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EARLY DAYS OF SKIING IN THE NORTHWEST: ORGANIZED SKIING BEGAN IN CLE ELUM

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With Pictures

By John W. Lundin
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John is a lawyer who has done extensive research and writing about his family's history. His mother, Margaret Odell, was part of Seattle's ski scene in the late 1930s, and as advisor to the Queen Anne Ski Club from 1938 - 1940, she took her students by train every weekend to the Milwaukee Ski Bowl for ski lessons. John is a long time skier who learned to ski on Snoqualmie Pass, is a former member of the Sahalie Ski Club, and has homes in Seattle and Sun Valley, Idaho. His book, *Early Skiing on Snoqualmie Pass*, received a Skade award from the International Ski History Association as outstanding regional ski history book of 2017.

TABLE OF CONTENTS

I. INTRODUCTION

Skiing on Snoqualmie Pass dates back to the first few decades of the 1900s, and was centered around ski lodges built by private clubs. In 1914, the Mountaineers built a lodge just west of the summit above Rockdale, the stop on the Milwaukee Railroad at the western end of its tunnel under the Pass. The club sponsored ski touring for years throughout the Snoqualmie Pass area.[1]

Formal skiing in the Northwest got a boost in1921, when the Summit Ski club of Cle Elum was formed by local residents, led by John "Syke" Bresko, a Coal Mining Hoisting Engineer who worked in the Cle Elum Coal Mines owned by a subsidiary of the Northern Pacific Railroad. The Cle Elum Echo- Miner of Feb 11, 1921, reported *Ski Club Has A Merry Day Of It*. A party of twelve enjoyed skiing at Lake Cle Elum, "sliding, gliding, rolling and tumbling down to Mr. Spratt's cabin."

The Club's name was changed to the Cle Elum Ski Club, Inc. when it was incorporated in 1928. Wikipedia calls the Cle Elum Ski Area the first west coast ski area, and the Lost Ski Area website says it was the first organized ski area west of Colorado. Its 1924 Tournament was called "the first ski jumping competition west of Denver." Other northwest ski clubs considered Cle Elum's annual jumping tournament the "Mother of Ski Events in the Northwest," and the ski club to be the "Papa of all Northwest clubs."

For ten years, the club's ski area "was a skiers paradise," and the club convinced many locals to try the sport. Starting in 1921, the ski area attracted 100–400 people every weekend to its ski hills through the winter. The club's Kiwanis course, located south of town, was the site of its first ski jump. However the club wanted a jump that would attract other skiers to the area, so its members

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[1] Galvin, *The Snoqualmie Pass Ski Lodges,* Sahalie Historical Note # 7.

developed the Summit course three miles north of town on 40 acres of land owned by the Northern Pacific Railroad. This was the site for the Cle Elum Ski Club's famous jumping tournaments.   A two story clubhouse was built on the Summit course in 1926, to replace a smaller cabin built in there in 1923.   The ski club eventually had three ski jumps.

Ski jumping was the premier event in the 1920s and 1930s.   In 1924, the Cle Elum Ski Club held its first annual ski tournament, attracting 11 competitors. This was the first organized ski west of Denver. The club hosted tournaments from 1924 to 1933, which attracted skiers from all over the northwest and thousands of spectators. The tournaments were presided over by an elected royal court, and included ski races, ski jumps, special contests, dances, banquets, and trophy presentations. The ski club also sponsored annual Carnivals which included less serious and more fun events, including gliding races, cross country races, obstacle courses, races in costume, and a "goose fashion glide," where cash prizes were awarded, causing some to accuse the Cle Elum Ski club to have been conducting a freak tournament for years. Bresko said thousands came to the tournaments, but the big time skiers didn't have a chance in the special events since the locals had been practicing all winter in anticipation of the mid-February shows.[2]

In 1931, the Cle Elum Ski Club built its last and biggest ski jump at the cost of $5,000 on the main ridge between Cle Elum and Teanaway, with its incline dropping into the Teanaway Valley. Jumps at Spokane and the Milwaukee Bowl (later Hyak) were patterned on the "big" Cle Elum jump. Northern Pacific supported the club, leasing land for a nominal rate and providing a tramway through a mine shaft to get near the ski jump for its 1931 tournament.

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[2] http://lostskiareas.wikispaces.com/Cle+Elum+Ski+Hill; Prater, *Snoqualmie Pass: From Indian Trail to Interstate,* pages 130, 131.

The difficultly in getting to the club's Summit course led to its abandonment after the 1933 tournament. No tournaments were held at Cle Elum after 1933, due to the effects of the depression, along with the opening a number of other ski clubs on Snoqualmie Pass (there were seven by 1934), the opening of the Municipal Ski Area at the Summit by the Seattle Park Department in 1934, and the fact that the highway department kept Snoqualmie Pass open for winter travel beginning in the 1931 - 1932 season. However, Cle Elum Ski Club members continued to compete in local ski tournaments during the 1930s, and to play a role in the Pacific Northwest Ski Association which Bresko helped to organize in 1930.

The Northern Pacific Railroad offered train access to Cle Elum from west of the Cascades, and from Yakima, initially by its regular trains. For three years, from 1931 to 1933, the Northern Pacific offered a "special" train to Cle Elum for tournament spectators.

In 1934, Bresko had ambitious plans to develop a new ski area complete with an ariel tram outside of Cle Elum that would be far more accessible than the Summit course. The Northwest Improvement Company, owned by the Northern Pacific Railroad, expressed interest in installing the tram and helping to develop the ski area, hoping to attract more passenger travel on the railroad. However, the Depression interfered and the ski area was never developed.[3]

Much of the information for this paper came materials provided by Cecelia Maybo and the Maybo family. Cecelia obtained Syke Bresko's collection of papers and pictures from his estate sale, preserving them for future use. Cecelia was born and raised in Cle Elum, was President of the Cle Elum Historical Society, and was instrumental in acquiring the Frank Carpenter home on third street for the Cle Elum museum. Other Maybo historic materials, including pictures of Cecelias' brother-

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[3] Prater, *Snoqualmie Pass, From Indian Trails to Interstate,* pages 129 - 131.

in-law Joe Ozbolt, who worked in the Cle Elum No. 9 coal mine, can be found at the winery at Suncadia which is located on the old No. 9 mine.

Other information for this paper came from the Seattle Times Historical Archives, the Cle Elum Echo- Miner, and articles in the Northern Kittitas County Tribune, including *Cle Elum Ski Jump Was One of a Kind,* February 28, 2002, and *When the World Came to Cle Elum, Back in the Day When Cle Elum was Ski Capital of the West,* by Sue Litchfield, February 16, 2012. Sam Wormington's book, *The Ski Race,* published in 1980, contains a chapter on Cle Elum which describes each of the tournament events from 1924 - 1933.

The Bresko Collection includes historic photos, newspaper articles, invoices for club expenditures, a ski test for instructors developed by the National Ski Association of America adopted in 1932, letters to and from other ski clubs discussing their tournaments and activities (most of which were jumping contests), and more. Some of the letters from other Ski Clubs are reproduced in the Appendix to this paper since those clubs are an important part of local skiing history. There are letters from the Cascade Ski Club of Portland; Leavenworth Winter Sports Club; Crater Lake Ski Club, Klamath Falls, Oregon; Tahoe Area Tournament Council; Revelstoke Ski Club, British Columbia; Kingsgate-Eastport Ski Club, Kingsgate, British Columbia; Cascade Ski Club, Portland; Seattle Ski Club; Pacific Northwestern Ski Association; and the Mountaineers.

John and Tillie Bresko, 1932. Courtesy of the Maybo family.

II. BUILDING OF THE NORTHERN PACIFIC RAILROAD TO TACOMA

A. CHARTER GRANTED IN 1864 - INCLUDED LAND GRANTS

The Northern Pacific Railroad was the second transcontinental railroad to be built as a result of Civil War Era federal land grants. President Lincoln approved the bill chartering the Northern Pacific Railroad Company passed by Congress in 1864. Unlike the charter for the Union Pacific Railroad, the Northern Pacific charter gave the company no outright monetary subsidy or package of government loans, but it did give the company

> the greatest subsidy Uncle Sam ever bestowed on a private entity; a land grant of twenty sections per mile in the states it crossed and forty sections per mile in the territories, constituting a vast, forty-seven-million-acre checkerboard of alternating public and private sections sprawling across the northern tier of the American West.

The land was in odd-numbered sections in a belt 40 miles wide on either side of the transcontinental line. The company also got the right to issue $100 million of stock. Although this did not give the Northern Pacific access to money to build its system, it left it free from the massive debts to the federal government with which the Union Pacific had to struggle for decades. The Northern Pacific charter was a rich prize for the railroad's developers, but the charter contained a time limit within which the railroad had to be built to receive the federal grants. This meant it would have to be built westward as quickly as possible, and there was little incentive to build properly or construct spur lines to funnel traffic from the regions through which it ran to the road. As a result, the Northern Pacific was "hastily and poorly constructed far ahead of demand."

Jay Cooke, a wall street financier, was the main financier and moving force of the Northern Pacific Railroad. Cooke calculated that the Northern Pacific land grants would be worth four times

the construction cost of the railroad when it was completed.[4]

Some work on the railroad was done in the late 1860s and early 1870s. Construction started at Duluth, Minnesota in 1870, but the Financial Panic of 1873 interfered with Northern Pacific's plans. On September 18, 1873, the House of Cooke shut down, causing other financial firms to fail, triggering the Panic, leading to a depression that paralyzed the economy. The Panic resulted in a suspension of work on the Northern Pacific rail line, and caused the company to go into bankruptcy in 1875. The Northern Pacific was reorganized, emerged from bankruptcy, and work began again in 1878, with tracks being laid from both the east and the west heading toward each other.[5]

The Northern Pacific line was completed between Duluth, Minnesota and Tacoma, Washington on August 23, 1883. Initially, its tracks went from Spokane to Pasco, to Wallulla on the Columbia River, and then along the south bank of the Columbia to Portland on tracks of the Oregon Railway & Navigation Company. From Portland, passengers crossed the Columbia River on a "huge transfer boat" to Kalama, Washington, where a narrow gauge rail line took them to Tacoma, NP's western terminus.[6]

In 1881, the Northern Pacific commissioned a new survey of the Cascade Mountains in Washington to be done by Virgil Bogue, and Stampede Pass was discovered on March 19, 1881, which would give Northern Pacific a direct route to Puget Sound. Track was laid from Wallula toward Stampede Pass in 1884, and in 1886, a 9,850 foot tunnel was constructed under Stampede

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[4] French, *History of Idaho,* page 431; Hawley, *History of Idaho,* page 411; Malone, *James J. Hill, Empire Builder of the Northwest,* page 33; Wood, *The Northern Pacific; Main Street of the Northwest,* pages 18, 19.

[5] White, *Railroaded: the Transcontinentals and the Making of Modern America,* page 83; Wood, *The Northern Pacific; Main Street of the Northwest,* pages 18, 19; French, *History of Idaho,* page 431; Hawley, *History of Idaho,* page 411; org/wiki/Northern_Pacific_Railway.

[6] Wood, *The Northern Pacific; Main Street of the Northwest,* page 78.

Pass. On May 3, 1887, the tunnel was completed, and on May 27, the first train running directly to

Puget Sound passed through the tunnel. Northern Pacific tracks then provided direct access to from

Minnesota toTacoma on Puget Sound. A trunk line later was built connecting Seattle to the Northern

Pacific main line in Tacoma.[7]

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[7] Wood, *The Northern Pacific; Main Street of the Northwest,* page 75; members.aol.com/Gibson0817/npacific.htm; French, *History of Idaho,* pages 431, 432; Strahorn, *Fifteen Thousand Miles by Stage,* Vol. 1, page 315*;* Hawley, *History of Idaho,* page 411; org/wiki/Northern_Pacific_Railway.

Northern Pacific Depot, Cle Elum. Courtesy of the Maybo family.

Northern Pacific Depot and train, Cle Elum. Courtesy of the Maybo family.

B. COAL IS DISCOVERED IN CLE ELUM IN 1886

In May 1886, surveyors from the Northern Pacific Railroad found coal deposits on land owned by the railroad as part of its original land grants, located east of its station at Cle Elum. The railroad needed coal to fuel its locomotives as it worked to complete the line across the Cascades through Stampede Pass. By August of 1886, the Northern Pacific had sent a crew of 18 to begin mining the coal around what later became Roslyn. The land and coal mines around Cle Elum were owned and developed by Northern Pacific Coal Company (renamed Northwestern Improvement Company in 1899), a subsidiary of Northern Pacific which incorporated under Minnesota law in the 1880s, to own land and mineral resources for the Railroad.[8]

Workers immediately began to build a rail line from Cle Elum to the new settlement of Roslyn, along with houses and mine works. In December 1886, the first coal was shipped out of the Roslyn No. 1 mine. Roslyn grew to more than 1,200 residents, including many immigrants and African Americans. A number more Northern Pacific mines were later developed in the area . During the thriving days of the Roslyn mines, immigrants came from all over the world to work the mines, including from Italy, Poland, Germany, Lithuania, Slovenia, Scotland, Serbia, Croatia, England, Ireland, and numerous other countries. Roslyn's mix of ethnic origins was representative of the melting pot variety of America during those days, and its diversity can be seen in the Roslyn Cemetery which has 26 individual ethnic and lodge cemeteries. Roslyn No. 1 mine was the site of

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[8] The Northwest Improvement Company also developed coal mines in Ravendale, Washington in southern King County near Black Diamond; Melmont in Pierce County; Covington in King County; and many other locations along the tracks of the Northern Pacific Railroad. In 1898, Northern Pacific Railway sold its stock in the Yellowstone Park Association to the Northwest Improvement Company, and the Company operated the concessions at Yellowstone National Park. The Northwest Improvement Company Store in Roslyn still stands, and is a historical site, and contains the Lost River Winery. http://www.roslynbrewery.com.

the worst coal mining disaster in Washington in 1892, when a fire killed 45 miners.[9] This was just

one of a series of accidents that occurred at the coal mines or the vicinity. The Cle Elum area had

several major disasters.[10]

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[9] http://www.roslynbrewery.com.

[10] By 1892, Roslyn No. 1 mine had expanded to seven levels and a depth of 2,700 feet below the town. Eleven furnaces burned around the clock to create drafts to ventilate the mine and disperse dangerous methane gas. However, the main airway did not extend below the fourth level, although a passage cut into the slope below the fourth level provided some ventilation. Miners were in the process of connecting the airway from the fifth level to the sixth level and downward when volatile gas in the mine detonated. 45 miners were killed in the worst coal mine accident in Washington's history. The victims were buried in local cemeteries, one for whites and one for African Americans.   The coroner's jury established that "the death was cause by an explosion of gas caused by deficient ventilation," The disaster created 29 widows and 91 orphans. Each widow who sued the Northern Pacific Coal Company received $1,000, except where there was a working age son, where the payment was $500. The last Roslyn coal mine closed in 1962. *Worst coalmine disaster in Washington history kills 45 miners at Roslyn on May 10, 1892*, by David Wilma, HistoryLink.org Essay 8016.
       A large portion of Cle Elum was destroyed on July 23, 1891, by a fire which began in the Stafford store. $50,000 dollars in damage was caused with little of the loss covered by insurance..
http://en.wikipedia.org/wiki/Cle_Elum,_Washington,
   On Sunday, Oct. 3rd 1909, an explosion occurred in Mine No. 4 of the Northwestern Improvement Co.,at Roslyn, and ten men lost their lives. Roslyn Mine disaster (October 3, 1909): The Official Investigative Report of the Washington State Inspector of Coal Mines. HistoryLink.org Essay 9182
        Cle Elum's greatest disaster occurred on June 25, 1918, when a huge fire wiped out over seventy acres of the city (29 city blocks), causing over $500,000 in damage. The cause was likely a discarded cigarette butt thrown into a pile of garbage behind a theater. Thirty businesses and 205 houses were destroyed leaving more than 1,800 people homeless. Following the incident, aid from across the state poured in. The Red Cross brought tents from Camp Lewis to house displaced citizens, and soldiers were sent from Ellensburg to guard businesses. Yakima and Portland sent aid to the city. Fortunately no lives were lost in the incident.
http://en.wikipedia.org/wiki/Cle_Elum,_Washington,
        On August 18, 1928, fire swept through the coal mining town of Ronald destroying 32 houses, several businesses, and leaving 136 persons homeless. Ronald, two miles west of Roslyn, was created in the late 1880s as a supply center for miners working in No. 3 coal mine for the Northern Pacific Coal Company (renamed Northwestern Improvement Company in 1899), a subsidiary of the Northern Pacific Railroad. *Fire devastates the coal mining town of Ronald in Kittitas County on August 18, 1928*. HistoryLink.org Essay 10016.

Rosyln Number Nine Mine, aerial view
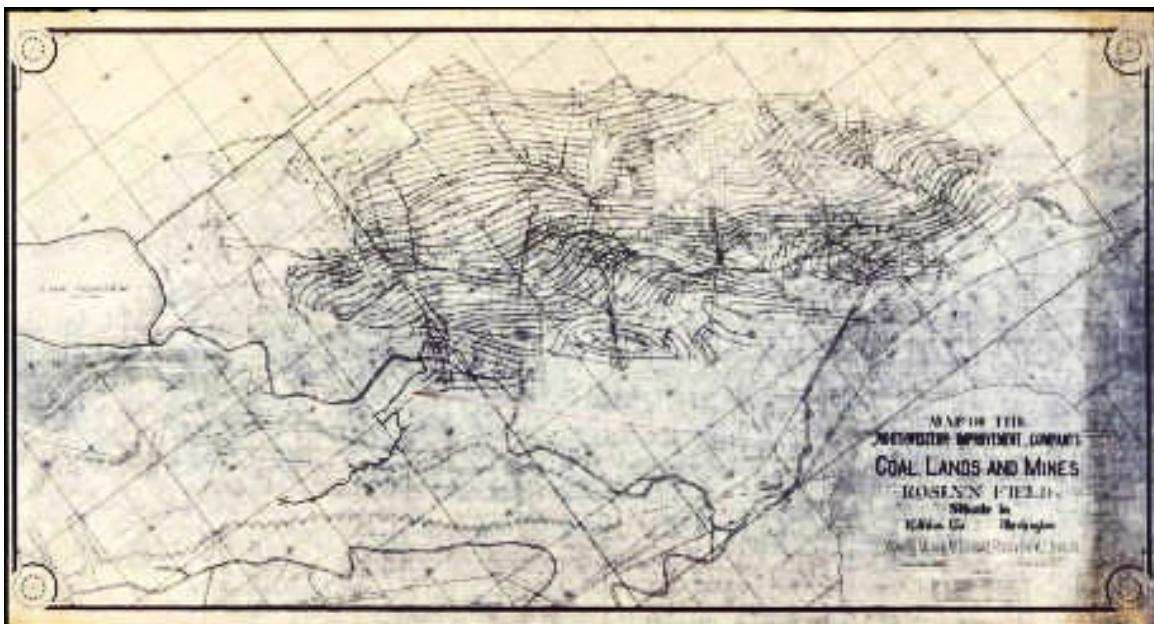
Map of Northern Pacific Coal Lands and Mines, Roslyn Field

III. SUMMIT SKI CLUB AT CLE ELUM STARTED IN 1921

A. SYKE BRESKO BEGINS SKIING IN CLE ELUM

John "Syke" Bresko was the inspiration and moving force behind the Ski Club at Cle Elum. Bresko was born in 1895, in McAllister, Oklahoma. As a child, Bresko traveled by covered wagon to Alberta, Canada, Montana, Oregon, Idaho (where he was educated), and eventually to Cle Elum where he worked in the Northern Pacific coal mines for the rest of his professional life. In 1939, he was certified by the state as an outside mine foreman fitted of running hoists in coal mines. He retired in 1960, after 36 years working at the No. 9 mine in Roslyn.

> In the 1920s, Syke was instrumental in bringing skiing to this area. He helped to organize the Cle Elum Ski Club, whose object was to teach and promote skiing and other winter sports to the youths of the community...
>
> In the early 1920s, John became interested in skiing, and was instrumental in encouraging the community to built the first ski jump west of the Rockies. Thus Cle Elum became the home of a ski tournament for many years.

Bresko was known for his work with the Boy Scouts to whom he dedicated much of his life.[11]

There are several stories about how Bresko became interested in skiing. One version is that a trapper by the name of Russ Connell talked Bresko into making a pair of wooden skis out of hickory in 1920. Another version says that Bresko became interested in the sport after reading a magazine article about skiing, and had a pair of skis shipped to him. Bresko fell in love with the sport and spent much of the rest of his life promoting skiing and Cle Elum.[12]

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[11] Obituary of John Brekso, Bresko Collection.

[12] Lichfield, "When the World Came to Cle Elum," *NKC Tribune*, February 16, 2012 (page A10).

Young Cle Elum Ski Club skiers.   Courtesy of the Maybo family.

John Bresko going off jump at Cle Elum Ski Club. Courtesy of the Maybo family.

B. SKI CLUB ACTIVITIES: 1921 - 1929

The first mention of skiing activities around Cle Elum is a picture of Ted Rooks jumping, with the caption saying "Ski jumping competition, Cle Elum, 1918 - 1920." In 1921, John Bresko, Russell Connell and John Koester formed the Summit Ski Club of Cle Elum to teach the area's youth how to ski and to "promote the wonderland of sports that surrounds the community." Club members had to make their own skis since no local stores carried ski equipment in those days.

The Cle Elum Echo- Miner of Feb 11, 1921, reported *Ski Club Has A Merry Day Of It*. A party of twelve enjoyed skiing at Lake Cle Elum, "sliding, gliding, rolling and tumbling down to Mr. Spratt's cabin." This is the first article in the paper about skiing, and no others appeared until 1924.

