Property

Glacier County, Montana

County and State

Glacier National Park Multiple

Property Listing, Amended (2016)

Name of multiple listing (if applicable)

Section number Additional Documentation—Historic Photographs

Page 23



Arthur Burch and his daughter, Luanne, at helm of *Big Chief*, circa 1950 (Burch photo collection).

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Big Chief

Name of Property

Glacier County, Montana

County and State

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Property Listing, Amended (2016)

Name of multiple listing (if applicable)

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Launching *Big Chief* on Swiftcurrent Lake, circa late 1940s (Burch photo collection).

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Big Chief

Name of Property

Glacier County, Montana

County and State

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Name of multiple listing (if applicable)

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Page 25



***Big Chief*, Swiftcurrent Lake, circa late 1940s (Burch photo collection).**

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Big Chief

Name of Property

Glacier County, Montana

County and State

Glacier National Park Multiple

Property Listing, Amended (2016)

Name of multiple listing (if applicable)

Section number Additional Documentation—Historic Photographs Page 26



Big Chief, Josephine Lake, circa early 1960s (Burch Family collection).

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Big Chief

Name of Property

Glacier County, Montana

County and State

Glacier National Park Multiple
Property Listing, Amended (2016)

Name of multiple listing (if applicable)

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Page 27



***Big Chief*, Lake Josephine, 1967 (Glacier National Park archive photos).**

United States Department of the Interior
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**National Register of Historic Places
Continuation Sheet**

Big Chief

Name of Property

Glacier County, Montana

County and State

Glacier National Park Multiple
Property Listing, Amended (2016)

Name of multiple listing (if applicable)

Section number Additional Documentation—National Register Photographs Page 28

National Register Photographs



Name of Property: Big Chief
City or Vicinity: Josephine Lake, Glacier National Park
County: Glacier State: MT
Photographer: Tyler Johnson
Date Photographed: Summer 2017
Description: Big Chief, portside view
MT_GlacierCounty_BigChief_0001

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Big Chief

Name of Property

Glacier County, Montana

County and State

Glacier National Park Multiple
Property Listing, Amended (2016)

Name of multiple listing (if applicable)

Section number Additional Documentation—National Register Photographs Page 29



Name of Property: Big Chief

City or Vicinity: Josephine Lake, Glacier National Park

County: Glacier State: MT

Photographer: Tyler Johnson

Date Photographed: Summer 2017

Description: Big Chief, starboard view at dock

MT_GlacierCounty_BigChief_0002

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Big Chief

Name of Property

Glacier County, Montana

County and State

Glacier National Park Multiple
Property Listing, Amended (2016)

Name of multiple listing (if applicable)

Section number Additional Documentation—National Register Photographs Page 30



Name of Property: Big Chief
 City or Vicinity: Josephine Lake, Glacier National Park
 County: Glacier State: MT
 Photographer: Tyler Johnson
 Date Photographed: Summer 2017
 Description: Big Chief, bow and stern
 MT_GlacierCounty_BigChief_0003

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Big Chief

Name of Property

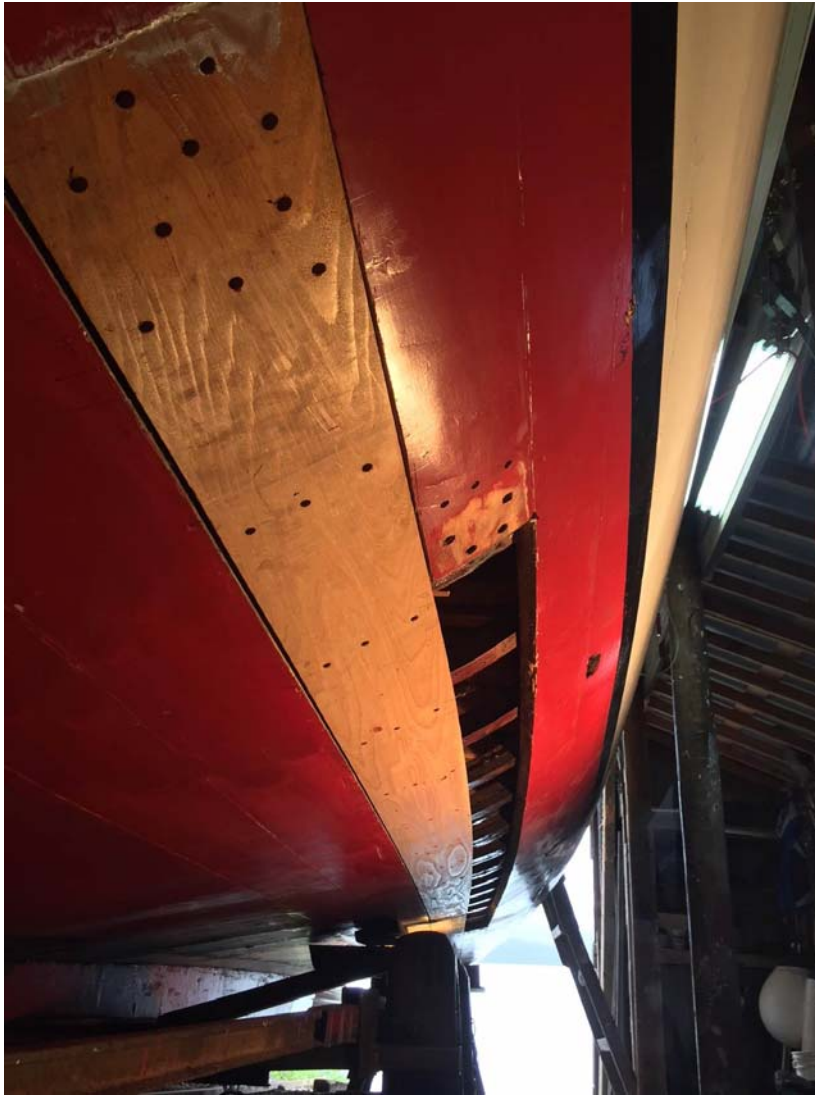
Glacier County, Montana

County and State

Glacier National Park Multiple
Property Listing, Amended (2016)