The Ski Club's first course was in Cle Elum on lower Third Street, just north of Balmer's greenhouse, the commercial greenhouses located on Flower Ave in the east part of Cle Elum.   The Cle Elum Miner-Echo of October 22, 1922, said the Cle Elum Kiwanis club would develop a hill near South Cle Elum for skiing and tobogganing. This became known as the Kiwanis course, it had a ski jump 38 feet high and a toboggan course, and was used by the Cle Elum Ski Club for several years until its Summit course was built.[13]

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[13]   The Miner-Echo, October 22, 1922 & December 7, 1923, Brooks Library Digital Collections, Central Washington University;" Cle Elum Ski Jump Was One of a Kind," *North Kittitas County Tribune*, February 28, 2002.
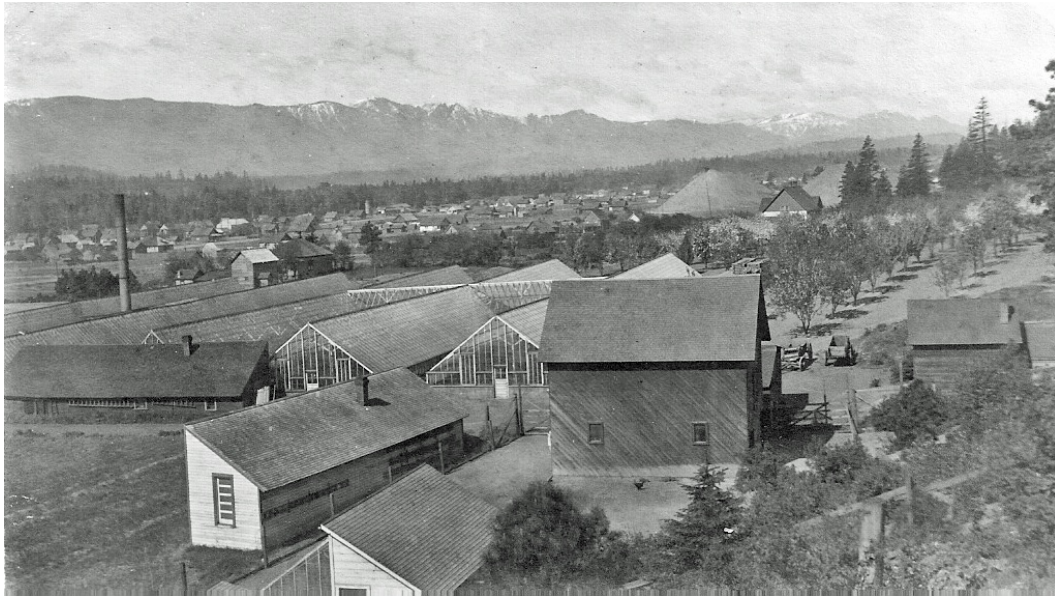
Cle Elum greenhouses on Third Street. Courtesy of the Maybo family.
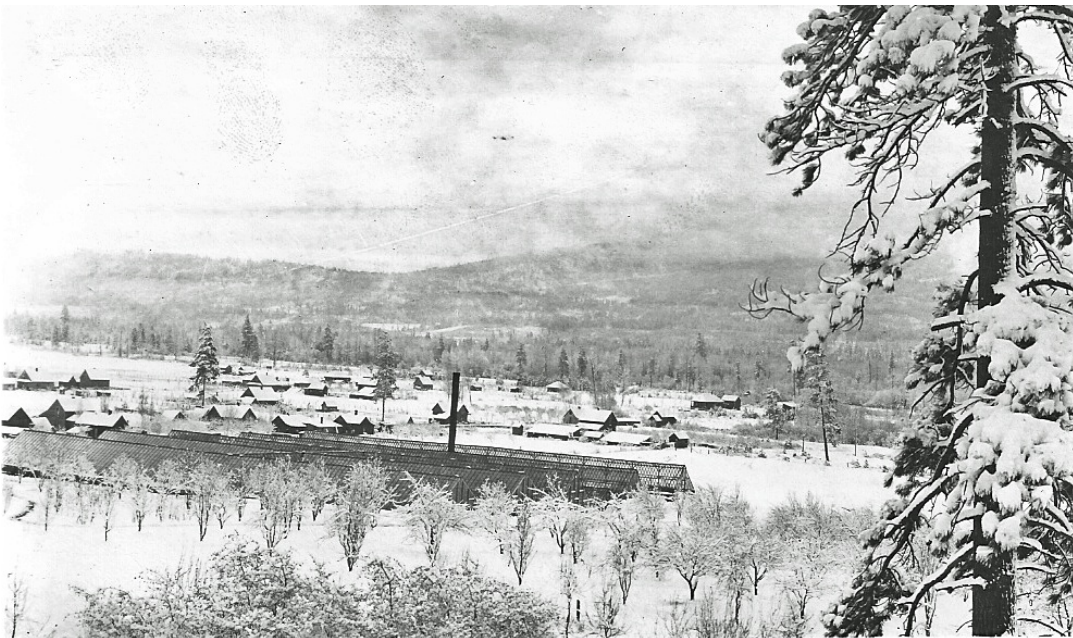
Cle Elum greenhouses on Third Street. Courtesy of the Maybo family.

1923 - Ski Club Opens a Second Course and Builds a Lodge

The Summit Ski Club made significant progress during its first years of existence thanks to the hard work of its members.

By 1923, the Ski Club expanded its activities to the Cle Elum Ridge north of town, after the Northwest Improvement Company made timber land available for the Ski Club's use. Its second course was located north of town on the ridge between Cle Elum and the Teanaway Valley, and was known as the Summit course.

In 1923, the ski club built its Summit Lodge on the Summit course at a site selected by John Bresko, John Koester, and Russ Connell. Although it was called a "lodge," it was a simple three-walled shelter. The Summit Lodge was located one mile north of Cle Elum just north of the Summit Mine. A takeoff for skiers was constructed there, and the "Rocky Run" course featured five jumps. In 1923, the paper said "there are now hundreds of ski riders in this district."[14]

First Cle Elum Ski Club lodge, built in 1923. Courtesy of the Maybo family.

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[14] The Miner-Echo, December 7, 1923; "Ski Sport Draws Many, & South Side Skiway Attracts Throng," *The Miner-Echo*, January 11, 1924*; The Miner-Echo*, January 18, 1924; *The Miner-Echo*, January 25, 1924.

1924 - First Ski Tournament Gets Newspaper Coverage

In early 1924, members of the Summit Ski Club caused a lot of excitement when they attended the Seattle Mountaineer Club's Snow Frolic on skis. "It was a new and exciting way to play on the snow, one that had been championed by John Bresko."[15]

In the first of what would be a 10 year tradition, a carnival was held on Lincoln's birthday, February 12, 1924, at the Kiwanis course. Eleven jumpers entered the tournament, which has been said to be the first organized ski competition held west of Denver, although earlier ski tournaments took place in the northwest according to local skiing historian David Galvin.[16] Between 1,200 and 1,500 people attended the 1924 event, in spite of windy conditions that affected the jumping. A hard rain fell the day before the carnival that "melted away the snow in alarming proportions," but event organizers shoveled snow onto the takeoff and landing course to put the track "in excellent condition." A high wind made long jumps impossible "The most discouraging conditions were overcome and the first annual ski carnival of the Cle Elum Kiwanis Club was completed to the uttermost satisfaction of old and young, every fan and fanette, who turned out to see the ninety mile an hour jumpers vie for prizes." Two jumpers gave an exhibition consisting of going off the jump

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[15] "When the World Came to Cle Elum," *NKC Tribune*, February 16, 2012 (page A10).

[16] The first Washington-based ski club that appears in local newspapers is the Northwest Ski Club, started in Tacoma and focused on skiing in Paradise Valley at Mount Rainier. The club's first ski tournament was held on July 29, 1917. The third annual tournament that the club sponsored on Mt. Rainier in 1920, was noted as having "become one of the big affairs of the Northwest." It included ski jumping witnessed by up to a thousand spectators, and an annual gala ski ball at the Paradise Inn. References to this Tacoma-based club end in 1921. The Rainier National Park Ski Club was formed on June 17, 1922, in Seattle, at the time of celebration of the 118th Norwegian Independence Day, and took over sponsorship of the annual ski tournament at Paradise on the Fourth of July weekend. This club ran another tournament a year later, but seems to have disappeared thereafter. In January 1924, ski jumpers in the Everett area organized the Cascade Ski Club. The club's first tournament was held on January 20, 1924, at Scenic Hot Springs, where references to jumping competitions go back to 1917. Galvin, *Ski Clubs in Washington Over the Last 100 Years,* Sahalie Historical Note #16. Galvin has written a series of papers on the history of local skiing that can be found at www.sahalie.org/chair2/History.aspx.

wearing only one ski. Four professional jumpers competed, all from towns west of the mountains. John Holden of Seattle, who last jumped at Mt. Rainier in July, jumped 83 feet, the longest of the day. However, Arthur Ronstad of Renton won the contest on points, since jumpers are graded on both form and length of their jumps. Amateur jumping events were limited by the high winds - Walter Anderson of Easton was the top amateur. "The great crowd, scattered about over the flat and over the hillside, witnessed a grand exhibition. Arthur Ronstad thrilled the spectators during one of his leaps when he struck the course sideways due to the wind and rode over a hundred feet on one foot, nearly straightening up, only to fall after a great effort. He was roundly applauded." The juvenile events for boys 16 and under drew a long list of contestants. Two sets of the tiny ski gear "very much resembles undersized fence pickets but their proud owners produced the results nevertheless." The Cle Elum Echo- Miner announced on Feb 15, 1924, *First Annual Ski Carnival Huge Success.* Another larger amateur jumping contest was held on February 17, 1924, at the Summit course.[17]

In March of 1924, a group of skiers from Cle Elum went on a spring skiing tour up toward Snoqualmie Pass, at Martin, which became a regular trip that time of year for the club "Twenty-seven pairs of skis and over thirty skiers" made the trip from Cle Elum to Martin on March 23, 1924, on the Northern Pacific train, where they enjoyed "the finest ski grounds found in years." Martin was a train stop at the "far end of the N.P. tunnel from Stampede Pass, an area of deep snow in high places." For many years, skiers from east and west of Snoqualmie Pass took Great Northern trains to the Martin stop "for the long run from Dandy Pass." The skiing there was so good there in

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[17] The Echo- Miner, Feb 15 & 22, 1924; Wormington, *The Ski Race,* pages 312, 313.

1938, the Northern Pacific Railroad considered developing its own ski area at Martin.[18]

Bresko had grand visions about expanding local skiing. In 1924, Bresko attempted to purchase federal government land at the summit of Snoqualmie Pass for a winter sports area. The land was priced at $2.85/acre, but his bank wouldn't advance the money, claiming the lack of transportation would hold it back from being profitable, although later four ski areas would be developed at Snoqualmie Summit.

1925

The second annual Cle Elum ski carnival was held on January 25, 1925, at the Kiwanis hill. The competition included amateur and professional ski jumping, a short cross country race, and a gliding contest. Prizes were awarded between shows at the Lane Theater, where "The Chase," a ski film, was the evening's attraction. C.F. Truitt later sent thanks from members of the Yakima Cascadians who attended the tournament.[19]

Another Ski Club carnival was held on February 15, 1925, at the Summit course north of town, and was called "the greatest outdoor frolic ever held." Over 100 contestants entered, and over 400 people watched the competition. Events included amateur-only ski jumping and obstacle courses on Rocky Run, Camel's Hump, Devil's Dive and Hell's Dive. There were gliding races, a cross country race, and a "goose fashion glide." The day saw ideal weather and course conditions, and the spectators witnessed ten contests featuring 120 entrants. Victor Laurent from Cle Elum won the long distance jumping event, beating nine other contestants. Nine skiers entered the Hell's Dive

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[18] "Ski Bugs Travel To Martin Sunday," *The Miner-Echo*, Mar 28, 1924; "N.P. Under Way Now with Hut for Ski Gang," *Seattle Times*, November 16, 1938 (page 20).

[19] "2,000 Witness Second Annual Ski Tournament," *The Miner-Echo*, Jan 30, 1925; *The Miner-Echo*, February 6, 1925.

course contest, which was won by Manuel McCrady. The Devil's Dive event had 16 contestants "and burning skis raised a little smoke here, too." In the ladies gliding contest, Mary Bator beat nine challengers. Cleo Connell won first in the girls under 15 race. The Rocky Run race for boys under 15 featured 15 racers, and was won by Kenneth Gillette. The Rocky Run race was entered by 19 men and was won by Steve Bator who showed the best form. The "shute-the-shute" course was won by Mike Simpson. The ladies cross-country race was "long and difficult," and was won by Zoe Connell. Floyd Kennedy won the men's cross-country race. After the contests finished, "the courses were thrown open to the public and skiing indulged in until a late hour." The presentation of prizes took place that evening in the Lane Theater.[20]

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[20] "Ski Carnival Last Sunday Grand Success," The Miner-Echo, Feb 20, 1925; Wormington, *The Ski Race,* pages 313 - 315.

Skier going off a jump on Cle Elum's Summit Course. Courtesy of the Maybo family.

Spectators watch a Ski Tournament on Summit Course north of Cle Elum. Courtesy of the Maybo family.

Fifty skiers from Cle Elum's Summit Ski Club enjoyed spring skiing at Martin on April 5, 1925, joined by visiting skiers from Tacoma, Yakima and Ellensburg. Another trip was planned for the following Sunday, when a party of 75 skiers attended the "annual Martin ski party."[21]

.   **1926 - Annual Ski Tournament Makes Seattle Papers and Gets Extensive Local Coverage: Ski Club Builds a New Lodge**

The 1926 tournament was publicized in one of Fredrick and Nelson's windows in downtown Seattle from Christmas 1925 through February 14, 1926.[22]

The Seattle Times discussed the Cle Elum Ski Club for the first time on February 14, 1926, although the paper's sense of geography was a bit off: *Ski Jumpers to Have a Big Day at Ellensburg.* The Cle Elum Ski Club was preparing to handle a crowd of more than 1,000 persons at its annual ski tournament tomorrow

> on its splendid course two miles south of the city, including three groups of mountaineers from Seattle and Tacoma and a big delegation from Ellensburg. A number of professional ski jumpers have entered the contests. Jumps of almost any distance and for every class of ski fans are possible on the summit course.

Cle Elum merchants donated thirty prizes for winners of the various events, and the best amateur would get a handsome trophy cup.

There was one foot of snow on the course, a considerable improvement from the prior year, along with balmy sun, a cloudless sky and springlike weather, which attracted 600 spectators who witnessed a ten-event program. "The three trails to the Summit were kept humming with the voices of the visitors going or coming from the ski course." "Eighty-four spills were recorded during the

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[21] "Martin Ski Party Has Splendid Sport," *The Miner-Echo*, April 10, 1925*; The Miner-Echo*, April 26, 1925.

[22] Butkovich, *Special Interest, Cle Elum Ski Club,* Maybo collection.

events and the Rocky-Run and Hell's and Devil's Dive courses collected considerable skin, some tatters from overalls and shirts, besides administering a few blisters and bruises. The gigantic club grounds was the scene of countless spills on every course and the fans were treated to numerous kicks throughout the day. First-time visitors as usual freely expressed their surprises at the magnitude of the grounds and the individuality of the numerous courses." Rudolph Leonard of Bremerton won the expert jumping event with jumps of 94 feet and 93 feet.[23]

The Cle Elum Miner-Echo of February 19, 1926, said *Third Annual Ski Tournament Most Successful.* Amateur and professional events were combined in a single tournament organized by the Cle Elum (Summit) Ski Club at the Summit course on February 14, 1926. More than six hundred people witnessed the ten-event program. Joe Yolo and other members of the Yakima Cascadians were present. Amateur and expert jumping events were held, and there were many obstacle courses. Tony Sandona, "the human tumbleweed," captured second place on the Hell's Dive course after remaining upright, a performance judged by all to have been an accident. Russ Connell entered the ladies gliding course dressed as Mysterious Miss Hanson of Alaska, "fully ten feet tall, wearing yellow rolled stockings, bedaubed with cosmetics and well gifted in the pursuits of flapperism, but all to no avail so far as the judges were concerned." The Club's flapper queen, splendidly impersonated by Chet Laurent, "scooted over the jump and made a beautiful ride to the end of the course amid wild cheers."[24]

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[23] Wormington, *The Ski Race,* page 316; "Ski Jumpers to Have a Big Day at Ellensburg," *Seattle Times,* February 14, 1926 (page 26).

[24] Wormington, *The Ski Race,* page 319.

Spectators viewing Tournament at Summit lodge and ski hill, winter of 1926. The club's new lodge built in the fall of 1926, was "a few hundred feet to the right and above this scene." Courtesy of the Maybo family.

In the winter of 1926, the Cle Elum Miner Echo encouraged the hot new local sport by publishing an article called "Expert Advice On How To Ski," providing advice from V.G. Johnson published in the Physical Culture Magazine: "The reason for accidents in skiing is because some people think that the simple toe-straps are sufficient bindings and that it is dangerous to fasten the ski to the boot by a good strong binding with side irons. This idea has been proved long ago to be erroneous. Useful for tracking is the acceptance of toe iron (Huitfeldt) bindings."[25]

Snoqualmie pass, which was closed all winter in those days, was expected to open on April 1, 1926. A photo showed officers of the Cle Elum Ski Club holding snowshoes after traveling over the pass on foot.[26]

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[25] The Miner-Echo, February 26, 1926.

[26] "Two Snowplows To Open Snoqualmie," *The Miner-Echo*, March 19, 1926.

In the fall of 1926, members of the "Summit Ski Club" built a new ski lodge one and a half

miles north of Cle Elum, about midway along the Summit ski course on the 40 acres of land the club

leased from the Northwestern Improvement Company "at a nominal sum," according to the *Miner-*

Echo. The "Skii Club" boasted a membership of 180 and "new recruits are being added rapidly."

> All that is necessary is for a person to be persuaded to try the skiis once and then he begins
> inquiries as to where and what kind he should buy for himself. It is claimed to be one of the
> most fascinating of sports and the course at Cle Elum is almost perfect in its possibilities.

The ski club's site was slightly over 3,000 feet elevation, and was covered with pine and fir trees,

with the underbrush cleared so that excellent skiing afforded.

> One of the most desirable things about it is the variety of the course. There are short, gentle
> slopes for the beginner, and then the courses range upward in length and steepness and
> difficulty to such an extent that even the most expert jumpers admit that they 'get thrill
> aplenty' out of it. Two of the most difficult parts of the course are Hell's Dive which only
> those of great experience dare attempt...

> The Cle Elum climate and nature of the land are both ideal for making skiing here a great
> attraction for the Northwest. Easily reached by auto or railroad, the only thing yet standing
> in the way is the matter of the steep climb to the skii [sic] course from town. This is
> expected to be taken care of before another winter, however.

On the second weekend of December 1926, ski club members were having a party at the

site of the Club's new lodge, which was the first weekend since September they had not worked on

its construction. The lodge would replace the shelter built by the club in 1923, and "rapid progress"

was being made" so the course would be ready for the "annual Northwest Ski Tournament in which

professionals and amateurs from the entire Pacific Northwest would participate." The new lodge had

four walls "and was ready for the raising of the rafters." A number of eight foot long windows

provided a commanding view of the ski course on which it was located. The two story 22 x 40 foot

lodge was built of native pine logs with the bark peeled off, and was much larger than the shack that

the club had been using. The lower floor was one large room with a large rustic fireplace on one

side, and windows that took up most of the space on the other walls. The upstairs was divided into

two dormitories, one for men and the other for women. Other rooms could be added without

interfering with the beauty of the architecture.

New Cle Elum Ski Club Lodge built in 1926. Courtesy of Maybo family.

Woods near Lodge. Courtesy
of Maybo family.

Club members near lodge.
Courtesy of Maybo family.

Cle Elum was excited as the Summit Ski Club was hoping to sponsor a Northwest Jumping

Tournament in the winter of 1927, with splendid cups to be offered as prizes. The record jump on

the Cle Elum hill was 99 ½ feet, a record which was expected to fall before the season was over.

The ski area was easily reached by car or train to Cle Elum, from Yakima or Seattle, leaving the

steep climb to the skiers course from the town as the only thing standing in the way, since the

Summit Course was located on a ridge 1½ mines north of town. The club was looking into ways

to transport spectators to the course, and was expected to take care of this problem in some way the

coming winter.

> The Cle Elum climate and nature of the land are both ideal for making skiing here a great attraction for the Northwest. Easily reached by auto or railroad, the only thing yet standing in the way is the matter of the steep climb to the skii [sic] course from town. This is expected to be taken care of in some way before another winter, however, and nothing would then be lacking in the way of preparation for a big Skii [sic] Tournament for the entire Pacific Northwest next year.

John Bresko had been president of the club since 1925, and "is an untiring worker for the best

interests of the club and nothing gives him keener delight than to see others enjoy themselves - both

youngsters and grown-ups." Russell Connell was Vice president and Harry Parker was secretary-

treasure. "A very small charge is made for dues and all the proceeds go toward fixing up the new

lodge and improving the course."[27]

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[27] "Cle Elum Summit Ski Club Seeks Northwest Tournament," *The Miner*-Echo, December 17, 1926.

Cle Elum Summit Ski Club
Seeks Northwest Tournament
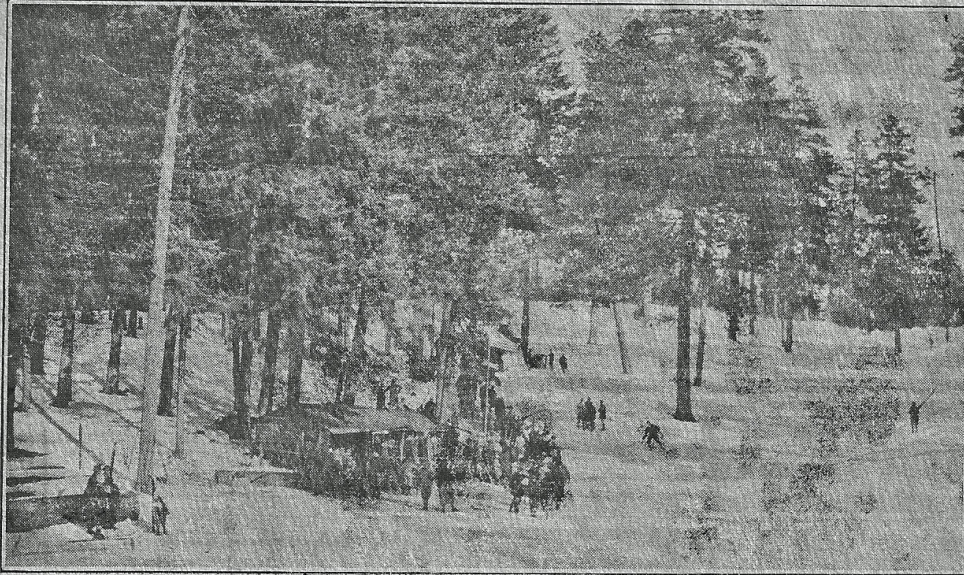
look at this Date

(Photos by Frank Klopsic).

Upper view shows view of Skii Course with old lodge located in the foreground. The site of the new building is a few hundred feet to the right and above this scene.

The Miner-Echo, December 17, 1926. The caption for the lower picture says it is a "group picture of merry feminine followers of this sport from Cle Elum." Courtesy of the Maybo family.

An article in the Cle Elum Miner-Echo the following week in December of 1926, said the club needed more volunteers to work on the Summit ski course, after a dozen ski enthusiasts had their labors an appetizing chowder prepared by J C. Beeson." Club President Bresko received word the prior weekend that "enjoying as their immediate reward for word that a "Bremerton bunch" would like to come to Cle Elum on December 26 and 27, if there is snow. The Canadian ski club of Yakima was also eager to make the trip and was waiting only for snow. The Summit Club ordered 250 buttons for members.

Cle Elum Ski Club members. Courtesy of the Maybo family.

Cle Elum Ski Club members. Courtesy of the Maybo family.

1927

A queen was selected to reign over the annual ski tournament of 1927, and the club had a

dance on Saturday night. A letter dated January 9, 1927, from Ken Binns, sports writer for the

Seattle Times, to "Jack" (John Koester an officer of the ski club) asked "Is the queen elected yet?

And is she good looking? And have you a picture you can shoot right over? Might be able to sell

it to page 1 for Friday with a bit of press on the Sunday tournament." Binns was bringing Mike

Donahoe of the P.I. to the event, along with "one of the boys on the news staff."   He would arrive

on Saturday night by train, and would see Jack at the dance. He asked Jack to send him a lost of the

entries by Friday morning, since that was "the big day for publicity for your tournament."

The annual Cle Elum Ski Club tournament, held in February of 1927, hosted 2,000 spectators. The competition was won by Ivan Finsberg of Kent, who jumped 97 feet, and Sigbard Kragness of Mount Vernon won second prize.[28]

Courtesy of the Maybo family.

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[28] *Kent Ski Jumper Wins,* Seattle Times, February 21, 1927 (page 19).

Courtesy of the Maybo family.

1928

In early February 1928, twenty-eight hardy souls from Cle Elum skied over Snoqualmie Pass from Hyak to Camp Mason to advertise the Fifth Annual Ski Tournament to be held February 19, 1928, at the Summit Ski Course north of Cle Elum. The skiers were picked up in cars at Camp Mason and driven to Seattle, and they returned to Cle Elum later in the evening by train. The Seattle P-I publicized the event.[29]

The program for the 5th Annual Ski Tournament described the scoring system used by the judges. Competitors would receive one point a foot for distance; 20 points for perfect form; 15 points off for one hand touching; 30 points off for two hands touching; 30 points off for falls; and 2 falls disqualified the jumper. Skiers got one trial jump, and two jumps in the competition.

The program listed the prizes for the event that were donated by 49 different local merchants: Cox Motors ($10); First National Bank, ($5); Autorest, ($5) and a box of candy; Manleys Barber

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[29] "Skiers Receive Royal Welcome," The Miner-Echo, February 9, 1928.

Shop, ($3); and Kim Pertello, ($3). Merchandise was donated by Cle Elum Dairy, ($10 in trade); Sanderson Barbers, ($4 in trade); Hahler's Drugs, ($5 in trade); Sunset Auto, (electric cigar lighter); Lane Theater, (two 30 day comps); Stoveds Drug Store, (shaving set) ; Franks Tire Shop, (pearl handled knife); Haines & Spratt, (pair of hickory skis); Walter Johnson Motors, ($11.50 trouble light); Modern Bakery, (300 donuts);   Independent Meats, (15 pound ham); Wayne Ballard, (15 pound pot roast); and many others.

Fifth Annual
SKI TOURNAMENT
Summit Ski Club of
Cle Elum
Sunday, February 19, '28

MORNING PROGRAM—Beginning Promptly at 10:30
—O—
Event No. 1—ROCKY RUN (Boys under 15)
First Prize—$5.00 in Trade, Creamery Second—5 lb. Box of Candy, Guzzies Confectionery. Third—$1.00 Cash.
Event No. 2—Girls GLIDING CONTEST (Girls under 15)
First Prize—2nd Cup, J. C. Penney Co. Second—$3.00 in trade, Garvers Variety Store. Third—3 Lb. Box of Candy, Chocolate Shop
Event No. 3—AMATEUR JUMPING, "C" Class
(Boys under 16)
First Prize—Cup, W. J. Costello. Second—Pocket Knife, Franks Tire Shop. Third—$4.00 in Trade, Sandersons Barber Shop.
—O—

AFTERNOON PROGRAM— Beginning Promptly at 1
—O—
Event No. 4—DEVILS DIVE (Men)
First Prize—Automobile Spotlight, Wallace Johnson Motor Co. Second—Shaving Set, Stoves Drug Store. Third—$2.50 in Trade, Burchams Cafe.
Event No. 5—HELLS DIVE (Men)
First Prize—Cup, Ashman & Bausano. Second—7-Foot Hickory Skis, Haines & Spratt. Third—Leather Billfold, J. W. Hawthorne.
Event No. 6—DEVILS DIVE (Women)
First Prize—$10.00 in Trade, N. W. I. Store. Second—Auto Robe, Reliable Auto Co. Third—30-Day Comp, Lane Theatre.
Event No. 7—AMATEUR JUMPING "B" Class
First Prize—Large Cup, Cle Elum Business Men. Second—8-Foot Expert Jumping Skis, Parchen Hardware Co. Third—Ski-Harness, Parchen Hardware Co.
Event No. 8—EXPERT JUMPING "A" Class
First Prize—Large Cup. Second—Medium Cup. Third—Small Cup. Fourth—Cash Transportation (Not to Exceed 200 miles.) Fifth—Cash Transportation (Not to Exceed 200 miles.)
(Events No. 7 and 8 Will Be Run Off Alternately)
Event No. 9—ROCKY RUN (Men)
First Prize—Electric Cigar Lighter, Sunset Garage. Second—30-Day Comp, Lane Theatre. Third—Box Cigars, Victory Confectionery
Event No. 10—LADIES GLIDING CONTEST
First Prize—Cup, J. C. Penney Co. Second—Auto Robe, Fitterer Furniture Co. Third—$5.00 in Trade, Kahler Drug Store. Fourth—5 Lb. Box of Candy, Freemans Pool Hall.
—O—
JUDGES For the day are: Carl Solberg, Duluth, Minn.; Bert La-Freinere, Yakima, and J. C. Beeson, Cle Elum.
—O—

——IMPORTANT NOTICE——
Coffee, Sandwiches and Donuts will be served all day at Summit Lodge. Reasonable Prices.
The Miner-Echo ◆ Publishing Co.

Courtesy of Maybo family

The new Cle Elum Ski Club cabin built the previous fall at the tournament site was used for the first time. A crowd of four thousand attended the event, which "proved to be one of the biggest events of its kind ever staged in this part of the Northwest, and the hundreds who saw the program carried out were enthusiastic in their approval of the way in which it was handled" Two special train coaches were added by Northern Pacific Railroad to carry visitors from Yakima, the largest delegation attending the event from outside of Cle Elum. There were 15 entrants in the Class A competition, who "looked like a National gathering... The snow was a bit too soft on Sunday for a speedy course and held the matter of distance jumping down, but the grace and ease of a true expert with which these men made the jumps and their knowledge of the sport, was appreciated with every leap...As each jumper left the take-off the crowd cheered wildly and showed plainly that they fully appreciated the high class of the personnel who are gathered to entertain them. Ease, grace, nerve speed, balance, and other faculties rarely used in any other sport is called into play in ski jumping and this aggregation of men had them all and the only thing that detracted from the entire event was the fact that the men could not extend themselves." Carl Solberg and Sigurd Hansen both jumped 76 feet. Sigurd Hansen of Ione won the expert A Class jump. Other expert jumpers included Chris Bakken of Centralia, Allan Granstrom of the U.W., Hans-Otto Giese of Seattle (competing for the Black Forest Ski Club), and Carl Solberg of Easton.[30]

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[30] *Fifth Annual Ski Meet Big Success,* Cle Elum Miner Echo, February 23, 1928*;* Wormington, *The Ski Race,* pages 319 - 322.
     Harold Peterson won the B Class jumping, and Walter Anderson was second. A full list of the competitors for the 1928 Tournament included: Sigurd Hansen, Ione, Wn; Chris Bakken, Centralia, Wn; Andrew Furseth, Tacoma; Ralph Follestad, Seattle; A.C. Romstad, Seattle; Olaf Locken, Mt. Vernon; Allan Granstrom, Seattle; Hans-Otto Giese, Seattle; John Bacon, Maritnsdale, Mt Vernon; Ivan Finsberg, Sinclair Island, Washington; Richard Erickson, Seattle,; Martin Backe, Seattle; H. P. Peterson, Seattle; Henry Krangness, Mt. Vernon; Siguard Krangness, Mt. Vernon; Rolf Bjornstad, Seattle; Samuel Benson, Seattle; Alf Anderson, Revelstoke, Canada; Fritz Bjornstad, Seattle; Geo Rengord, Port Townsend; Carl Solberg, Duluth, Minn; J. Maley, Seattle.

In 1928, the club's name of Summit Ski Club was changed to the Cle Elum Ski Club, Inc. Its original stationery said "Summit Ski Club, Home of the National Ski Tournament of the Northwest," was changed to "Cle Elum Ski Club, Inc., Member of Northwestern Ski Association, which is affiliated with National Ski Association."

John Bresko helping a skier. Photo from historylink.org & Central Wa. U.

1929

In 1929, the Cle Elum tournament was billed as "the Northwest Ski Tournament."

Bresko corresponded with the National Ski Association of America in Chicago, asking about joining the organization. The executive secretary responded by saying they had wondered why the Summit Ski Club had not attempted to affiliate with them before, and referred him to the Western Branch in Denver. "We note that you have some hill, and that you may be able to do something to make this one of the largest in America."

The Ski Club had built a new large jump for the 1929 tournament, increasing the level of competition and excitement. Ingle Sneeva, a Norwegian ski expert, came to Cle Elum to give "useful hints on skiing and jumping." He made a jump of 100 feet off the new jump, which he would have doubled had the snow been in better condition. "Mr. Sneeva made the remark that the jump is the best and largest he has seen in the United States." Sneeva went with ski club members to Yakima before the meet to arouse the interest of the Cascadians and to invite them to Cle Elum for the meet.

Adjustments were made to the new jump following tryouts by the Class A jumpers. Six feet were cut from the take-off, as they felt the "great height to which the upward incline of the end of the plank projected them into the air was dangerous. This precaution proved fatal to distance records on the following day." On the day of the contest, snow conditions were not favorable for perfect performance, and the jumpers determined that a slight change of position of the take-off was necessary to accomplish long distance jumping.[31]

Amateur events were held in the morning, and the expert jumping competition was held in the afternoon. The three thousand people who attended the 1929 tournament had to hike up the snowy mountain to witness the event from below the jump. They saw Olaf Locken set a distance record of 165 feet from the "gigantic runway" at the Ski Club hill. First, second and third places in the Class A expert jump went to skiers from Mt Vernon, Washington. Several Seattle Mountaineers attended, including Hans-Otto Giese, Otto Strizek, Lester LaVelle and Mary Dunning. "The consensus of opinion of all the jumpers was that the hill is excellent. After another year of work by the club the jump should be both sporting and fast. They all want to be back next year and plan to

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[31] Wormington, *The Ski Race,* pages 322 - 324.

come a week or so early to practice." Lester LaVelle was the master of ceremonies at the Lane Theater award presentations. Four extra coaches were needed on the westbound Northern Pacific train to accommodate the large Seattle crowd returning home. The largest out-of-town delegation was from Ellensburg, and ski fans from Enumclaw, near Mt Rainier, also attended.[32]

The Bresko Collection has a list of the various events at the 1929 tournament, the winners, and the prizes they received. There were ten events held that year. The Class A jumping (expert) event was won by Olaf Lochen from Mt. Vernon, who received a cup, followed by Siguard Krangness, and Ralph Follestad who received cups, and Harry Krangness who received a pair of jumping skis donated by the Northland Ski Co. The Class B jumping event (amateur) was won by Arthur Pass who received a large cup. Three others received merchandise donated by Cle Elum stores. The Class C jumping event (Boys under 16) was won by Peter Marta who won a cup. The Rocky Run (Boys under 15) was won by Pater Marta who received a 30 day pass at the theater, with Walter Bresko coming in second receiving $2. The Camel's Hump event (Boys under 15) was won by Laddie Plouse who received $2. The Girls Gliding Contest (Girls under 15) was won by Elise Adamcyk who won a cup. The Ladies Gliding Contest was won by Cleo Connell who won a cup. The Rocky Men Contest (Men) was won by Lavelle who won $5 in merchandise. The Devils Dive Contest (Women) was won by Zoe Connell who won a cup. The Hell's Dive Contest (men) was won by Kenneth Kinsey who won a cup.

Cle Elum merchants played hosts to the spectators offering special delights to the visitors from across the Pass.

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[32] "Three Thousand Attend Annual Ski Tournament," *Cle Elum Echo- Miner*, January 10, 1929; *Cle Elum Echo- Miner*, February 21, 1929; Wormington, *The Ski Race,* page 324.

For the 1928 - 29 ski season, the Summit Ski Club had 42 members, including two honorary members and 13 women.

ANTHONY MATTIELLI, Pres.   HARRY PARKER, Sec.

SUMMIT SKI CLUB
HOME OF THE NATIONAL SKI TOURNAMENT OF THE NORTHWEST

CLE ELUM, WASH.

MEMBERS, FOR THE YEAR OF 1928-1929.

1. JOHN E. PARCHEN
2. F. W. BOBO
3. J. C. BEESON
4. ALVA LAWRENT
5. J. S. BRESKO
6. MRS. J. S. BRESKO
7. JOSEPH SCHOBER JR.
8. FREDA FLOGER
9. J. BIZYACK JR.
10 EARL HAUGHT
11 HARRY PARKER
12 EDWARD MATICK
13 JOE TROYCHALK
14 TONY MATTIELLI
15 STANLEY MURPHY
16 MRS. STANLEY MURPHY
17 JOHN KOESTER
18 JOHNNIE PIZZALITO
19 CLARA PARKER
20 K. W. KINSEY
21 H2 R. MCDERMENT
22 PAULINE LAWRENCE
23   LAWRENCE
24 VICTOR CROSETTI
25 W. J. COSTELLO
26 MRS. W. J. COSTELLO
27 MRS JOHN E. PARCHEN
28 STEVE BATOR
29 MARY BATOR
30 J. L. ASBURY, HONORARY
31 C. F. TROWER, HONORARY
32 CLARICE M. TRETHEWEY
33 IRENE HODGES
34 FAYE MONTGOMERY
35 ZOE CONNELL
36 CLEO CONNELL
27 KENNETH GILLETT
38 BLANCHE ZACKOVICH
39 FRED ZEVART
40 CHARLES ZEVART
41 IGNACE BIZYACK
42 ALBERT SCHOBER

Courtesy of the Maybo family.

IV. THE HALCYON DAYS OF THE CLE ELUM SKI CLUB 1930 - 1933

A. OUTSIDE EVENTS AFFECT THE CLE ELUM SKI CLUB

Beginning in 1923, major improvements were made to the highway over Snoqualmie Pass with federal dollars made available under the Federal Highway Act of 1921. These improvements, funded under Federal Aid Project #142, included hard-surface paving and new road alignments. In 1926, the state highway department began paving the road, removing blind curves, and building new bridges. Portions of the road were relocated, bypassing the upper switchbacks created when the road was built in 1914-15. In the late 1920s, oil was added to the road to help keep dust down. In 1927, speed limits ranged from 30 to 40 miles an hour, though it was so difficult to achieve that, State patrol officers used stop watches to measure speed traveled by motorists. In the winter of 1931, the Snoqualmie Pass highway was plowed and remained open for the first time throughout the winter, providing access by car to the Summit for Seattle area skiers who came in droves for winter recreation. By 1934, the highway was paved from Seattle to Snoqualmie Pass.[33]

Many skiers took advantage of the improved roadway and drove to the Summit, although the trip over Snoqualmie Pass was still treacherous and difficult. The Washington State Highway Department published posters celebrating their work on Snoqualmie Pass which are in the Washington State Archives. The following pictures are from *Images of America: Snoqualmie Pass* by John and Chery Kinnick, and show the steam shovel used to clear the road and the conditions of the highway for motorists in those early days of winter travel.

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[33] During this time frame, the Sunset Highway received official designations as State Road No. 2, Primary State Route No. 2, and U.S. Highway 10. The old Sunset Highway.pfd; Snoqualmie Pass Becomes a Highway: From Indian Trail, to Wagon Road, to Interstate | Suite101.com http://elizabeth-gibson.suite101.com/snoqualmie-pass-becomes-a-highway-a30434#ixzz1cqcaUaof.

ONE SCOOP AT A TIME

A TIGHT SQUEEZE

In the late 1920s and early 1930s, skiing increased substantially at Snoqualmie Pass because of the efforts of a hardy group of local ski jumpers. The Seattle Ski Club, founded by Norwegian immigrants, built a lodge in 1929, at the summit of the Pass at the old Laconia rail stop on the Milwaukee Railroad line, and a ski jump was built at Beaver Lake Hill, an area that is now a part of the Snoqualmie Summit Ski Area. Skiers hiked up the hill using skins to go off the jump. Beginning in 1930, the club held annual jumping competitions, The club hosted the U.S. Olympic jumping trials in 1947, and the U.S. championships in 1948, which were held at the Milwaukee Bowl at Hyak.

The Seattle Ski Club lodge was built at Snoqualmie Pass in the late 1920s. Most of the club's early members were Norwegian jumpers and cross-country skiers. The building had a kitchen, dining room, and large lobby on the first floor that was used for dances. Sleeping quarters were on the upper floor. Nearly every winter weekend, club members could be found on the Beaver Lake jumping hills. At night, they enjoyed singing and dancing to an accordion in the lodge. (Courtesy Jack Leeper.)

The Leavenworth Winter Sports Club was founded in 1928, and ski jumping was part of the club's focus from the beginning. Jumps were built for tournaments and competition, and Leavenworth was one of the sites for the regular series of competitive jumping events thereafter. Its first jumping competition was held in 1929, on a small ski jump, and Sigried Hansen jumped 65 feet (20 meters). In 1930, a ski hill was opened for downhill skiing. Bakke Hill was built up in 1933, and its critical point of 73 meters made it one of the largest ski jumps of the country. It was later enlarged several times, and became one of the best known ski jump in the western United States. The

area hosted U.S. American jumping championships in 1941, 1959, 1967, 1974 and 1978.[34]

The Sahalie Ski Club (originally called the Commonwealth Ski Club) built a lodge on what is now the Alpental road in 1931, and the Washington Alpine Club built a lodge nearby in 1932. In 1934, the Seattle Parks Department opened a ski hill at Snoqualmie Summit called Municipal Park, at the old Milwaukee Railroad stop of Laconia, attracting a new legion of Seattle based skiers.[35]

Sahalie Lodge in the background seen from the Sunset Highway, 1930s. Photo from *Snoqualmie Pass*, by Yvonne Prater

Washington Alpine Club Lodge. Photo from *Images of America: Snoqualmie Pass,* John & Chery Kinnick.

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[34] www.skisprungschanzen.com/EN/Ski+Jumps/USA-United+States/WA-Washington/Leavenworth/0736/.

[35] Galvin, *The Snoqualmie Pass Ski Lodges,* Sahalie Historical Note # 7.

B. SKI CLUB'S 1930 TOURNAMENT

The weekend before the Cle Elum Ski Club's1930 tournament, the Cle Elum Miner Echo published an article describing how hard the State Highway Department was working hard to keep Snoqualmie Pass open, providing information obtained from an operator of one of the rotary snow plows. The department was using new augur snow plows with an easy shift that allowed the pilot to throw the snow to either side of the highway. Two such plows were stationed at the Summit, and two more were at Hyak and Easton, which plowed the road between Eston and the Summit. The greatest difficulty on that stretch was clearing away the drifts caused by winds around Lake Keechelus. "Mechanical snow shovelers paved a boulevard of marble white to the Tournament for next weekend." The problems presented by winter travel over Snoqualmie Pass led to a proposal to institute a railroad-automobile car ferry to carry cars across the Cascades. The Seattle Chamber of Commerce was promoting the idea and a score of Seattle businesses said they would make good use of the service. The *Miner-Echo* said this option should be pursued if plans to keep the pass open all winter are not implemented.

For the 1930 tournament, the Cle Elum Ski Club advertised their ski jump as one of the most hazardous in the world, 6% steeper than any in Norway which was the center of ski jumping. The club invited internationally known ski jumpers to its tournament. The Ski Club printed special tags for the spectators to wear at the tournament to be "conspicuously displayed on caps," in lieu of tickets that had been used in prior years. Tickets had been a problem since they were put into pockets and had to be produced whenever a ticket seller confronted the entrant. "The gate crasher will be

uncomfortably conspicuous next Sunday by the absence of the tag."[36]

Seventh Annual
NORTHWEST SKI TOURNAMENT
Sunday, February 16, 1930
CLE ELUM SKI CLUB   CLE ELUM, WASHINGTON

The Ski Club assumes no liability for any accident or injury occurring on the Ski course.

Morning Program
Beginning Promptly at 10:30

Event No. 1—ROCKY RUN (Boys under 15)
First Prize .... 30 day comp for the theatre
Second Prize .... $2.00 cash
Third Prize .... $1.00 cash

Event No. 2—CAMEL'S HUMP (Boys under 15)
First Prize .... 30 day comp for theatre
Second Prize .... $2.00 cash
Third Prize .... $1.00 cash

Event No. 3—GIRLS' GLIDING CONTEST (Girls under 15)
First Prize .... Cup, J. C. Penney Co.
Second Prize .... 30 day comp for the theatre
Third Prize .... $1.00 cash

Event No. 4—AMATEUR JUMPING, "C" Class (Boys under 16)
First Prize .... Cup, by Costello & Duffy
Second Prize .... 30 day comp for the theatre
Third Prize .... $1.00 cash

Event No. 5—LADIES' GLIDING CONTEST
First Prize .... Cup, J. C. Penney Co.
Second Prize .... 30 day comp for the theatre
Third Prize .... Camera, The Kahler Drug

Event No. 6—ROCKY RUN (Men)
First Prize .... 30 day comp for the theatre
Second Prize .... Bill Fold, Hawthorne
Third Prize .... $1.00 cash

Afternoon Program
Begins Promptly at 1:00

Event No. 7—AMATEUR JUMPING "B" Class
First Prize .... Business Men's Cup
Second Prize .... 30 day comp at the theatre
Third Prize .... $5.00 Mdse., Costello & Duffy
Fourth Prize .... $3.00 cash

Event No. 8—DEVIL'S DIVE (Women)
First Prize .... Cup, Reliable Auto Co.
Second Prize .... 30 day comp for the theatre
Third Prize .... Box of Candy, Guzzie's Confectionery

Event No. 9—HELL'S DIVE (Men)
First Prize .... Cup, Ashman & Bausano
Second Prize .... Pair of Skis, Parchen Hardware
Third Prize .... 30 day comp to theatre
Fourth Prize .... $1.00 cash

Main Event—EXPERT JUMPING, "A" Class
First, Second and Third Prizes .... Cups Given by the Club
Fourth Prize .... One Pair Expert Jumping Skis
       Given by Northland Ski Co.