Name of multiple listing (if applicable)

Section number Additional Documentation—National Register Photographs Page 31



Name of Property: Big Chief
City or Vicinity: Josephine Lake, Glacier National Park
County: Glacier State: MT
Photographer: Tyler Johnson
Date Photographed: Summer 2017
Description: Big Chief, replacing cedar planks
MT_GlacierCounty_BigChief_0004

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Big Chief

Name of Property

Glacier County, Montana

County and State

Glacier National Park Multiple
Property Listing, Amended (2016)

Name of multiple listing (if applicable)

Section number Additional Documentation—National Register Photographs Page 32



Name of Property: Big Chief
 City or Vicinity: Josephine Lake, Glacier National Park
 County: Glacier State: MT
 Photographer: Tyler Johnson
 Date Photographed: Summer 2017
 Description: Big Chief, outside boathouse
 MT_GlacierCounty_BigChief_0005

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Big Chief

Name of Property

Glacier County, Montana

County and State

Glacier National Park Multiple

Property Listing, Amended (2016)

Name of multiple listing (if applicable)

Section number Additional Documentation—National Register Photographs Page 33



Name of Property: Big Chief
City or Vicinity: Josephine Lake, Glacier National Park
County: Glacier State: MT
Photographer: Anna Danley
Date Photographed: Summer 2017
Description: Big Chief, interior with passengers
MT_GlacierCounty_BigChief_0006

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

<i>Big Chief</i>
Name of Property
Glacier County, Montana
County and State
<u>Glacier National Park Multiple</u>
<u>Property Listing, Amended (2016)</u>
Name of multiple listing (if applicable)

Section number Additional Documentation—National Register Photographs Page 34



Name of Property: Big Chief
 City or Vicinity: Josephine Lake, Glacier National Park
 County: Glacier State: MT
 Photographer: Anna Danley
 Date Photographed: Summer 2017
 Description: Big Chief, interior with passengers
 MT_GlacierCounty_BigChief_0007





MORNING EAGLE

MORNING EAGLE



MORNING EAGLE

MORNING EAGLE





MORNING EAGLE





UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action: Nomination

Property Name: MORNING EAGLE (carvel-planked wooden vessel)

Multiple Name: Glacier National Park MPS, AD

State & County: MONTANA, Glacier

Date Received: 6/6/2018 Date of Pending List: 7/9/2018 Date of 16th Day: 7/24/2018 Date of 45th Day: 7/23/2018 Date of Weekly List:

Reference number: MP100002691

Nominator: State

Reason For Review:

<input type="checkbox"/> Appeal	<input type="checkbox"/> PDIL	<input type="checkbox"/> Text/Data Issue
<input type="checkbox"/> SHPO Request	<input type="checkbox"/> Landscape	<input type="checkbox"/> Photo
<input type="checkbox"/> Waiver	<input type="checkbox"/> National	<input type="checkbox"/> Map/Boundary
<input type="checkbox"/> Resubmission	<input checked="" type="checkbox"/> Mobile Resource	<input type="checkbox"/> Period
<input type="checkbox"/> Other	<input type="checkbox"/> TCP	<input type="checkbox"/> Less than 50 years
	<input type="checkbox"/> CLG	

Accept Return Reject 7/23/2018 Date

Abstract/Summary Comments: The BIG CHIEF/MORNING EAGLE is of state and local significance under National Register Criterion A and C in the areas of Transportation, Recreation/Entertainment, and Architecture (Naval Architecture). Constructed in 1945, the BIG CHIEF/MORNING EAGLE is a well maintained illustration of a carvel-planked, cedar on oak frame wood vessel built to ply the inland waterways of Glacier National Park. Designed and built by master shipbuilder J. W. Swanson, the boat represents an important component of the transportation and recreational infrastructure developed at Glacier to serve the increasing number of twentieth century visitors to the park. The property meets the Register Requirements established in the revised Glacier National Park MPS.

Recommendation/ Criteria: Accept NR Criteria A and C.

Reviewer Paul Lusignan Discipline Historian

Telephone (202)354-2229 Date 07/23/2018

DOCUMENTATION: see attached comments : No see attached SLR : No

June 4, 2018

J. Paul Loether, Keeper, National Register and National Historic Landmark Programs
National Park Service
National Register of Historic Places
1849 C St., NW - Mail Stop 7228
Washington, DC 20240



Dear Mr. Loether,

Enclosed please find the following nominations for your consideration for listing in the National Register of Historic Places:

Big Chief (boat)

Glacier County, Montana

Listed under the Glacier National Park Multiple Property Listing Amended (2016)

Jefferson Canyon Highway Historic District


Jefferson County, Montana

The enclosed disks contain the true and correct copy of the National Register nominations for the *Big Chief* and the *Jefferson Canyon Highway Historic District* to the National Register of Historic Places.

Owners and public officials were notified in excess of 30 days prior to the Preservation Review Board meeting. In addition, a courtesy notification was provided to Glacier National Park (who waived their right to comment) regarding the potential listing of the *Big Chief*. The Review Board unanimously recommended that these properties be nominated, and I concur with its recommendation.

Thank you for your consideration.

Sincerely,


Mark Baumbler, PhD
State Historic Preservation Officer

Enclosure