Winners of Main Event will have name engraved on the N. W. I
Inspirational Cup.

NOTE: Expense allowance not to exceed $15.00 each to the
first ten registered jumpers placing in the "A" Class Expert
Jumping Event.

—JUDGES—

Bert La Freniere   **J. C. Beeson**   **Toralv Follestad**
Yakima   Cle Elum   Norway

Marshal of the Day - - - - - **Mr. Ed Lanigan**

General Rules

1. No entrance fee charged in any event.
2. No trial runs allowed except in "A" Class jumping.
3. All Class "A" jumpers must be registered with the club by Saturday, February 15th.
4. Club not responsible for any accidents on the course.

Points in Jumping

1. Distance counts one point per foot.
2. 20 points for perfect form.
3. 15 points lost for one hand touching.
4. 30 points lost for both hands touching.
5. 30 points lost for falling.
6. Two falls disqualifies for "A" Class.
   One trial jump allowed for "A" Class.
   Two scoring jumps combined for total count.

The two J. C. Penney cups, Costello & Duffy cup, Business Men's
cup, Ashman & Bausano's cup, and the N. W. I. cup
must not go out of the community.

In case the cup is won by a resident it may be held by the winner until Thanksgiving of the following year, then the cup must be returned to the Cle Elum Ski Club. The name of the winner will be engraved each year.

IMPORTANT NOTICE
SANDWICHES, 15¢
COFFEE, 10¢   - - -   LEMONADE, 10¢
DOUGHNUTS, 3 FOR 10¢

NOTE: Cups to be awarded at the theatre at 6:30 before the regular show. William Boyd in "HIS FIRST COMMAND"
All Sound—Talking—Musical Show—with Technicolor Scenes.

Attend the Bigger and Better Ski Tournament at Cle Elum — February 15th, 1931.
Miner-Echo Pub. Co.

Courtesy of Maybo family

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[36] Litchfield, "When the World Came to Cle Elum," *NKC Tribune*, February 16, 2012 (page A10); Bresko Collection; "Cascade Car Ferry Sought by Merchants, *The Miner-Echo,* February 21, 1939.

Getting people from town to the course site has been a problem since the first tournament. The long hike uphill was too great to draw large crowds. A road was built in 1929 to the top of the hill, "and for the past two years caterpillar tractors have fought doggedly but unsuccessfully to transport the spectators thru snow banks that piles up three to six feet or more on the hillsides. The caterpillar transportation came within an ace of succeeding [in 1930], scaling the hill easily on the day previous to the tournament, but a chinook wind with its accompanying thaw caused the bottom to fall out of the road during the night and the next day the war tank of peace failed."

Tractor-pulled sled taking spectators, provided by M.C. Miller Lumber Company, on roads built from town to the top of the hill. Soft snow made the road collapse at least one year. Courtesy of the Maybo family.

The 1930 Cle Elum Tournament was an exciting one and helped to put the ski area on the map. 3,000 people were at the Cle Elum hill, "one of the few natural courses on the coast and what skiers and spectators alike acclaim will be the greatest ski course in the Pacific Northwest." Olaf Locken of Conway leaped 165 feet in a special exhibition held as part of the tournament, thrilling

3,000 "intrepid spectators (who trudged up the snowy mountainside to the event)." Locken, "the man with the nerve of a government mule, mounted to the very top of the 50 foot runway made perilous by the chinook melted snows, and gained a momentum which zipped him off the jump like a bullet and projected him out into space for a total of 165 feet, the longest jump make in the Pacific Northwest this year." However, the event was won by Howard Dalsbo of Seattle with a jump of 130 1/2 feet, since points are given in jumping on both distance and form, and Dalsbo's "form and general ability brought up his point score." Locken was only able to win third place with a jump of 134 feet in the contest. Fred Zevert, a 19 year old from Cle Elum, who made the first jump of the tournament, thrilled the crowd by jumping 145 feet, although he fell at the end. The jump "assures the boy as a real contender for honors in the Class A next year." The front page of the Seattle Times on February 18, 1930, carried a picture of Dalsbo flying off the jump, saying "Yippee! He's up in the air and going places!" The caption said "The youth's poise and grace, coupled with some classy leaping, enabled him to outdistance the field" in the most successful [tournament] of any ever staged at the mining town just over the Cascades from Seattle." Ivan Finsberg of Cle Elum jumped 150 feet, the longest jump in the contest. J.C. Beeson of Cle Elum managed the tournament and was chief judge.

There were 11 events in the 1930 tournament, and the Bresko Collection has a list of the winners of each event and the prizes they received. The first three competitors in the main event, the A Class Expert Jumping, received a cup, and the fourth place finisher received expert jumping skis donated by the Northland Ski Co.

Olaf Locken, "the man with the nerves of a government mule...gained momentum which zipped him off the jump like a bullet and projected him out into space for a total of 165 feet, the longest jump made in the Northwest this year." However, the Class A Jumping event was won by

Howard Dalsbo with a jump of 130 1/2 feet, based on form points; Ole Helge of Norway was second, jumping 118 ½ feet; and Olaf Locken was third, jumping 134 feet. Hans-Otto Giese from the University of Washington "who has been adopted as an annual visitor, has become a general favorite." Other tournament events, which were held in the morning, included the Rocky Run race (Boys under 15); Camel's Hump race (Boys under 15); Girls Gliding Contest (Girls Under 15); Amateur Jumping, Class C (Boys Under 15); Ladies Gliding Contest; Rocky Run (Men); Amateur Jumping B Class; Devil's Dive (Women); and Hell's Dive (Men).[37]

"Yippee! He's Up in the Air and Going Places." Howard Dalsbo
in the middle of his winning jump at the 1930 Tournament.
Courtesy of the Maybo family.

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[37] "Ski Course Sets New Mark For 1930," *Cle Elum Miner-Echo*, February 21, 1930; Litchfield, "When the World Came to Cle Elum," *NKC Tribune*, February 16, 2012; Wormington, *The Ski Race,* pages 325, 326*; "Underground Route to Ski Tournament Proves Practical, Cle Elum Offers Visitors Two-In-One Attraction, Crowd Will Go Under Instead of Over Snow Barrier," & "Improving Big Hill for Distance Leaps," The Miner-Echo,* February 6, 1931.

On November 30, 1930, Bresko helped to organize the Pacific Northwest Ski Association (PNSA), with 17 other representatives of six ski clubs representing the Cle Elum Ski Club, the Seattle Ski Club, and the Leavenworth Ski Club. The clubs banded together to sponsor regional jumping and cross-country competitions, to coordinate calendars, and to keep competition at a high quality. It's mission was to promote skiing and ski competitions in the Northwest, and for "each club …to assist each other – to the very vital end that skiing be encouraged for the youth of the Northwest, and that it be developed as part of the winter sports program designed to bring folk here from all the world." The PNSA pioneered the testing of and establishment of standards for ski instructors, became the official regional organization for the National Ski Association to promote sanctioned ski competition in the Northwest according to NSA and FIS rules.[38]

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[38] Galvin, *Ski Racing and the PNSA, 1930s to the '50s*, Sahalie Historical Note #17.

CASCADE SKI CLUB, Inc.

Affiliated with
U. S. Western Amateur Ski Ass'n

Post Office Box 146
PORTLAND, OREGON

November 10, 1930.

To Mr. J. C. Beeson,
   First National Bank of Cle Elum,
    Cle Elum, Wash.

Dear Mr. Beeson: Having now received favorable replies
from the six principal clubs concerned on the matter
of formation of a Northwest association of Ski clubs,
I have been authorized by our board of directors to
invite representatives of the Cle Elum club, and we hope
you will be among them, to attend an organization meeting
in this city on Sunday, November 23.
   You will note I have acted on your suggestion that we
meet here as the most central location, in putting forth
plans for the meeting. In order to save a bit of labor
on correspondence I have prepared copies of our suggested
program, together with other information, which I am mail-
ing with these invitations to the various club officials.
   I know, from the interest you have heretofore display-
ed, that your club will be represented. It is vital, of
course, that each one of the six be in attendance.
   Won't you please let me hear from you, by the end of
this week, if possible, on acceptance of the date and
the names of your party? We set the earliest possible
date so you fellows from east of the Cascades could
drive through, as you suggested.

Sincerely Yours,
Fred H. McNeil.
Fred H. McNeil,
Secretary.

Courtesy of the Maybo family.

C. 1931 - MULTIPLE JUMPING TOURNAMENTS

The winter of 1931 was an exciting one for skiers and followers of the sport. Three major

local jumping competitions were held that winter, the first at Leavenworth on January 25, the second

in Cle Elum on February 15, and the third on Snoqualmie Summit on March 1.

The Cle Elum Ski Club produced a calendar for the 1931 season which had the picture of Howard Dalbo's winning jump from the 1930 tournament on it. The owner of The Prompt Printery in Yakima wrote the ski club on January 9, 1930, thanking them for the calender, noting "I was surprised to see my big face up there in the corner of the judge's stand. It sure reminded me that the time is not far off for the big annual event and we will have to start thinking about it soon. About this time of year I get to itching to get out on skis and have a lot of fun but we don't get much of a chance down here."

Cascade Tournament on Mount Hood

Over 10,000 spectators attended the Cascade Ski Club's 1931 tournament. Cars were "parked for five miles along the highway, and over 1,00 cars were turned back because of lack of parking space." Seattle area skiers Howard Dalsbo, Ivan Finberg and Olaf Lockan competed, with Locken winning third place in the Class A event. The PNSA awarded Cle Elum the right to host the Pacific Northwestern National Tournament the next year. Three of Portland's best jumpers would compete at Cle Elum later in the year.

Leavenworth Tournament

At the Leavenworth tournament in January 1931, " the skiing talent of the Northwest assembled for the first of a rapidly increasing series of ski meets." However, soft snow affected the jumping contest and no records were established. A picture of a jumper high in the air in the Seattle Times of January 27, 1931, had a caption reading:

> Soft snow slowed the jumps at Leavenworth Sunday...but there was no absence of thrills as witness the well-nigh perfect jump of Nordhal Kaldal of Vancouver, B.C., as he was stopped by a Times staff photographer. Kaldal jumped 116 feet - not a great distance as measured by the best in skiing, but notable considering the conditions. Next on the list of meets is the Cle

Elum tournament February 15.[39]

Cle Elum Tournament - Ride Through a Coal Mine to Reach the Course

The second tournament at Cle Elum, offered exciting new developments. Given the success of the 1930 tournament, and the large crowds it attracted, the organizers realized they had to do something to provide better and safer access to the jumping site. The official invitation from the Cle Elum Ski Club described the novel approach they developed.

> The transportation which is called Two in One - a ride on the electric tramway through two long-tunnels of the coal mine. This will bring you to within one-half hours walk of the Ski Course or Lodge. You will be able to see the coal on both sides of the tramway through the tunnels. There is no gas or loose rock through this mine. The transportation will be $1.00 from the Railroad station - round trip. 50 cents admission to Ski tournament. Those who walk up will be charged admission of 50 cents - children 25 cents. There are various other events besides jumping - something you don't get on other ski courses. Over 5,000 people attended last years Ski Tournament and a larger crowd is expected this year. A special train from Yakima and a special from Tacoma & Seattle is expected.

A 2012 article in the *NKC Tribune* said "[t]heir solution was in-genius."

> Working with General Superintendent of the Mines, Thomas Murphy, they crafted a route through No. 7's one and three-quarter mile mine tunnel up the mountainside. Spectators would load into the mine cars and then onto tractor-pulled sleds for the last half mile up to the hill.

> There was an obvious risk pulling civilians through the low clearance mine tunnel, so the club purchased a $100 insurance policy (just in case) and billed the tournament as a two-for-one event. "Here's your chance to ride through a real mine and see world class ski jumping," they said, and the hype worked.

M.C. Miller Lumber Company provided the tractor-pulled sled used to complete the journey. The novel way to get spectators to the Summit Ski Club course, using an underground railroad through the Number 7 coal mine, was tested before the tournament, and the trip took 10 minutes. "The crowd behaved, nobody stood up and got their heads beamed against the 'low roof,' and the party arrived safe

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[39] "Reaching for the Skiing Moon," *Seattle Times*, January 27, 1931 (page 10).

and sound on the upper end." [40]

Ski Tournament
WINTER CARNIVAL
Cle Elum · Sunday · February 15
Eighth Annual Tournament—Cle Elum Ski Club

Spectacular ride through parts of
two coal mines to ski course by electric tram.

Special Northern Pacific Train to Cle Elum—
Lv. Seattle 7:30 a. m.   Ar. Cle Elum 10:45 a. m.
Lv. Cle Elum 5:30 p. m.
ROUND TRIP FARE $3.50
From King Street Station

Reserve Your Tickets Now at any Northern Pacific office

Northern Pacific Railway

Seattle Times, February 13, 1931 (page 15)

The invitation from the Cle Elum Ski Club said it was the first "to organize and give the first tournament in the Pacific Northwest," and was giving its 8th Annual Ski Tournament on February 15, 1931. The organizers had improved the jumping conditions, as the ski jump tower had been increased in height by twenty feet for the 1931 event. "Due to the improvement of the big hill over 200 feet is

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[40] Cle Elum Ski Club invitation to 1931 Tournament, Bresko Collection; Lichfield, "When the World Came to Cle Elum," *NKC Tribune*, February 16, 2012 (page A10).

expected." Over $300 worth of prizes would be given away. The Cle Elum Ski Club held the Pacific Northwest ski jump record of 165 feet, made last year by Olaf Lochen of Conway, who would be competing again. Fred Finkenhager of the Vancouver Ski Club from British Columbia, would be competing. Oranges, candy cigarettes, hot dogs, Gold Shield coffee, and other refreshments would be available on the course. Admission for the tournament was controlled by issuing tags that were to be displayed on caps, in lieu of tickets that had been used in prior years. Tickets were problematic since they were put in pockets, and were inconvenient to show. "The gate crashers will be uncomfortably conspicuous next Sunday by the absence of the tag."

The Miner-Echo.

C.A. Lund, founder of the Northland Ski Manufacturing Co. of St. Paul, Minnesota, donated a pair of jumping skis for the tournament. Bresko had requested "as heavy a pair as possible," and the company sent the heaviest pair it had in stock. However, they noted that the best skiers preferred skis weighing around 15 pounds. If a pair of jumping skis weigh more than 16 pounds, they are too heavy. Lund said the ski club's greatest problem had been transportation, but the electric tramway seems to have solved that issue. Since the club improved the hill considerably, jumps of 200 feet could be possible.[41]

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[41] Northland Ski Manufacturing Co. letter to John Bresko, January 28, 1931, in Bresko collection.

The State Highway Department kept Snoqualmie Pass open in the winter of 1931, for the first time, in spite of heavy snows, thanks to new augur plows with "easy shift, permitting the pilot to throw the snow to either side of the highway." Two of the plows were stationed at Snoqualmie Summit, and one is at Hyak and Easton. "The greatest difficulty on this beat is found in clearing away the drifts caused by the winds around Lake Keechelus...These mechanical snow shovelers have paved a boulevard of marble white to greet the ski folks monitoring over for the Tournament next Sunday."[42]

The Miner-Echo of February 6, 1931, announced "Underground Route to Ski Tournament Proves Practical, Cle Elum Offers Visitors Two-In-One Attraction, Crowd Will Go Under Instead of Over Snow Barrier." "A trip through a coal mine to see a ski tournament sounds like a fairy tale line that is exactly what is in the cards for the ski fans who come to Cle Elum." Getting people from town to the course site has been a problem since the first tournament." The long hike uphill was too great to draw large crowds. The solution for the prior two years was to use a caterpillar tractor to haul spectators to from the town to the top of the hill on a road built for that purpose through snow banks that can be three to six feet high had not worked well, as warm weather made the road impassable. This problem had been resolved for the 1931 tournament. "Underground Railroad Solves Vexing Problem," as the general manager of the Northwest Improvement Co. came up with "a carefully worked out plan for the underground route." The tunnel through the coal mine ran uphill, opening near the crest of the hill where the coal vein outcrops. For the tournament, the cars operating in the tunnel were covered with heavy canvas carpeting "so as not to get the natty ski costumes of the ski beauties smudged." The underground route took people to the top near the summit in less than 10

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[42] "Keeping Pass Open in Mid-Winter," *Cle Elum Miner-Echo*, undated, in Bresko collection.

minutes. "It is an easy 30 minutes along the crest of the hill from the electric railway to the Cle Elum club lodge where the events will take place." Two special trains were scheduled for the tournament by the Northern Pacific Railroad, one from Yakima and the other from Seattle, charging the lowest far ever given. The Seattle special would leave Seattle at 7:30 am and arrive in Cle Elum at 10:30 a.m. The Ellensburg Special would leave Ellensburg at 8:00 am and arrive in Cle Elum at 10:00 a.m.

The paper advised spectators about how to dress for the tournament. Footwear was the chief consideration. "Do not wear dress shoes and rubbers." Wear hiking boots or a good pair of galoshes. Ladies should wear trousers or short street skirts. A tam or toque will do for head gear "that is not too good a target for a snowball." A sweater or cruiser coat completes the outfit.

The Cle Elum hill had been improved for the tournament. Revamping of the course had been going on all fall "blasting away the tower part of the hill to form a perfect curve for the runway to assist the skier to alight without falling." The height of the tower was increased by extending it back 30 feet at the 45 degree pitch, increasing its vertical elevation by 30 feet, giving jumpers increased momentum down the incline. The distance from the takeoff to the bottom of the hill was 352 feet. That year's tournament would feature more jumpers than before from all over the Northwest, which with the modifications made to the jumping hill, could lead to a new record being set.[43]

Excitement grew as a headline in the *Seattle Times* of February 14, 1931, announced "Fast Snow for Cle Elum Ski Tournament Tomorrow." The course was "the fastest it has ever been," according to Ivan Finsberg, champion ski jumper, after trying out the improved course. There is no doubt that jumps of 200 feet or better will be recorded, exceeding the 165 foot course record. Special

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[43] *"Underground Route to Ski Tournament Proves Practical, Cle Elum Offers Visitors Two-In-One Attraction, Crowd Will Go Under Instead of Over Snow Barrier," & "Improving Big Hill for Distance Leaps," The Miner-Echo,* February 6, 1931.

arrangements had been made to carry spectators to the summit of the hill by electric tram along a

beautiful, scenic route and through a coal mine, and special Northern Pacific trains will operate.[44]

The Friday before the tournament, the *Seattle Post Intelligencer* announced "200-Foot Ski

Jumps Due on East Course," adding to the excitement. Ivan Finsberg, "champion ski jumper" from

Kent, after practicing on the improved course for Sunday's tournament, said "the Cle Elum ski course

is the fastest it has ever been. This is the fastest snow I ever saw. There is no doubt but that jumps

of 200 feet or better will be recorded Sunday." The jump had been improved by raising the take-off

and lengthening the slide, so the course record of 167 feet would likely be broken. "It is expected that

a large crowd of fans from Seattle will attend the meet," going by a special Northern Pacific train

leaving Seattle at 7:30 am and returning from Cle Elum at 5:30 pm. "Special arrangements have been

made to carry spectators to the summit of the hill by electric tram. This ride will take them along a

beautiful, scenic route and through parts of two coal mines.

At the banquet the night before the tournament, D.L. Motteler, president of the Leavenworth

Ski Club, said that other clubs looked upon the Cle Elum tournament as the "Mother of Ski Events

in the Northwest."[45]

The Tournament held on February 15, 1931, was a huge success. A crowd of 5,000 rode the

mine tramway and climbed the Big Hill to attend the Eighth Annual Ski Tournament.

> Cars loaded with ski fans began arriving as early as 9 o'clock in the morning and by 10
> o'clock parking space in the business section was at a premium. The stream was augmented
> by the arrival of the Seattle special of seven coaches and another from Yakima. Gaudily
> dressed in the bright colors of winter sports garb and wearing high topped hiking boots, they

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[44] "Fast Snow for Cle Elum Ski Tournament Tomorrow," *Seattle Times*, February 14, 1931 (page 8).

[45] "Crowd of 5,000 Attend 8th Annual Cle Elum Ski Tournament Sun," Cle Elum *Miner-Echo*, February 20, 1931.

formed a picturesque crowd of merrymakers, as they milled about the improvised bus depot on First street and piled into trucks that carried them to the electric tramway at the mines.[46]

The Miner-Echo of Feb 20, 1931, announced," Crowd of 5,000 Attend 8th Annual Cle Elum Ski Tournament Sun."

> Over 5,000 spectators converged for Cle Elum's 8th Annual Ski Tournament. Seven passenger trains filled with ski fans arrived from Seattle and another came from Yakima. Some drove over Snoqualmie Pass - the first time ever the pass had been opened for winter travel. And for the first time ever, downtown Cle Elum had a winter traffic jam with the Autorest, Liberty and Ritz Cafes trying to keep up with the crowds.

Refreshments were served at the Ski Club's new two story open-faced lodge that had a 45 foot counter and a a long shed 12'x100' with tables and six stoves to prepare food. Spectators cradled their hot dogs and hot chocolate trying to stay warm in the blinding snowstorm that obscured the jump.[47]

In a blinding snowstorm that obscured the runway, and landing in heavy wet snow on the end-run, John Elvrum of Portland jumped 128 feet to win the Class A event. Olaf Locken of Leavenworth, who had set the course record the prior year, was second with a jump of 118 feet. Martin Alberg of Leavenworth was third with a jump of 112 feet. One mishap marred the day. Although all passengers riding the tram through the mine were warned to keep down, one lady "from the west side stood up while passing through the tunnel and received a scalp would. The would proved to be not serious. The lady was taken to the hospital and the wound dressed, and was able to drive home in an automobile over Snoqualmie Pass."[48]

The Seattle Times of February 16, 1931, carried a picture of John Elvrum flying through the

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[46] Wormington, *The Ski Race,* page 326.

[47] "Crowd of 5,000 Attend 8th Annual Cle Elum Ski Tournament Sun," Cle Elum *Miner-Echo*, February 20, 1931; "When the World Came to Cle Elum," *NKC Tribune*, February 16, 2012 (page A10).

[48] Wormington, *The Ski Race,* page 326, 327.

air off the jump, winning the tournament, saying "He didn't jump far ...but plenty high. Elvrum jumped 128 feet, not far as distances go, but a beautiful leap as jumps are judged. He will also enter the Olympic tryouts at Snoqualmie March 1." Seven northwest ski clubs competed in the tournament, which was watched by 3,000 spectators in spite of steady snowfall.[49]

John Elvrum, 1931. Courtesy of the Maybo family.

After the 1931 meet, Bresko received a letter from the Secretary of the National Ski Association commenting on the bad weather at the tournament. He was sorry to hear that a "snow storm had to raise havoc with your meet...I am sure that even though the storm did hinder the skiers you must have enjoyed a fine crowd." He complimented the Cle Elum Miner Echo for its special ski edition published for the tournament. John Elvrum wrote Bresko saying the tournament at Cle Elum "was the most wonderful trip I had this season. It satisfied my curious mind what Cle Elum is what

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[49] *The Miner-Echo*, February 20, 1931; "John Elvrum is High Point Man in Ski Tourney," *Seattle Times,* February 16, 1931 (page 15)

they had to offer our sport and I am thoroughly satisfied that Cle Elum can be made one of the best

centers of our ski sport in the Northwest."[50]

Snoqualmie Summit Tournament

The third and biggest tournament of the winter of 1931, held on March 1, occurred at

Snoqualmie Summit, as it was the Northwest tryout for the 1932 Olympic Games. The Seattle Times

of February 22, 1931, announced *Seventy Expert Skiers to Vie in Snoqualmie Meet - Leading Stick*

Stars of West to be Present.

> It will be a great day for Northwest skiing when the Seattle Ski Club stages its annual tournament and Olympic Winter Games tryouts at Snoqualmie Pass...Never before has the snow sport received this impetus and boost that it will get when seventy or more of the foremost stars of Western Canada and the Pacific Northwest gather in the Cascades before an expected crowd of between 8,000 and 10,000 persons.

The competition included cross country skiing and jumping.

> The program will begin at 9 o'clock with a grueling cross country race over a ten-mile course, stretching from the Summit at Snoqualmie to the vicinity of Source Lake, and return. Over a broken track, winding through woods and open stretches under snow-laden trees and cliffs, the participants will race to select the Northwest representative in Olympic competitors next winter...
>
> For those who thrill to the whistle of slippery skis flying through the air at mile-a-minute speeds, there will be the spectacular ski jumping exhibition on the tournament hill at 1 o'clock.
>
> Northwest ski enthusiasts are particularly fortunate in having in their midst an organization such as the Seattle Ski Club for the purpose of furthering ski jumping. Conceived and originated here by a small band of Norwegian experts, many of whom before coming to Seattle had a hung up enviable records in Europe, and joined by many native skiers, the club has fostered the idea of developing the idea of developing a permanent and annual exhibition at Snoqualmie Pass.

The Seattle Ski Club was originated by a "small band of Norwegian experts, many of whom, before

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[50] Letters of February 23, 1931 and April 9, 1931, Bresko collection.

coming to Seattle, had hung up enviable records in Europe, and joined by many native skiers, the club has fostered the idea of developing a permanent and annual exhibition at Snoqualmie Pass." The Champion of Canada would participate along with 20 jumpers from British Canada, and other jumpers from Portland, including the Northwest champion. Eastern Washington was represented by the Leavenworth Winter Sports Club and the Cle Elum Ski Club. The Milwaukee railroad would run a special train leaving Seattle at 9:00 am. The highway department planned to provide parking for the thousands of cars that were expected. "From the Summit to the tournament hill is a short hike of less than a mile, and although the trail is not difficult or steep, spectators are warned against wearing low shoes or oxfords in the snow." John Elvrum of Portland won the jumping event at the Seattle Ski Club tournament at Snoqualmie Summit on Sunday, March 1. A crowd of 10,000 was on hand for the cross-country ski race on Saturday.[51]

Fall 1931 - Bresko Plans a New Bigger Ski Jump

After the 1931 tournament, John Bresko vowed to make the Cle Elum jump bigger and better. Bresko had been appointed to the 1932 Winter Olympic Finance Committee for the first winter Olympics to be held in the United States, at Lake Placid, New York, and knew the kind of competition U.S. jumpers would face. He was concerned about the jump's potentially dangerous landing, and brought in veteran skier, John Anderson, who helped the ski club design a new jump that was recontoured with timber scaffolding. A site was selected on the main ridge north of town between Cle Elum and the Teanaway, near the ski club's lodge. The incline of the jump dropped into a canyon going into the Teanaway Valley. Many people donated their time to build this "masterpiece

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[51] "Seventy Expert Skiers to Vie in Snoqualmie Meet - Leading Stick Stars of West to be Present," *Seattle Times,* February 22, 1931 (page 16); " John Elvrum Leaps 180 Feet At Summit Sun," *Cle Elum Miner-Echo*, March 6, 1931.

of engineering that made this last jump so famous. Jumpers came from all over the country to try their luck here." The ski jumps later built at Spokane and Hyak were patterned from the Cle Elum blueprints. John Bresko supervised its construction. The jump was built out of lumber. The tower stood at a 46 degree angle, and it was 117 ½ feet from the take off to the flat.[52]

By the fall of 1931, Cle Elum Ski Club members were working hard on the ski hill to "make it the most stupendous incline of the Cascades and possibly the entire world." Much work was necessary, as the Cle Elum Ski Club was hosting the Pacific Northwest National Ski Tournament in 1932. Dynamite was used to blast away a huge amount of rock on the course, and a new 75-foot tower was erected with 292 feet of vertical drop and a 46 degree ramp. The upper portion of the landing was on an elevated scaffolding using timber from the site, and contoured to match the flight of the jumpers. The work cost $5,000, which was largely donated by Cle Elum merchants, an amount that would be worth $75,000 in today's money. The Brekso Collection has invoices for the materials purchased to build the ski jump. The result was a huge new ski jump that impressed sportswriters, spectators and the jumpers themselves.[53]

> In late November of 1931, Bresko led a group of men up the ridge behind downtown Cle Elum. With two feet of snow on the level and four on the hill, they may have snowshoed up the steep road at the end of Columbia Ave., heading some two or so miles to the top of the ridge. The group finally arrived at a huge bowl-shaped skiing area, mostly shaped by nature and fine-tuned by men. That summer a crew and a team of horses had blasted away rock and smoothed and leveled out the lower part of the course. Towering above the bowl - a giant ski jump tower and landing stretching 600 feet down the hill. Bresko's guests from the Northwestern Pacific National Ski Association were speechless. What had been a mediocre ski jump hill was now so perfect, they struggled to find words to describe it. For a few short years, this jump was the biggest and baddest in the west and maybe even the whole world, and

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[52] John Butkovich, "Special Interest," Cle Elum Ski Club, article in the Bresko collection; *Miner-Echo*, February 12, 1932.

[53] Litchfield, "When the World Came to Cle Elum," *NKC Tribune*, February 16, 2012 (page A10).

the much of the credit goes to one man - John Bresko.[54]
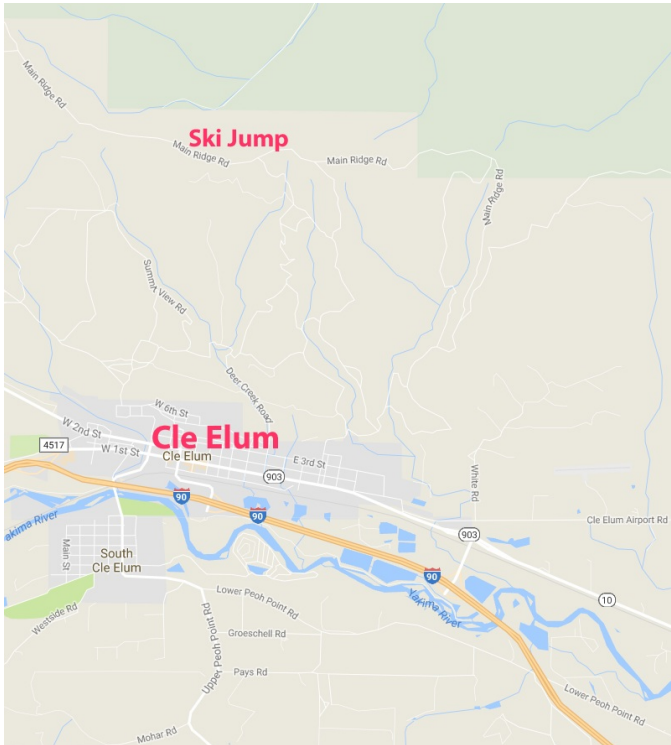
Author near site of Cle Elum Ski Club jump, summer 2015.

In addition to inspecting the new ski jump, the route for the five mile course for the cross-country race for the 1932 tournament was laid out by the PNSA representatives and Cle Elum Ski Club members, including John Bresko, J.C. Beeson and John Koester. It would be the best in the northwest as the racers would be visible to spectators around half of the time, from when they would go round the crest of the Cle Elum ridge, come back into view as they rounded into the open course, then doubling back.[55]

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54   Linchfield, "When the World Came to Cle Elum," *NKC Tribune*, February 16, 2012 (page A10).

55   *Cle Elum Miner-Echo*, November 27, 1931.

Courtesy of the Maybo family.

BACK VIEW OF THE 80 FOOT TOWER
WITH A 46 DEGREE SLOPE.
ON OUR $5.000 SKI HILL.

Courtesy of the Maybo family.

Courtesy of the Maybo family.

New jump. Courtesy of Maybo family.

Courtesy of the Maybo family.

Courtesy of the Maybo family.

In the fall of 1931, the Seattle Ski Club opened its new three-story clubhouse at Snoqualmie Pass, that had a "steeply pitched roof sheer enough to edge off the heavy winter snow...to afford sleeping and lounging accommodations for many." Its first floor, a basement that would be buried by snow during the winter, had private rooms and a men's lounge built around a fireplace. The second floor had a huge recreation room that could be converted to a dining room, a huge stone fireplace, a large kitchen, and private rooms. The kitchen was "large enough to cook food for all the regiments of mountain men who work up appetites on the cross-country loop and the jumping hills." The third floor had sleeping quarters that will sleep 200 men.[56]

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[56] "Clubhouse Opens Next Sunday, Ceremonies Planned at Dedication," *Seattle Times*, October 11, 1931 (page 20); "Ski Group Grows; So Does its Home," *Seattle Times*, October 15, 1931 (page 27).

D. 1932 - THREE TOURNAMENTS - FIRST ON CLE ELUM'S NEW JUMP

In 1932, there were again three jumping competitions in the Northwest, all of which got extensive publicity in the Seattle papers. As before, the first event was sponsored by the Seattle Ski Club at Snoqualmie Summit in late January. Since the 1932 Olympic Games were to be held in Lake Placid, New York in February, the events were carefully followed. The Post Office issued a two cent postage stamp in 1932, with a picture of a skier in mid-air to commemorate the 1932 Lake Placid Olympics. The Upper Kittitas County Post Office dispensed the stamp in early February of 1932, as a way to boost Cle Elum's tournament held on February 13.[57]
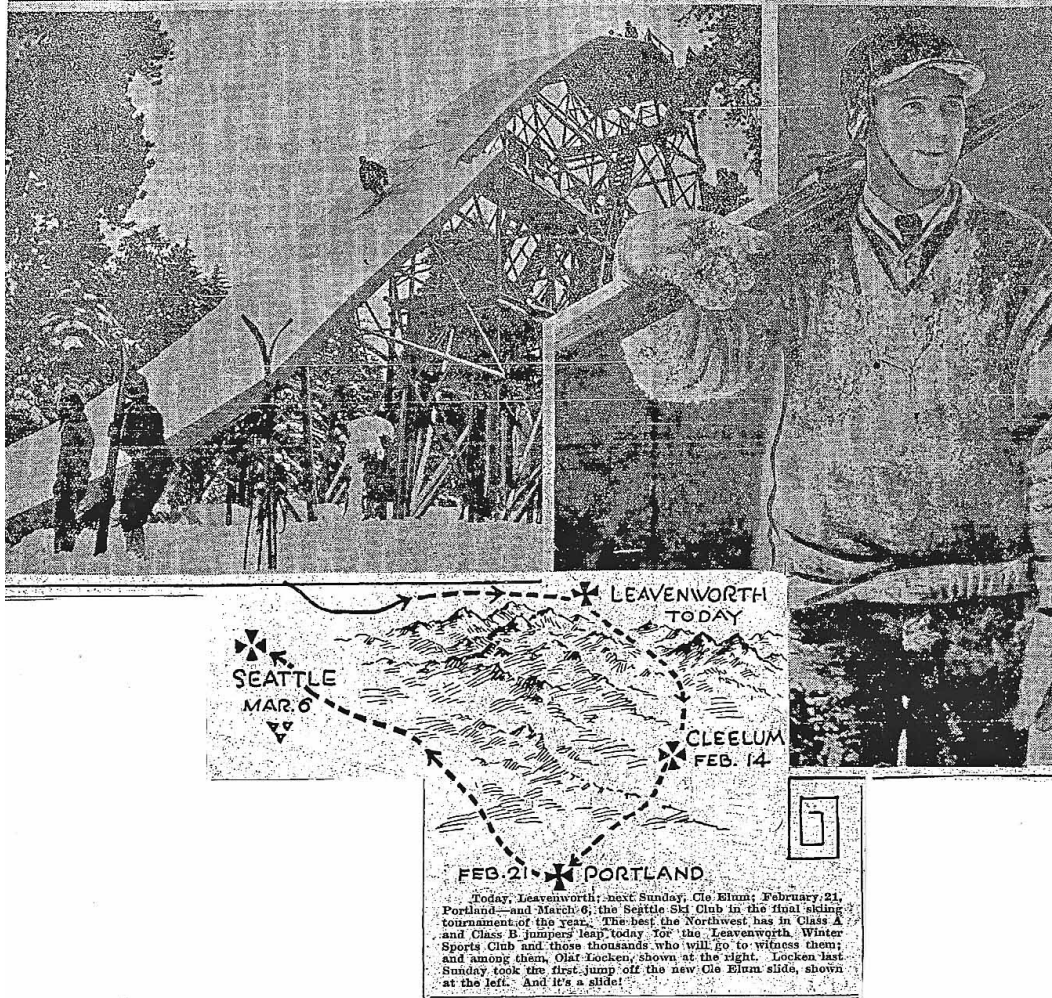
The Lake Tahoe Ski Club held a National Championship Ski Tournament from February 26 - 28, 1932, featuring jumping and cross competition, along with a combined event. The long distance racing included 18 kilometer and a 50 kilometer events, along with a three mile women's cross country event. Ski jumping competitions were held for classes A, B, C and D.

The *Seattle Times* of February 7, 1932, carried a picture of Olav Locken going down the ramp of the "new Cle Elum slide... And it's a slide! The article contained a map of the jumping tournaments in which the "best jumpers in the Northwest" would compete, starting with Leavenworth on February 7, Cle Elum February 14, Portland February 21, and last the Seattle Ski Club tournament at Snoqualmie Summit.

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[57] "When the World Came to Cle Elum," *NKC Tribune*, February 16, 2012 (page A10).

Today, Leavenworth, next Sunday, Cle Elum; February 21, Portland—and March 6, the Seattle Ski Club in the final skiing tournament of the year. The best the Northwest has in Class A and Class B jumpers leap, today for the Leavenworth Winter Sports Club and those thousands who will go to witness them; and among them, Olaf Locken, shown at the right. Locken last Sunday took the first jump off the new Cle Elum slide, shown at the left. And it's a slide!

Olav Locken is shown taking the first jump off Cle Elum's giant new ski jump. Locken is also seen on the right. *Seattle Times,* February 7, 1932 (page 22).

Seattle Ski Club Tournament

Some 27 Class A jumpers signed up for the Seattle Ski Club tournament at Snoqualmie Summit, along with 23 Class B jumpers.

Fifty skiers, all able, some brilliant, is an amazing field. And the fifty and more assured of jumping will represent the greatest array of skiers you probably could find in any one section of the United States, which is not at all ballyhoo, as folks will learn Saturday when they see them jump. They seem to flock to the Washington country. They were indulging in sardonic chuckles at the expense of Lake Placid, New York, scene of the Winter Olympic games, if

they get any snow. "Why don't they come out here" the skiers demanded. Here they know they can have snow within easy riding distance of Seattle." There was no fear the highway to the Summit would be in anything than its ordinary perfect shape. Crisp surface, clear sky ahead - and jumps from the Class A hill were certain to pass 200 feet, as though it were a nudge.

Olaf Locken, representing the Cle Elum Ski Club, was one of the featured Class A jumpers st the Snoqualmie event.[58]

Leavenworth Winter Ski Club Tournament

Five skiers from the Cle Elum Ski Club entered the Leavenworth tournament in 1932: Olaf Locker and Fred Zevart in Class A, and Pete Marta, Frank Subic and Chester Laurent in Class B. Transportation to the Leavenworth event was provided by the Great Northern Railroad from downtown Seattle, at a cost of $2.50 for a round trip. The Seattle Times said *Leavenworth's Majestic Hill Beckons Skiers.* For the 1932 season, Leavenworth erected a 65 foot tower with three starting platforms and a "well-pitched landing. They'r having beaucoup snow this winter and the slide is fast."[59]

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[58] "50 Skiers Sign for Hill Jump," *Seattle Times*, January 15, 1932 (page 23).

[59] "Leavenworth's Majestic Hill Beckons Skiers," *Seattle Times*, February 7, 1932 (page 22).

The 1932 annual Leavenworth tournament featured jumping but not cross-country skiing. Two former national champions competed, Sigurd Hansen of Ione, national champion of 1912 - 1913, and Carl Solberg of Ellensberg, national champion in 1914-1915. Kaldahl and Elvrum were expected to compete for the jumping title, as 'the always turn out when another club asks them, they take the hill, no matter what the weather or the pitch." However, "fast running Ole Tverdal of the Seattle Ski Club loomed as a threat," as he had won the special jumping event at Portland two weeks before 'with almost perfect form and diving grace.' For the second year in a row, Kaldahl won the 1932 Leavenworth tournament with a long jump of 124 feet. John Elvrum competed "to fight it out with

Nordal Kaldahl who defeated him before," in spite of his injuries, but fell doing a 126 foot jump as he once again out-jumped the hill. Harold Belsvik was second, Helge Sather of Leavenworth was third, and Fred Finkenhagen of Vancouver, B.C. was fourth. Elvrum vowed to compete at Cle Elum, even though other jumpers said he had no business jumping.[60]

Ken Binns, the Seattle Times ski writer, published an article from Leavenworth describing ski jumping: "Riders of the wind are the daring ski jumpers who shoot out into space over glistening, snow-clad hills at 79 miles an hour - Washington's fastest growing winter sport." Binns described the ski jumping event at the 1928 St. Moritz Olympic games, where the hill was designed for 200 foot jumps. Norwegian jumpers criticized the design, saying they would over-jump the hill using new aero-dynamic jumping techniques. Their claim was denied by Olympic officials until Jacob Thane, the 1924 Olympic champion, jumped 243 feet, landed on the all-to-gentle pitch and was thrown to his knees by the impact. Both Nordhal Kaldal and John Elvrum were "outstanding using the new techniques. "Theirs is the fine old ivory of jumping finesse. Their leaps are trim and clean, their presentation to a critical audience of judges, perfect."

> Ski Feud. This Kaldahl-Elvrum ski jumping feud promised to last until John Elvrum, the smooth Portlander, either beats Nordal Kaldahl, the British Columbia ace, or jumps off the edge of the world. Elvrum is down to Kaldahl this year, and he's tumbled himself into a hospital once and almost a second time with his daring leaps in an effort to beat his rival. Such do-or-die rivalry really deserves success, but Kaldahl is a hard lad to beat with his smooth consistency on the tiny ribbons of wood that catapult him to championships.[61]

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[60] "Leavenworth's Ski Meet Calls N.W. Sky-Riders," *Seattle Times*, January 31, 1932 (page 25); "Leavenworth's Majestic Hill Beckons Skiers," *Seattle Times*, February 7, 1932 (page 22); "Elvrum Cracks Again in Clash with Kaldahl," *Seattle Times,* February 8, 1932 (page 10).

[61] "Wings on Your Feet," *Seattle Times*, February 7, 1932 (page 43); "Ski Feud," *Seattle Times*, February 8, 1932 (page 11).

Cle Elum Tournament

The biggest tournament of 1932 was at Cle Elum, since it was the Pacific Northwest Championship. The tournament was an ambitious undertaking for the club, since the Great Depression was hitting the nation very hard. Cle Elum merchants supported the event and nearly every one contributed to the $5,000 raised for the 1932 Tournament. The Cle Elum *Miner-Echo* of Jan 15, 1932, announced "Ski Club Launches Drive For Putting Over Big Show."

The Bresko Collection contains a number of bills for expenses incurred by the Cle Elum Ski Club for the 1932 tournament, as well as telegrams and letters from competitors, ski clubs, and others concerning the event.

Bresko invited the nationally-known jumper Alf Engen to participate in the 1932 tournament. Engen was one of the most accomplished professional jumpers in the country, who was at the time skiing for the Utah Ski Club in Salt Lake. Engen took first in five consecutive ski jumping tournaments, and all jumps were more than 200 feet, his longest being 247 feet at Salt Lake. Engen later was a ski instructor at Sun Valley after that resort opened in 1936. Engen told Bresko if "satisfactory terms" could be made, he could attend the event. "I am a professional and have arranged to jump in several tournaments this winter which offer some very attractive monetary rewards but, should you, however, make an offer which will make it worth my while to come to your city, I shall be very glad to jump upon your hill." It appears the right offer was not made, as Engen was not one of the contestants in 1932. However, after the tournament, on March 11, 1932, Engen sent a telegram to the Cle Elum Ski Club saying "the professional team would like to arrange an exhibition ski jump at your town or nearby, wire collect possibilities and what cooperation we can get." No reply to Engen's inquiry appears in the Bresko collection.

ALF ENGEN, ~20 YEARS OLD, TOOK FIRST IN FIVE CONSECUTIVE SKI JUMPING TOURNAMENTS, ALL OF THE JUMPS BEING MORE THAN 200 FEET! ~HIS BEST JUMP WAS 247 FEET, AT SALT LAKE CITY. ~COPYRIGHT BY EDGREN~

The Secretary of the National Ski Association of America wrote Bresko on January 25, 1932, complimenting him on the "engineering of the layout" of the new ski jump at Cle Elum. Bresko obtained jumping skis from Martin A. Strand Company of New Richmond, Wisc., and Northand Ski Manufacturing Co. of St. Paul, Minn., for the tournament. The Strand Company also donated a pair of light narrow cross-country racing skis. Bresko requested "a pair as heavy as possible" from Northland. The company donated "the heaviest pair we had in stock," saying jumpers prefer skis that weigh 15 pounds, and when jumping skis go beyond 16 pounds, they are too heavy no matter how large the hill. The Company noted that Bresko solved the transportation problem experienced at the previous tournaments by your 'electric tramway," the club had "improved your hill considerably, and

that you expect jumps of 200 ft. to be possible."

Northland Ridge-Top Hickory Skis

A most attractive ski with a gracefully molded top. Beautiful, rich brown walnut finish. Made from the choicest tough, white, straight grained hickory. 6½ ft., 7 ft., 7½ ft., 8 ft.

Northland Ash Skis

A fine, tough, straight grained white ash—quarter sawed. Recommended for good service. Finished attractively in walnut brown with grooved white stripes. 4ft., 5 ft., 5½ ft., 6 ft., 6½ ft., 7 ft., 7½ ft., 8 ft.

Northland Maple Skis

No more attractive wood can be found than the beautiful fine grained, hard white maple used in these skis. Especially good looking in the Northland Walnut brown finish. 4 ft., 5 ft., 5½ ft., 6 ft., 6½ ft., 7 ft., 7½ ft., 8 ft.

Northland Pine Skis

In a rich walnut brown finish. Southern Yellow Pine, quarter sawed. A strong and unusually good wearing pine ski. A winner in popular favor. 4 ft., 5 ft. 5½ ft., 6 ft., 6½ ft., 7 ft.

Northland C Adjustable Ski Bindings

Our most popular binding. Side irons adjustable to fit any width ski boot. Select harness leather and extra heavy rawhide stitched together insured unusual strength and wear. For cross country skiing.

Haug Bindings

A popular imported binding. Fastens on top of ski instead of through mortise. Adjustable to different width ski boots. For cross country skiing but also furnished with jumping attachment shown in cut.

Known

"Ch

For many years, Northland Skis have been the acknowledged l e a d e r in their field. Champion skiers come and go---but for every consecutive year since 1916, the National Ski Tournament winner has won on a pair of Northlands. And, in countless other tournaments held throughout the country, practically every champion has wo Northlands. Only the most select tim is used in their making. Workmen years of experience fashion them. famous designers pattern them. The has been a ski that has definitely pr upheld its superiority.

Northland Champion Toboggan

A beautiful toboggan made from clear white selected hardwood. Three heavy slat runners finished in walnut brown. Extra heavy white cotton rope rail held by stout rawhide loops. For the particular buyer. 4 ft., 5 ft., 6 ft., 7 ft., 8 ft., 9 ft., 10 ft.

Northland Elite Ski Pole

A specially good looking pole. Made from natural brown bamboo. Deep brass ferrule and stout steel ice peg give extra strength. The large rattan snow ring is filled with rawhide. Hand strap of heavy rawhide. Length 4½ ft.

Northland B Expert Ski Bindings

An exceptionally popular binding for jumping as well as cross country skiing. Side irons are held by bolts through mortise in ski. Select, heavy harness leather stitched to extra heavy rawhide gives unusual strength and wearing qualities.
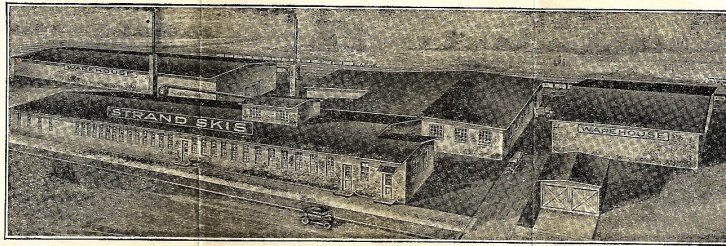
Northland Ski Manufacturing Co. Brochure. Courtesy of the Maybo family.

MARTIN A. STRAND
MANUFACTURER OF
SKIS TOBOGGANS OARS PADDLES ETC.

CAPACITY: ONE PAIR OF SKIS PER MINUTE

THE LARGEST AND ONLY FIRE PROOF
SKI FACTORY IN AMERICA
ESTABLISHED 1896

EVERYONE TELLS ME: "I AM VERY MUCH
PLEASED WITH YOUR GOODS"

NEW RICHMOND, WIS.   Jan. 15, 1932

Mr. John S. Bresko, Pres.
Cle Elum Ski Club, Inc.
Cle Elum, Wash.

Dear Sir:

In response to your esteemed favor of the 11th, we
would be only too glad to donate a pair of Jumping Skis for
your tournament. In case you have a cross country race, I
would also gladly donate a pair of light narrow Cross-country
Racing Skis if you will kindly let me know if you want these.

If you can get in touch with some of the other clubs
in your state and let them know, I would also gladly donate
a pair of Skis for their tournaments, if you will kindly
pass this around to them, and greatly oblige

Yours very truly,

MAS/CD

Courtesy of the Maybo family.

The official letter of invitation from the Cle Elum Ski Club for the 1932 tournament said the second annual ski tournament of the Pacific Northwest Ski Association, which was the ninth annual tournament of the Cle Elum Ski Club, would take place at Cle Elum on February 14, 1932, and will be "the greatest event in winter sports." There will be a strong boxing card on the nite of Feb. 12, and a big dance on Feb. 13.

This Championship Tournament will be the classic ski event of the season in the Northwest where sixty prizes will be awarded in a contest of International Class A and B skiers. There will be a five-mile cross-country race, two miles of which can be viewed by spectators. Ladies' ski gliding contests will be one feature of the program. A fleet of trucks will transport the people to within a forty minutes' walk of the ski course.

YOU ARE CORDIALLY INVITED TO ATTEND. Be sure to wear heavy woolens and boots to be comfortable in snow while watching the spectacular event. Reduced railroad fares on special trains will be allowed by the Northern Pacific Railroad Company...Over four thousand people attended our last year's tournament. You are urged to attend and swell the total to five thousand for this year...

Courtesy of the Maybo family.

SKI
TOURNAMENT
AT
CLE ELUM

The
Giant Hill
of the
Northwest

Amid the
Yellow
Pines
and Firs

Some of the scenes taken at Cle Elum's Winter Playground in the heart of the Cascades.
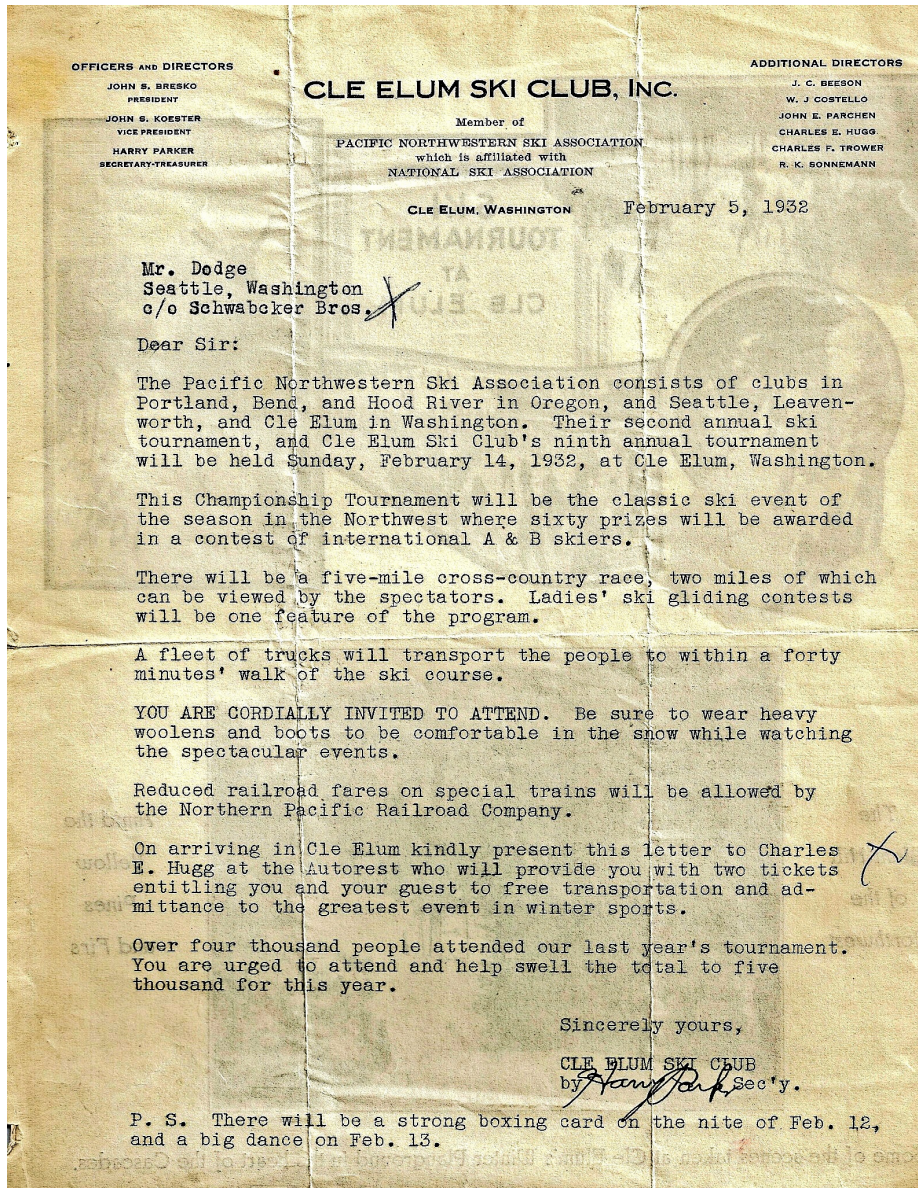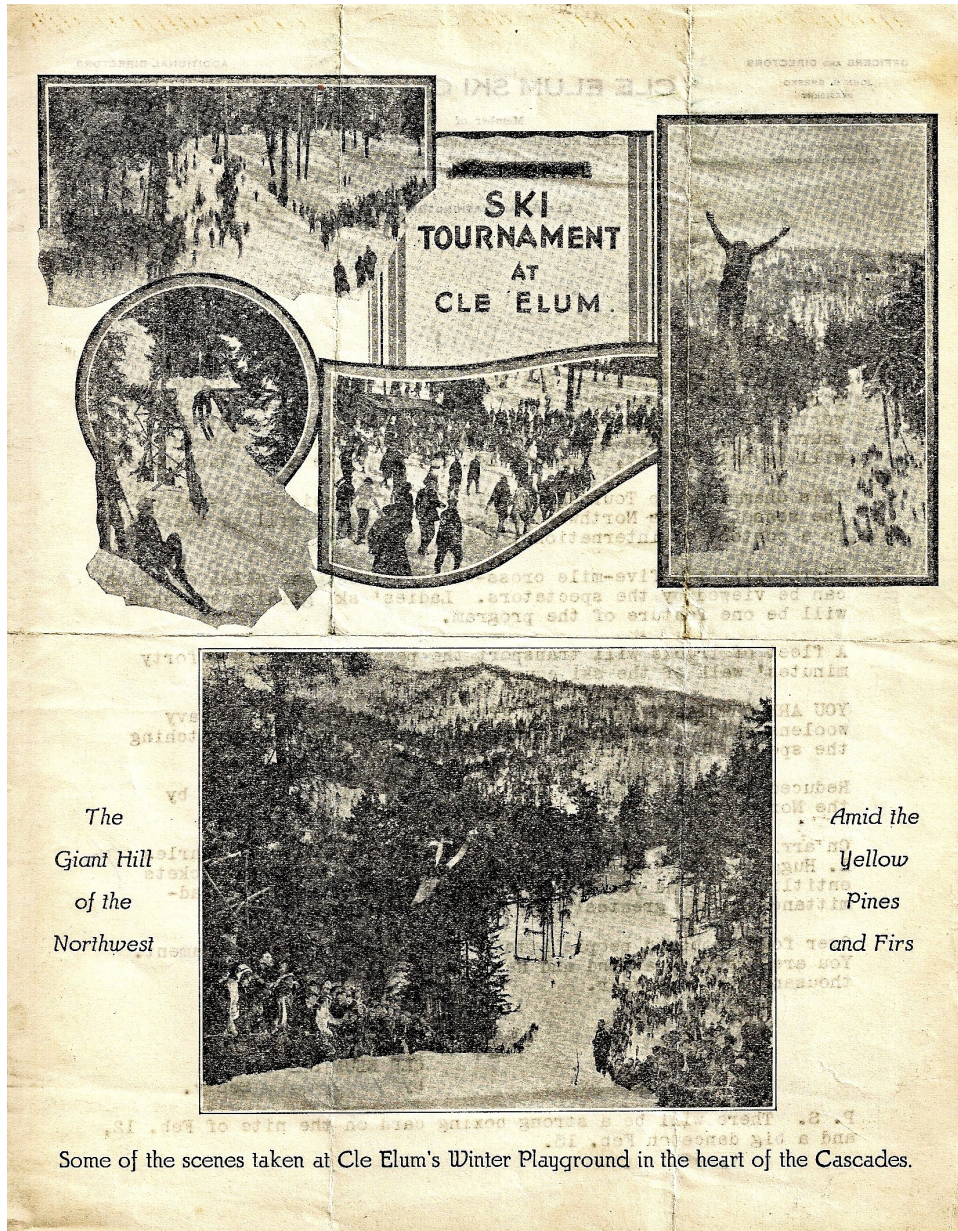
Courtesy of the Maybo family.

On February 11, 1932, the *Seattle Times* said "Cle Elum Hill Has Host Hard at Work on it."

Class A jumpers were making a week of it, practicing on the new big jump.

First, they lengthened that almighty springboard from which they jump - so they could jump further. Then they packed the snow on it. Today they were going to try it out. Tomorrow, they'll try it out again. Saturday its assumed they'll brush up on points of form - and Sunday? Ah-h-h! They'll compete then for the skiing prize they crave the most - the Pacific Northwest championship.

Nordal Kaldal, winner of both the Seattle Ski Club and Leavenworth Winter Sports Club tournaments that year, was practicing on the hill "jabbing ski lengths into the serrated snow that covers Cle Elum's almost perpendicular hill - a man made timbered hill."   That year for the first time, cross country races were held. Awards were given for the best combined skier in both disciplines, the best jumper, and the best cross country skier.

> And a bit more about cross-country, not a neglected sport at all. It's as brilliant in execution as jumping. A trifle harder to watch, no doubt, since the action isn't concentrated to a limited space. It stretches over a five-mile route, carefully contrived to give a skier ups and downs. Here he may go like the wind. There he must overcome handicaps of nature your less select skier couldn't climb. Ski wax must be the proper sort to seize and hold on the way up the mountains, scorn the pickup on the way back down. There are turns to make and quick hair-raising jumps and banks and curvettes - and withal, a grinding pain-ignoring nerve. When you see that lad come running cross the line, you see a lad with gameness. Cross-country skiing is not for the chickens.

Three quarters of the cross-country course was visible, although binoculars were suggested "to bring the runners smart into your eye."

The Tournament brochure for the 1932 event contained a description of how ski jumping was scored and interesting information regarding Cle Elum's new ski hill.

> All jumpers are scored on each of the two jumps but the longest jumps do not necessarily win the contest. The jump is judged, first, for form, and second, for distance. Form is based on the correct ski position from the time the skier leaves the top of the tower until he passes the flags at the end of the course. A jumper's skis, in the air, should be close together, parallel, in the same plane, and gradually become parallel to the landing slope also. In a perfect leap every movement of the jumper shows complete mastery of his body and skis at all times...

> Cle Elum's new ski hill was reconstructed during the summer and fall of 1931 at the cost of $5,000, to give the hill a "perfect curve" that would permit distance leaps in safety. To achieve this goal, 120,000 feet of lumber and 60,000 feet of rustic timber procured on the grounds were necessary in the construction of bridge work below the take-off in addition to bui8lding of a tower 117 feet higher in elevation that the take-off. The bridge gives a perfect parabolic curve with a pitch of 38 to 43 decrees at the point the jumper alights to glide down the runway. The width of the bridge work is 68 feet is 68 feet at this point to insure safety.

The tower has a pitch of 46 degrees decreasing to 15 degrees as it nears the take-off. The timber for this work was donated by the Northwest Improvement Co., shippers of the famous Cle Elum-Roslyn coal. The best place to view the Jumping Events is from the plateau below the take-off. Follow the trail from the lodge, indicated by the signs.

SECOND ANNUAL

Pacific Northwestern

TOURNAMENT OFFICIALS

CLASS B—JUMPING

NAME	CLUB	1st	2nd
John Leed	Princeton		
Robert Hvam	Cascade		
John Anderson	Cascade		
Myron E. Jones	Cascade		
Ernest Wintenute	Grouse Mountain		
Jack Abramson	Grouse Mountain		
M. Billingsley	Vancouver		
Wally Baker	Vancouver		
Mickey Mitchell	Vancouver		
Fred Zevart	Cle Elum		
Pete Marta	Cle Elum		
Chester Laurent	Cle Elum		
Leif Flak	Seattle		
Arvid Helby	Seattle		
Martin Tverdal	Seattle		
Laddie Plouse	Cle Elum		
J. Bird	Leavenworth		
Bjorne Paulson	Skyliners		
Olaf Skjersaa	Skyliners		
Ole Ring	Skyliners		
Einar Hermansen	Cascade		
Herman Fahner	Cascade		
Dwight Bradshaw	Ellensburg		
Carl Solberg	Ellensburg		
Erling Johnson	Leavenworth		
Walter Anderson	Leavenworth		
Benton Alley	Leavenworth		
Halvor Hagen	Ione		
Reibar Aspaas	Ione		
Swen Hansen	Ione		
Jack Hays	Yakima		

HOW SKI JUMPING IS SCORED

All jumpers are scored on each of the two jumps but the longest jumps do not necessarily win the contest. The jump is judged, first, for form, and second, for distance. Each rates equally. Form is based on correct ski position from the time the skier leaves the top of the tower until he passes the flags at the end of the course. A jumper's skis, in the air, should be close together, parallel, in the same plane, and gradually become parallel to the landing slope also. In a perfect leap every movement of the jumper shows complete mastery of his body and skis at all times.

Interesting Information Regarding Cle Elum's New Ski Hill

Cle Elum's new Ski Hill was reconstructed during the summer and fall of 1931 at the cost of $5,000, to give the hill a "perfect curve" that would permit distance leaps in safety. To achieve this goal, 120,000 feet of lumber and 60,000 feet of rustic timber procured on the grounds were necessary in the construction of bridge work below the take-off in addition to building of a tower 117 feet higher in elevation than the take-off. The bridge gives a perfect parabolic curve with a pitch of 38 to 43 degrees at the point the jumper alights to glide down the runway. The width of the bridge work is 68 feet at this point to insure safety.

The tower has a pitch of 46 degrees decreasing to 15 degrees as it nears the take-off. The timber for this work was donated by the Northwestern Improvement Co, shippers of the famous Cle Elum-Roslyn coal.

The best place to view the Jumping Events is from the plateau below the take-off. Follow the trail from the lodge, indicated by the signs.

PRIZES

Tournament prizes will be awarded at the Hotel Travelers Banquet at 5:30, Sunday evening, on the day of the Tournament.

On February 11, 1932, the *Seattle Times* said "Cle Elum Tourney Draws Brilliant Stars - sixty of Northwest's Best Men o' Slippery Runners Will Battle for Honors on Hill and Field Sunday." The paper reviewed the entry list, pointing out that some skiers had been refused entry since this was the Pacific Northwest Championship event, and the quality of the event could not be permitted to suffer by allowing the entry of insufficiently talented skiers. "The association has no mind to clutter its jumps or its cross-country grind with those not yet inured to it, incapable of a rated performance." Seattle was highly interested in the meet, which was the second annual event of the Pacific Northwest Ski Association and the ninth annual one of the Cle Elum Ski Club, "a young club which grew pretty much by its ability to live and ski and learn." At least 500 fans were expected to travel to Cle Elum from Seattle, many on a special Northern Pacific train, which would contain a special dining car. "Go by rail - safe, warm, comfortable." Round trip from Seattle was $3.50, and from Kanasket, $2.80. Snowfall on the mountain prevented practice jumps.[62]

The $5,000 New Hill was built for the Pacific Northwestern Championship Tournament by the Cle Elum Ski Club was covered in two feet of new snow, and a crew of workers was packing it down. The tournament would open with a five-mile cross-country race at 10:00 am, to give jumpers a chance to rest for the afternoon events. During lunch hour, the ladies gliding contest would take place in the Big Bowl in front of the commissary. Combination tickets were sold for admission to the grounds and a ride on a truck to "within easy walking distance of the course." The trucks left town every half hour in fleet formation "as the road in the hills is not wide enough for meeting of trucks. Last year's fans will remember the ride on the trucks as one of the high spots of the day's fun,

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[62] "Cle Elum Tourney Draws Brilliant Stars - Sixty of Northwest's Best Men o' Slippery Runners Will Battle for Honors on Hill and Field Sunday," *Seattle Times*, February 12, 1932 (page 14).

when all vestige of dignity was lost as skiers, ski beauties, ski fans and staid business men tumbled

onto the trucks in helpless confusion." Locals were urged to take early trucks as the Northern Pacific

Special from Ellensburg arrived at 10:00 and the one from Seattle arrived at 10:30, and large crowds

were expected. Over 300 ski fans rode the train from Seattle the prior year. A crew of 150 volunteer

workers under the direction of John Bresko "will keep the Tournament wheels moving with machine-

like precision."

Ken Binns, sportswriter for the *Seattle Times,* painted a vivid picture of the new "stupendous

jumping hill" and Olaf Lochen's "premier" jump that dedicated it.

> You never saw such a hill. They took the old hill and buried it under a convincing mass of lumber. They shafted a jumping tower far into the stratosphere, at an almost inconceivable pitch. The tower jerked up into the heavens at a 46 degree angle, 117 ½ feet above the comparative level of the takeoff. The landing dropped at a 46 degree pitch, 194 ½ feet from the takeoff to the flat.

> It exceeded in ferocity even the Seattle Ski Club's precipice. It was covered with loose snow. But Olaf Locken, member of the Cle Elum club, tested it. He tried it from the tower at first, but the snow impeded him. He failed to clear the nose of the landing and spilled. Then he went to the very peak of the great tower. He sifted down like a galloping ghost, left the takeoff with the singing whine of a diving plane, cleared the nose, but spilled again, though comfortably.

> His was the premier jump - the first. It showed a condition soon to be remedied, the takeoff, for all its speed, needed 16 more feet of nose. "That,"said Olaf when the test was over, "was the fastest takeoff speed I ever made. With 16 feet more on the nose of the takeoff, a 200-foot jump won't be at all impossible."[63]

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[63] "Pacific Northwestern Championship Tournament at Cle Elum, Feb. 14, 1932, Cle Elum Builds $5,000 Ski Hill for Big Meet," & "Cle Elum Clears Way for Ski Tournament," by Ken Binns, *The Miner-Echo,* February 12, 1932 (page 1).

Dorathea Nicholls (later Voit) advertising the 1932
tournament. Courtesy of the Maybo family.

The Pacific Northwest National Ski Tournament was held at Cle Elum on February 14,1932,

which was the last day of the Winter Olympics held at Lake Placid, New York. Forty-one contestants

competed in front of a crowd of 3,500 spectators. John Elvrum of Portland, the defending champion,

"stretching an astounding jump to its limit, leaped 202 feet on the terrific Cle Elum hill, setting a new

hill distance record of 202 feet." However, he over-jumped the hill, "fell in a whirling tangle of snow

and skis, broke a ski, and did not jump again. Elvrum was warned that the limit of the hill was 195

feet since a 200 foot jump was on the "break" of the hill, but he flew off the tower, aerodynamiting

himself along with a gliding velocity that approximated 100 miles an hour - and working his skis to

gain greater distance." It was the third time in three tournaments that Elvrum had over-jumped the

hills. At the Cascade Ski Club tournament in Portland, he jumped 210 feet on a hill with a 195 foot

limit, fell and broke his nose, twisted his neck and sprained his ankle. At Leavenworth, Elvrum over-

jumped the hill again, fell but was not injured.

"Upsetting the dope bucket at Cle Elum on Sunday," Ole Tverdal of the Seattle Ski Club, became the Northwest Jumping Champion with leaps of 180 and 175 feet. "Tverdal was jumping in perfect form, as well as getting excellent distance, and put on a great show." It had been expected that Nordal Kordahl and John Elvrum would fight for the championship, but neither performed up to expectations. Hjalmar Hvam of Portland won the five-mile cross country event followed by John Elvrum. Hvam also won the combined title, becoming Northwest Ski Champion.

The event "was without doubt the most successful tournament ever held by the Pacific Northwest Ski Association...the jumping ranked with any in the United States."

> [T]he coal miners put on one of the best winter shows ever seen in these parts. The day was ideal, the snow in perfect condition, and the new hill was all that had been claimed [for] it. At first sight the hill is awesome and has every appearance of being a man-killer, but built along properly recognized scientific lines, it has no more terrors for the skilled Class A jumper than sitting at home in a rocking chair - and the spectators get the big thrill of their lives watching the ski-riders start at the top of the 117-foot tower, gain speeds up to 100 miles an hour as they approach the lip of the take-off, leap into space and land gracefully 150 to 180 feet below. It is a sight once seen - not soon forgotten, and Cle Elum need never worry about attendance at their ski tournaments if they continue to put on ski jumping classics like they did on Sunday.[64]

Spectators on ridge above town at Cle Elum Ski Club tournament. Courtesy of Maybo family.

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[64] "Hvam Jumps, Runs to N.W. Ski Title, Portland Star Shares Honors with Tverdal," *Seattle Times*, February 15, 1932 (page 15); "Elvrum Sets New Northwest Record With 202 Feet Leap," *The Miner-Echo*, February
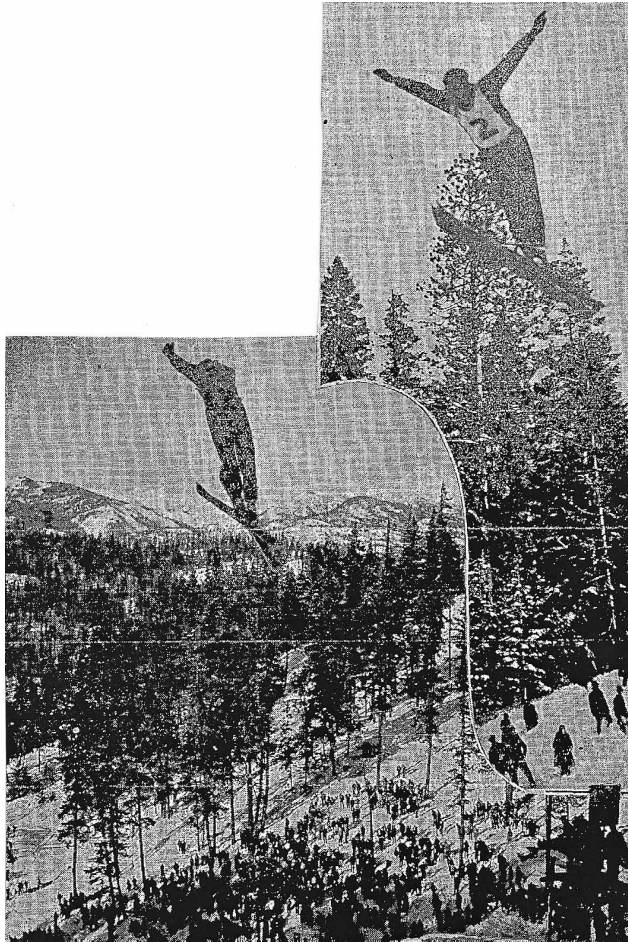
Ole Tverdahl and Hjalmar Hvam jumping at Cle Elum. *Seattle Times*, February 15, 1932 (page 15).

The Miner-Echo of February 13, 1932, published a photo of the new takeoff built on top of the old hill. The tower rose 117 feet at a 46 degree angle. Olaf Locken of Cle Elum was shown skiing down the takeoff and close up, holding his skis. Based on his winning the Pacific Northwest Ski Association's special championship at Cle Elum. Ole Tverdal "aero-dynamited" himself onto the National Ski Association's championships at Lake Tahoe, California. Tverdal had "out jumped the brilliant field Sunday to win the special jumping championship with screaming jumps of 180 and 175 feet down a hill that tested skiing excellence to the nth magnitude." Tverdal would be the third "of a brilliant field to be sent from the Northwest"joining Hjalmar Hvam and John Elvrum of the Cascade Ski Club. At the end of the tournament, the Seattle Ski Club was awarded the right to host the 1933 Pacific Northwest Championships. [65]

The Miner-Echo published a picture from the Seattle Times of Ole Tverdal of Seattle jumping

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19, 1932; Wormington, *The Ski Race,* pages 327, 328.

[65] *Tverdal to Seek U.S. Title, Seattle Skier's Entry Sent for National Meet,* Seattle Times, February 15, 1932 (page 15); Wormington, *The Ski Race,* page 328.

180 feet which won the special jumping championship on Cle Elum's ski hill, saying "note how a plateau promontory of the hillside below the take-off forms a natural amphitheater from which point of vantage the spectators experience the 'thrill superb' at the moment the gravity impelled force projects the birdmen out into space for distances up to 200 feet, then the downward plunge and graceful glide to the finish. While gazing out across the pine studded canyon can be seen Mount Stewart in all his majestic splendor."

There were several injuries associated with the 1932 tournament. Harold Belsvik, ace jumper from Princeton, B.C. (who had jumped 192 feet a few weeks before), fell doing a practice jump before the tournament began, snapped a bone in his leg just above the ankle, and convalesced at the Cle Elum Hospital while the competition went on. Two members of the Vancouver B.C. Skiing Club were seriously injured when their car skidded on the snow-covered highway and crashed into a telephone pole as they were returning from the tournament.[66]

After the tournament, the Cle Elum Ski Club paid Olaf Locken $20 for his expenses for participating in the event. The tournament banquet at the Hotel Travelers cost the ski club $112.55. The local paper lauded Northern Pacific's special train from Yakima, saying "tho not a remunerative success to the railroad due to the perfect day for automobile travel, [it] was a fine complement to Cle Elum's ski tournament. The train which pulled into Cle Elum exactly on time Sunday morning was composed of five coaches, baggage car, diner and observation car. The train left on its return trip at 6 p.m."[67]

The ski club inquired about getting 50 new steel bunks from Nieder & Marcus of Seattle in

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[66] *The Miner-Echo*, February 12, 1932.

[67] *The Miner-Echo*, February 12, 1932.

March of 1932, for use in its Ski Lodge. The bunks were 6'6" long and 30" wide, were in good condition, and they would sold for $3.50 apiece instead of their regular price of $5.

In late February 1932, it was announced that Cle Elum was adding "a longer nose to its ski runway. Some of the contestants also will need new noses in all likelihood." On March 11, 1932, Alf Engen sent a telegram to the Chairman of Winter Sports, Cle Elum National Bank, saying "the professional ski team would like to arrange an exhibition ski jump at your town or near by. Wire collect possibilities and what cooperation wee can get." The response was "unable to make satisfactory arrangements this year, but will try next year."[68]

E. 1933 TOURNAMENT - SKI CLUB'S SWAN SONG

In 1933, four jumping tournaments were held, sponsored by the Seattle Ski Club, the Leavenworth Winter Sports Club, and the Cle Elum Ski Club.

Seattle Ski Club Tournament at Snoqualmie Summit

The Pacific Northwest Third Annual Championship Ski Tournament, sponsored by the Seattle Club, was held at Snoqualmie Summit on January 28 - 29, 1933. The Club hosted a Canadian troup of jumpers and offered a "visitors class" of class A and B jumpers. A dinner for participating jumpers was offered after the event at the clubhouse.

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[68] Materials in Bresko collection.

SEATTLE SKI CLUB
INCORPORATED

SEATTLE, WASHINGTON
103 - Douglas Bldg

March 3rd 1933.

Hill and Training Grounds:
SNOQUALMIE SUMMIT ON
SUNSET HIGHWAY, 65
MILES EAST OF SEATTLE.

Mr. Harry Parker, Secretary
Cle Elum Ski Club
Cle Elum, Wn.

Dear Mr. Parker:

Seattle Ski Club is having their annual Club
Tournament on March 12th, consisting of jumping events for all
classes. Inasmuch as the Canadian troup is passing through next
week on their way home, a visitors class has been arranged
for A and B class jumping, and if any of your A or B class men
like to participate in this class they are cordially invited.

I regret to state that circumstances does not permit us to of-
fer much hospitality, as our place will be crowded with club
members, but we will provide a dinner for the boys when the
event is over.

A and B jumping takes place on the big hill as last time, and
commences at 2 p.m. Participants should allow ample time for
registration.

We would greatly appreciate to hear if your club is interested
in this proposition, and what possible entries you might have.

With best personal regards, I am

sincerely yours

C. Stan Andersen
Chairman Tournament Committee

P.S. Our skiers and the Canadians will probably be training
and preparing hills from Wedensday on, and if any of your ski-
ers like to join, you must write me. They have to supply own
blankets and food.

answered
3/18/33

Courtesy of the Maybo family.

The Cle Elum Ski Club was represented by John Leed who jumped in the Class A event, and

Fred Zewart, Pete Marta and Laddy Plouse in Class B. The tournament was won by Nordahl Kaldahl,

the "iron-muscled" jumper from Hollyburn, B.C., who showed "nearly perfect form" in his jumps of

159 and 185 feet. Ski clubs from all over the west participated in the jumping competition.[69]

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[69] "Kaldahl Takes Class A Crown in Big Tourney," *Seattle Times*, January 30, 1933 (page 14).
Participating clubs included the Auburn Ski Club, Auburn CA.; Cascade Ski Club, Portland, OR; Cle Elum Ski Club;
Ellensburg Ski Club; Grouse Mountain Ski Club, Vancouver BC: Hollyburn-Pacific Ski Club, Vancouver BC;
Leavenworth Ski Club; Seattle Ski Club; Skyliners, Bend OR; Three Rivers Ski Club, Canada; and Vancouver Ski
Club, Vancouver BC. Two tournament physicians were in attendance: Dr. Roderick Jansen and Dr. Ivar W.
Birkland.

SEATTLE SKI CLUB

PACIFIC NORTHWEST
THIRD ANNUAL
CHAMPIONSHIP
SKI
TOURNAMENT

SNOQUALMIE SUMMIT
JANUARY 28-29, 1933

CLUBS REPRESENTED

Auburn Ski Club, Auburn, Cal.
Cascade Ski Club, Portland, Oregon
Cle Elum Ski Club, Cle Elum, Wash.
Ellensburg Ski Club, Ellensburg, Wash.
Grouse Mountain Ski Club, Vancouver, B. C.
Hollyburn-Pacific Ski Club, Vancouver, B. C.
Leavenworth Ski Club, Leavenworth, Wash.
Seattle Ski Club, Seattle Wash.
Skyliners, Bend, Oregon
Three Rivers Ski Club, Canada
Vancouver Ski Club, Vancouver, B. C.

TOURNAMENT JUDGES

Peter Hostmark, Seattle
H. A. Lee, Portland   Reidar Gjolme, Seattle

TOURNAMENT PHYSICIANS

Dr. Roderick Jansen   Dr. Ivar W. Birkeland

Courtesy of the Maybo family.

TOURNAMENT ENTRIES
Class A Jumping

No.	Name	Club	1st	2nd
1.	T. Mobraaten	Vancouver	169	172
2.	Rolf Wigaard	Auburn, Calif.	145	174
3.	N. Kaldahl	Hollyburn	159	185
4.	Jack Abramson	Grouse Mountain	128	140
5.	E. Thompson	Seattle		
6.	Finn Fladmark	Vancouver	152	156
7.	Ole Tverdal	Seattle	131	
8.	Henry Sothvedt	Vancouver	174	178
9.	Olaf Lundy	Cascade	140	159
10.	H. Albinsen	Ellensburg	155	157
11.	H. Bakke	Leavenworth	135	169
12.	H. Dalsbo	Seattle	153	157
13.	Olaf Svedahl	Grouse Mountain	158	158
14.	J. Elvrum	Cascade		
15.	Leif Flak	Seattle	164	175
16.	E. Bolstad	Seattle	154	155
17.	Arne Watn	Grouse Mountain	149	145
18.	H. Hvam	Cascade	137	156
19.	Fred Finchenhagen	Vancouver	160	169
20.	J. Ring	Skyliners	135	141
21.	Helge Sather	Leavenworth	159	151
22.	C. Gustafsson	Cascade 153	133 134	154
23.	John Leed	Cle Elum	130	141
24.	H. Peterson	Grouse Mountain	150	154
25.	Martin Alberg	Cascade		
26.	O. Hansen	Vancouver		
27.	L. Lund	Idaho	135	140
28.	Anderson			

Class B Jumping

No.	Name	Club	1st	2nd
41.	Martin Tverdal	Seattle	135	143
42.	A. Melby	Seattle	135	116
43.	Sig Vettestad	Auburn, Calif.	141	150
44.	Cecil Morris	Cascade	120	144
45.	Fred Zewart	Cle Elum	110	110
46.	T. Bjornstad	Seattle	130 fell	
47.	Pete Marta	Cle Elum	99	119
48.	Gus Johnson	Hollyburn	118	
49.	Harry Brown, Jr.	Grouse Mountain	104	116
50.	R. Nerland	Seattle	113	105
51.	John Hendrickson	Leavenworth		
52.	Angus Monk	Grouse Mountain		
53.	Ole Amoth	Skyliners	1	
54.	E. Hermanson	Cascade		
55.	Laddy Plouse	Cle Elum	118	
56.	Ole Hougen	Cascade	154	132
57.	Chet Lourent	Cle Elum	114	
	Jesse Baird	Leavenworth		

Leavenworth Tournament

The Leavenworth tournament held on February 12, 1933, featured its new larger ski jump. It was 50 feet from the old jump, and had a longer, steeper landing slope and a higher take-off. It was 375 from start to the bottom of the landing, making 300 foot jumps possible but not probable - the world's record jump was 265 feet.   Jumpers would go from Leavenworth to the Cle Elum

tournament, where both areas presented challenges.

> They've gone in for the steeper, longer hills at both Eastern Washington cities. Leavenworth, its entire population thoroughly ski-minded after four successful tournaments, discarded its old hill, built a new one. Cle Elum, with the sheerest drop of any in America, simply brushed it up a bit to make the takeoff faster...Both the Leavenworth and Cle Elum hills are within easy reaching distance of the pedestrians. Leavenworth's new hill parallels the old one - and both are right at the edge of town. One leaves an automobile and walks around the corner of a hill....Cle Elum last year had a fairly long but comfortable walk to reach the hill. This year.... it was almost a foregone conclusion trucks would be able to transport the spectators within five city blocks of the jump.

Leavenworth would have the "finest field of jumpers in America." The Seattle Times said that compared with the jump at Cle Elum, Leavenworth's had the advantage since it was located on the edge of town, with only a 100 yard walk to get there. The handy location of Leavenworth's ski area was highlighted in the club's letterhead, which said, "Grounds and Club House, One Mile North, Drive All the Way."[70]

Tom Mobraaten of Vancouver B.C., holder of the Pacific Northwest Class A combined jumping and ski racing ski championship, jumped in perfect form, "defeated a magnificent crowd on a magnificent Sunday," and won the Leavenworth tournament. He jumped 183 and 192 feet, the longest made in the United States in 1933. Mobraaten had a 210 foot jump but he fell so it did not count. John Elvrum of Portland, outdistanced Mobraaten by jumping 201 feet, but lost as Mobraaten showed superior form. A crowd of 4,000 watched the event under good weather conditions.

The jumpers were "moving in a lump" to Cle Elum for the final major tournament of the year, where the ski club was the "papa of all Northwest clubs," and they "would compete on a man-built scaffold." Jumping form in each successive tournament has developed by leaps and bounds.

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[70] "Leavenworth Tournament is On, Ski Jumpers to Find Brand New Hill Prepared," *Seattle Times*, February 12, 1933 (page 21).

These jumps gave verification to your claim that here in the Northwest lies the bulk of the skiing talent in America. Did you see that unfortunate finish in the national tournament when Magnus Satre of Salisbury showed up to run the thirty-kilometer race and they had to call it off because there was only one other contestant. That could never happen here. Some day the national tournament will come to a Washington hill. The sooner the better. Then people here will learn what fine ski jumpers we have.[71]

10th Annual Cle Elum Tournament

Cle Elum's Tenth Annual Ski Tournament was held on February 19, 1933, with *The Miner-Echo* saying, "Biggest Hill in U.S. Draws Many Ski Stars." The tournament was mentioned in Standard Oil Company's publication, "A Cardiograph and Calendar of Western Winter Sport Throughout Pacific Winterland."

The Miner-Echo of February 17, 1933, said in an article "Biggest Hill in U.S. Draws Many Ski Stars...202 feet vertical elevation from top to bottom of hill with a 35 to 48 degree pitch - The steepest hill in the Northwest." Ken Binns, the *Seattle Times* sportswriter agreed, saying that Cle Elum discarded its old ski hill and built a new one, "with the sheerest drop of any in America," giving it the "Biggest Hill in America."

A solution to the difficulty of getting spectators from town to the ski course two miles up the hill had finally been found. "Trucks Find New Route to Ski Course," said the paper. "Transportation, that enigma of the Cle Elum Ski Club Ski Course, has come closer to solution this year than ever before, because of the opening up of a new coal mine." The road from town to the recently opened Kosler mine would be kept open. "From the mine it is an easy 11 minute walk along the top of the ridge to the course." Trucks would leave the ticket booth depot downtown every half hour for the event - fare $ .50.

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[71] "Cle Elum Meet Sunday is Last for Washington," *Seattle Times*, February 14, 1933 (page 15); *The Miner-Echo,* February 12, 1933.

Truck taking spectators to a Cle Elum tournament. Picture courtesy of Maybo family.

The *Seattle Times* of February 15, 1933, announced "Snow Assures Cle Elum Folk Good Ski Meet." Conditions were predicted to be perfect for jumpers and spectators at the "big" Cle Elum hill. Light snowfall ensured that a road will be open to within less than a half a mile of the jump, and trucks can drive the rest of the way for those who do not care to walk. The Cle Elum Ski Club, the oldest ski organization in the Northwest, was making plans for the selection of a queen, her coronation at Saturday's skiing ball, and for the junior tournament that precedes the Sunday afternoon jumping events. Everyone was invited to bring their skis, regardless of their skiing ability, since "this is ideal terrain for the inexperienced as well as the veterans." Ken Binns, the Times ski editor, said that the Cle Elum hill was the biggest in America with the sheerest drop. The Northern Pacific Railroad lowered its rate for its ski special from Seattle to the tournament to $2.90 for a round trip.[72]

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[72] "Snow Assures Cle Elum Folk Good Ski Meet," *Seattle Times*, February 15, 1933 (page 13); "Trucks Find New Route to Ski Course," & " Cle Elum Biggest Hill in America Says Ken Binns," *The Miner-Echo,* February 17, 1933.

Continuing its practice, the Cle Elum Ski Club issued tickets that would attach to spectators for admission into the 1933 tournament. They were designed to attach to hats so tournament officials could easily determine who had paid the $ .40 admission fee. As in prior years, Martin A. Strand, Manufacturer of Skis, Oars, Paddles, Etc. in New Richmond Wisconsin, donated a pair of jumping skis as a prize for the tournament.

18 "Class A daredevil ski aces had entered the tournament, and every club in the Pacific Northwest took part. Clubs participating at the Cle Elum tournament included: Cascade Ski Club, Portland, OR; Cle Elum Ski Club; Ellensburg Ski Club; Grouse Mountain Ski Club, Vancouver BC; Hollyburn Ski Club, Vancouver BC; Leavenworth Winter Sports Club; Skyliners, Bend OR; and Vancouver Ski Club, Vancouver, BC. J. C. Beeson was the Tournament Director and a judge, along with Peter Hostmark from Seattle and Chris Kostol from Bend. Eight events were held plus a Special

Courtesy of the Maybo family.

Notwithstanding the predictions by the Seattle Times, the 1933 tournament was a bust. A crowd of 2,500 fans attended, but the tournament was marred by high winds. "The biggest ski hill in the United States drew only 2,500 spectators in near blizzard conditions." "A heavy wind that blew all the preceding night showed no abatement during the day and a few moments before the jumping was to start, the judges decided that the cross wind that blew in gusts up the ravine made leaps from the tower perilous a make-shift take off was constructed on the hillside. Tests taken from the bottom

of the hill and the top of the tower at the same time had shown variable winds at the same moment.

Venturesome youths like Johnny Elvrum were willing to attempt the top of the tower, but older heads

prevailed."

> The skiers broke the nose of the high scaffold, stuffed snow into the chinks, reassembled a 3-foot take-off instead of a 20-foot take-off, and jumped for form. Even the lower take-off was perilous, for the wind whipped to the velocity of a gale, was annoyingly inconsistent. It blasted one place, paused idly in another. So then the field, as though to prove its high calibered excellence, amazed with brilliant jumping performances. All scores were high.

"But tho the jumps were much shorter, they were not lacking in beauty and thrills and the crowd

below braved the storm to watch the performance which was pulled off with masterly precision." The

meet was a huge disappointment for national ski stars who participated, and locals who built a

practice jump tower on Hillcrest to prepare for the event. Nordal Kaldahl of Hollyburn, B.C., Pacific

Northwest ski Champion, won the Class A tournament, which was a jumping event only - no cross-

country races were held in 1933. Johnny Elvrum had the longest jump, 110 feet, but finished fifth

because of his lack of form points. In a change of tradition, the Ski Club crowned two queens instead

of one, as they were nearly tied in the queen contest. The Miner-Echo of March 31, 1933, said the

hill committee spend many back breaking hours preparing the hill for the contest, then had to "tear

down the big take-off at the last moment and put up a make-shift jump to pleae the jumpers."[73]

The entry list for Class A competitors for the 1933 tournament is an indication how

Norwegians dominated the jumping events in those days. Some of the jumpers included John

Elvrum, Hjalmar Hvas, Corey Gustafsson, Martin Alberg, Erik Bolstad, Ole Tverdal, Howard Dalsbo,

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[73] Wormington, *The Ski Race,* page 329: "Kaldahl Wins in High Wind," *Seattle Times*, February 20, 1933 (page 12); "Cle Elum Stages 10th Annual Tournament In Near Blizzard," *The Miner-Echo,* February 24, 1933*;* "When the World Came to Cle Elum," *NKC Tribune*, February 16, 2012 (page A 10); Butkovich, John, *Robert and Donna Rooks,* Bresko Collection.

Leif lak, Ivan Flasberg, Hermed Bakke, Kelge Sather, Nordal Kaldahl, Fin Fladmark, Haaken Albinson, Olaf Svedal, Olaf Skjersaa.[74]

Spectators walking to ski hill. Courtesy of the Maybo family.

Jumping in a snowstorm, 1933. Courtesy of the Maybo family.

The Bresko Collection has all the has copies of the bills for the 1933 tournament paid by the Ski Club. The club paid the expenses for some of the jumpers and officials. The Autorest luncheonette in Cle Elum charged the club $112.95, which included expense money advanced, $12; 1 case of ginger ale for jumpers, $2,50; 1 carton of cigarettes for jumpers, $1.25; eats for jumpers & committee workers, $5.60; and meals for other jumpers and officials, $65.80. The club paid $33.75 to the Travelers's Hotel in Cle Elum for lodging.

F. CLE ELUM SKI CLUB ACTIVITIES AFTER 1933

The 1933 Cle Elum Ski Club tournament was the last event the club sponsored - there was

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[74] "Cle Elum Entries," *Seattle Times*, February 18, 1933 (page 7).

no tournament in 1934. After 1933, competition for the Cle Elum Ski area increased as new ski areas were opened elsewhere, and other ski clubs on Snoqualmie Pass, closer to Seattle's skiers, expanded.

In November 1933, the Ellensburg Ski Club wrote the Cle Elum Ski Club about rumors it was planning to remain inactive for the upcoming season. Cle Elum replied that its club would remain active and hold a club tournament, but it would not host a PNSA sponsored annual tournament.

Hopes were raised in December of 1934, when the *Cle Elum Miner Echo* announced "Skiers Plan to Revive Winter Tourney; Work on Large Hill to Start; Local Club May Hold Tournament March 3."   Cle Elum will once again stage its annual ski tournament, thousands of ski fans will jam local hotels and restaurants, top-ranking skiers will jump over 200 feet on Cle Elum's new ski hill, if "enuf" snow remains by March 3. "Everything depends on the snow." Because other Northwest ski clubs had scheduled tournaments for every weekend in February, March 3 was the first date available for Cle Elum. Unfortunately for the club, the ski gods did not cooperate, and no tournament was held in 1934.[75]

The difficulty in getting from Cle Elum to the Summit course, which was located two miles north of town, turned out to be an insurmountable obstacle to continuing the tournament there. The "Two in One Solution" used in 1931, consisting of a ride on the electric tramway through two long-tunnels of the coal mine, only brought spectators to within a one-half hour walk to the ski course. In other years, trucks or snow cats transported spectators to within a forty minutes walk of the ski course, but that 40 minutes walk was an arduous one going uphill. "The unwillingness of spectators to make the hard trek to the Summit was the reason the ski club abandoned the hill."[76]

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[75]   *The Miner-Echo*, December 14, 1934.

[76]   *The Miner-Echo*, December 14, 1934.

However, John Bresko did not give up his hopes for his beloved Cle Elum Ski Club. Bresko had grand plans to develop a new ski area close to Cle Elum which would provide a bigger, better and more accessible location.

In late 1934, Bresko obtained 40 acres of land near the gravel pit on the Cle Elum River above the Bull Frog Bridge, and planned a jump tower and runway close enough to the highway so spectators could watch events from their cars instead of trudging up the steep hillside above Cle Elum. Much work and preparation was done on the site, and the project received a $10,000 grant from FDR's Work Progress Administration.[77]

The Seattle Times reported in September 1934, that "the Cle Elum Ski Club, that was idle the prior year, was planning to open a new hill close to the Sunset Highway with a slalom course "pouring practically onto the apron of the jumping hill."[78] The Cle Elum Miner Echo reported on December 14, 1934, that work on the new ski hill to be constructed near Bullfrog Bridge west of the city, was to begin the next week. Bresko said the new hill, planned to be the largest jumping course in the Northwest, will make jumps of 250 feet possible. The federal government pledged funds for the project as part of its Depression stimulus programs. "Building the hill is a WERA project. A crew of 18 men will start work on the $1,619.50 job next week, and will finish the course in six weeks. They will erect a 50-foot tower and a take-off and will grade the hill to the correct contour. Spectators will be able to drive within 100 feet of the jump and may watch the events from their automobiles." The new hill will be 250 feet long. The old course at the Summit, on which skiers

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[77] "When the World Came to Cle Elum," *NKC Tribune*, February 16, 2012 (page A10).

[78] Galvin, Sahalie Historical Note #17: "Ski Racing and the PNSA from the 1930s to the '50s"; "Ski Clubs De Ski Start Looking Around," *Seattle Times*, September 20, 1934 (page 20).

leaped 200 feet, measured 360 feet. The new hill will be 460 feet from the takeoff to the bottom of the Bullfrog bridge hill, giving plenty of reserve after a long jump. Last year was the first year since 1924 that the Cle Elum Ski Club failed to hold a ski tournament.

Bresko had ambitious plans to install an aerial tram at the new Ski Hill, and the Northwest Improvement Company, owned by the Northern Pacific Railroad, expressed interest in installing the tram and developing the ski area, hoping to increase passenger travel on the railroad. If Bresko's plans had worked out, this would have been the first ski area in the country to offer an aerial tram enabling skiers to get from the bottom to the top of the hill without walking. Having a railroad develop the ski area would have offered an opportunity to make it a destination resort. It may have preempted the development of Sun Valley, Idaho by the Union Pacific Railroad in 1936. However, due to lack of funds and interest, the dream never became a reality and the plan was dropped. Cle Elum couldn't compete with Snoqualmie Summit that continued to attract larger and larger crowds to ski events at several of the ski clubs located there, and with Seattle's Municipal Hill which opened in 1934, and drew more and more Seattle skiers to the sport.[79]

Cle Elum Ski Club Continues Compete Locally and Work with PNSA

In spite of the club's failure to hold more tournaments, the Cle Elum Ski Club continued to participate in activities of the Pacific Northwest Ski Association to promote local skiing, and its members continued to compete in northwest ski events and to ski at other local ski areas.

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[79] Prater, *Snoqualmie Pass, From Indian Trail to Interstate,* pages 130, 131; Lundin, *Seattle's Municipal Ski Park at Snoqualmie Summit (1934-1940),* Essay 10362, http://historylink.org/index.cfm?DisplayPage=output.cfm&file_id=10362.

Cle Elum Ski Club members, Snoqualmie Pass. Krueger collection, Brooks Library Digital Collections, CWU, MS002-06-02.

Cle Elum Ski Club members, Snoqualmie Pass. Krueger collection, Brooks Library Digital Collections, CWU, MS002-06-02.

Cle Elum Ski Club members, Snoqualmie Pass. Krueger collection, Brooks Library Digital Collections, CWU, MS002-06-02.

In January 1934, Pete Marta competed for the Cle Elum Ski Club in the second annual tournament sponsored by at Spokane's Wandermere Hill in front of 7,500 spectators. He jumped 82 feet, but coasted to the bottom on his back. On the same weekend, 1,600 people attended the Tacoma day ceremonies in Paradise on Mount Rainier, and 1,000 braved rain at Snoqualmie Ski Park, Summit, for the dedication of Seattle's new snow playground.[80]

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[80] "Summit Course Given Skiers by City Park Body", & *When Skiing is Believing," Seattle Times*, January 22, 1934 (page 12).

In the winter of 1934, the Pacific Northwestern Ski Association President wrote to J.C. Beeson of the Cle Elum Ski Club offering him an appointment on the judge's committee. He had been following the labor troubles at Cle Elum and the progress of Pete Marta, a jumper from Cle Elum. The labor troubles in central Illinois that had gone on for 25 years were caused by the same situation as in Cle Elum - internal dissension. A new organization, the Progressive Miners Union, was battling John Lewis's forces giving them "plenty of trouble. The miners seem to have so much trouble over their own affairs (internally) that they don't have time to bother the operators over scales and hours." Pete Marta "has been sneered at and laughed at a lot by others skiers but [he] has finally come through in an excellent manner. He is a product of our own country - rather he got his skiing in our own country - and that is something we hardly can get enough of. Otherwise the ski-jumping business is going to fizzle out."

In the fall of 1934, the Cle Elum Ski Club joined the PNSA in an effort to get the United States Olympic tryouts for downhill and slalom held in the Northwest, new events for an area where jumping and cross-country skiing had long dominated the sport.

In October of 1934, the Cle Elum Ski Club hosted the annual meeting of the Pacific Northwest Ski Association. The association unanimously authorized the Washington Ski Club to make bids for the national championship races and the Olympic trials to be held in 1935, at Paradise Valley on Mount Rainier, as the Northwest "possessed of admittedly the finest ski terrain in America." This was a significant step forward for the ski association whose activities were historically was limited to jumping and cross-country racing. The move recognized the "tremendous growth in the popularity of slalom and downhill racing...Slalom and downhill racing are entitled to equal recognition with jumping and cross-country, and this organization cannot be caught napping." The association's

bylaws and constitution had to be amended to recognize the new skiing events, which would be added to the Pacific Northwest championships, and a four-way combination championship would start the following year with equal weight be given to each branch of competition.[81]

In November of 1934, the Pacific Northwest Ski Association sent the Cle Elum Ski Club $1 for membership in the club for Roscoe (Torchy) Torrance of Seattle. Torrence was representing the Association at the convention of the National Ski Association in Chicago, and was certified to that meeting by the Cle Elum Ski Club, although the Association was paying his expenses. In January of 1935, the Cle Elum Ski Club was planning to hold its first ski tournament in two years. Its guest of honor was Roscoe "Torchy" Torrence, amateur Athletic Union delegate. Torrence was inducted as an honorary member of the Cle Elum Ski Club by John Bresko, so he could represent the Pacific Northwestern Ski Association, along with Dar Melest and Hans-Otto Giese, at the Chicago meeting of the National Ski Association and the American Olympic Committee. Torrence was responsible for getting the National downhill and slalom championships and the Olympic trials for Rainier National Park on April 13 and 14, 1935.[82]

The downhill course at Mount Rainier where the National and Olympic events would take place "is the toughest downhill you ever heard of." It was one and three quarters of a mile long, dropping 3,280 feet, making an average grade of 33.33 percent, "and that's steep." Racers' times were expected to be around six minutes for the course. Plans were being made for a cable railway for spectators and competitors, and a hotel at the start of the race course. The Seattle and Tacoma

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[81] "N.W. to Bid for Tournament, Championships in Slalom and Down hill Asked," *Seattle Times*, October 29, 1934 (pages 15, 16).

[82] "Torch Torrence to be Guest, His Cle Elum Club Honoring Him," *Seattle Times*, December 23, 1934 (page 22).

Chambers of Commerce headed up the money raising for the events. The Mount Rainier course was perfectly suited for the "high speed turn," which was the latest development in skiing that was perfected by Dick Durrance, the east's outstanding downhill and slalom skier.

> It is especially adapted for downhill and slalom racing, because with it there is less sidewise sliding or braking effect than in other turns, and less tiring to the legs. The "high speed turn" is not a new or separate technique, but is a further development of the technique which New England skiers have been learning the last six years. It may be spoken of as the next development after the mastery of the stem-christiana. It is recommended that the skier does not try to learn the high-speed turn before mastering the stem-christiana. A skier should first acquire control, then comes confidence, and with confidence comes speed. And it is for speed that this turn surpasses all others. One must learn the other turns including the various forms of christiana as a basis on which to develop the high-speed turn.[83]

On April 13 & 14, 1935, the U.S. National Championships and Olympic tryouts in downhill and slalom racing were held at Paradise on Mt. Rainier, hosted by the Washington Ski Club, a major event in northwest skiing history. Roscoe (Torchy) Torrence was the Executive Chairman of the event with a $10,000 budget contributed by local sponsors. There were 59 entrants, 8 from the East; one from the Middle West; 13 from the Rocky Mountains; 12 from California; 14 from the Pacific Northwest; 10 from Canada; and one from Austria.. PNSA sponsored racers from the Northwest included Hjalmar Hvam of the Cascade Ski Club of Portland; Washington Ski Club members Don Fraser, Carleton Wiegel, Ken Syverson, Hans Grage, and Darroch Crookes; John Woodward of the U.W. Ski Team; and Emil Cahen of the Seattle Ski Club. Since the event was in a National Park, admission could not be charged but a $ .50 donation from spectators was requested, and 7,000 spectators attended the event.

The event's three best U.S. skiers, who were "almost certain to be selected to the Olympic squad" to compete in Garmisch, Germany, included Dick Durrance of Dartmouth College, who was

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[83] "Olympic Ski Course Fast Glide," *Seattle Times*, December 23, 1934 (page 22).

first of all U.S. competitors; E.D. (Ed) Hunter Jr. of Darthmouth College, third in the combined competition; and Robert Livermore, Jr. of the Ski Club of Hochgebirge, Boston, who placed second in the combined competition. Hannes Schroll, an Austrian teaching at Yosemite, won the event's slalom, downhill and combined championships, using the European skiing technique that "beats American methods all to pieces." Schroll used longer poles and skis, with bindings set in the middle, compared to short poles and skis with bindings set back of the center of the skis used Durrance. Where Durrance "clipped close to flags in the slalom race with only a hip wiggle or a tempo turn to miss them, Scholl swung wide," and skied in a "vorlage" position, with legs fairly straight, arms flung back and up, and ski poles held high. He constantly shifted weight, "pumping rapidly - getting air under his skis, eliminating friction, picking up speed." The Washington Olympic Committee was complimented on the tournament, which was a financial success.[84]

In the fall of 1935, showing the impressive growth of the sport of skiing, other local ski clubs expanded their facilities.

The Seattle Ski Club was building a new lodge close the highway near the Snoqualmie Summit, expecting to get $25,000 worth of labor contributed that fall. The Forest Service was building a "warming hut" on the sidehill close to Leavenworth's big jump, equipped with comfort facilities, shower baths, a lunch stand, a large lounge with a nine-foot fireplace, caretaker's facilities, and conveniences that will be particularly appreciated during Leavenworth's annual jumping competition which is attended by thousands of visitors. At Mount Baker, the Forest Service was constructing a large stone shelter on the site of the shelter course, where competitors can warm up and

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[84] "Tacoma Excited - Ski Event Sunday Draws," *Seattle Times*, January 23, 1935 (page 15); *Seattle Times*, January 24 (page 18), "Ski Army Pours into Paradise," & "Fraser Defeats Hvam on Baker," *Seattle Times*, April10, 1935 (page 18); "These Three Almost Certain Olympic Games Men," *Seattle Times*, April 16, 1935 (page 14).

eat, at a cost of $35,000. Another shelter was being built at McClure's Rock in Paradise Valley on Mount Rainier to provide protection for high altitude skiers. The Pacific Northwest Ski Association met at Cle Elum in September 1935, hosted by the Cle Elum Ski Club, to map out the next year's schedule of competition.[85]

Jumping continued in Cle Elum for local skiers. In the fall of 1935, the club improved the jump on West Hillcrest, building a 40 foot tower making possible 80 to 100 foot jumps, calling it the "Show Window Ski Hill." It was fun for local skiers, but "nothing like the suicide jump at the top of the ridge."[86]

The 1936 Winter Olympics, held at Garmisch, Germany, featured Alpine skiing for the first time with a combined event (downhill and slalom), along with Nordic events (cross-country, Nordic combined, and jumping).   Men and women competed in the Alpine events, although only men were allowed in the Nordic events. Northwest skiers Don Fraser and Darroch Crookes of the Washington Ski Club were on the U.S. team. Dick Durrance, who learned to ski in Garmisch in the early 1930s, was the highest U.S. skier, coming in tenth. There were 14 women on the U.S. team. Germans took gold in the men's and women's event. The U.S. team placed eight overall, winning four medals.[87]

On March 13,1936, the *Seattle Times* announced "Cle Elum Club in Ski Tourney, Stampede Pass." After two years of comparative inactivity, the Cle Elum Ski Club was coming back, this time with a downhill and slalom team. Its six-man team would meet a six-man squad of the Ellensburg Ski Club and the Penguin Ski Club of Seattle at Stampede Pass.

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[85] "Washington Skiers Preparing for Busy Winter Season," *Seattle Times*, September 8, 1935 (page 22).

[86]   "When the World Came to Cle Elum," *NKC Tribune*, February 16, 2012 (page A10).

[87] "1936 Winter Olympics," http://www.skimuseum.net/pdf/1936-52.pdf.

In December 1936, the Union Pacific Railroad opened its $1,250,000 Sun Valley Resort in Idaho, the country's first destination ski resort where the chair lift was invented, changing U.S. skiing forever. The resort attracted skiers from all over the world, including Hollywood movie stars and Seattle area residents, giving the resort a high profile. The Seattle Times of November 18, 1936, announced: "Sun Valley was born – a fashionable ski resort...offering a luxurious, ultra-modern hotel with accommodations for some 200 guests; sun-bathing in roofless ice igloos; mid-winter swimming in outdoor swimming pools fed by natural hot springs; ski-tows to raise skiers 1,470 feet in elevation on a 6,500 foot-long hoist; the other which gives the skier 650 feet of elevation above the valley level." Sun Valley hired a number of Austrian ski team members who learned to ski under Hannes Schneider who developed the "Arlberg Method"in the early 1930s. Seattle newspapers regularly reported on races at Sun Valley and the large number of local skiers traveling there by train to ski.[88]

In March of 1937, the Penguin Ski Club and the Cle Elum Ski Club planned to hold a dual meet, skiing against each other in several events. The Cle Elum Ski Club was invited to compete in the Bellingham Ski Days competition on Mount Baker also in March of 1937. There was a major competition at Sun Valley, Idaho, open to ski instructors and amateurs, which attracted "the greatest concentration of brilliant skiers the nation has ever seen." The Times had a picture of seven competitors in Seattle waiting to catch the train to Sun Valley, saying *National Meet Attracts Fine Field of Stars.* Sun Valley was 26 hours from Seattle by train, and 20 hours by car, but "it might as well be in Seattle's back yard yesterday as skiing greats of Europe and North America poured into town and out again, en route to the luxurious winter resort and the Saturday - Sunday national

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[88] "The World History of Alpine Skiing: a Sun Valley Idaho Story," http://idahooutdoor.net/skihistory01/.

championships in downhill and slalom racing so suddenly awarded to the Sun Valley Ski Club."[89]

In October 1937, the Pacific Northwest Ski Association decided to submit a bid to host the National Championships and Olympic trials in four events, jumping, cross-country, downhill and slalom racing, in the spring of 1939 or sometime in 1940. The Seattle Ski Club and Leavenworth Winter Sports Club wanted to bid for the National Jumping Championships. Clubs in the association included the Cle Elum Ski Club; Seattle Ski Club; Mountaineers; Washington Ski Club; Bend Skyliners of Oregon; Cascade Ski Club; Penguin Ski Club; Associated Students of the UW; Wandermere Ski Club, of Spokane; Sun Valley Ski Club; and Multnomah Athletic Club of Portland.[90]

Last Mention of the Cle Elum Ski Club

The last mention of the Cle Elum Ski Club in the Seattle Times came on February 13, 1940, which said "Torchy! Don't Forget Those Dues.!" A skier stopped Torchy Torrence in downtown Seattle, and asked "are your dues paid up in the Cle Elum Ski Club?" Torchy was conscripted to raise funds to put on the National Downhill and Slalom championships in 1935. He had to go to the National Ski Association meeting in Chicago, so he was made an inactive member of the ski club, although "he never got a pair of skis on his feet."[91]

In 1944, a fire burned the ridge between Cle Elum and Teanaway where the ski jumps were located, turning the ski hill into a version "of Stalin's...scorched earth," according to the Miner Echo. Skiing continued on Silver Dollar Ski Bowl on the old Cassassa Ranch for a few years, but eventually

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[89] "National Meet Attracts Fine Field of Stars," & *"Ski Meets Pile up on Horizon," Seattle Times,* February 25 (page 19); "Europe Ski Greats, Idaho Bound, Visit Seattle," *Seattle Times*, March 11, 1937 (page 25).

[90] "Northwest Ski Group Seeking Big Tourneys," *Seattle Times*, October 2, 1937 (page 9).

[91] "Torchy! Don't Forget Those Dues.!," *Seattle Times*, February 13, 1939 (page 26).

Snoqualmie Pass offered a broader variety of skiing, and Cle Elum skiers ended up going there. The days when Cle Elum was the "Ski Capital of the West" became a distant memory.[92]

G. ELLENSBURG SKI CLUB FORMS AND HOLDS TOURNAMENTS

Ellensburg Ski Club Tournaments[93]

A ski club formed in Ellensburg in 1930, giving Kittitas County its second ski club.

In January 1931, a representative of the club wrote the Cle Elum Ski Club, saying the past year, it had built a nice course located eight miles west of town, and "we have just begun to make people around here see that there is some fun out in the snow on skis & toboggans." The Ski Club was holding an open house on January 10, 1931, with a tournament designed not to compete with Cle Elum's, but to "create more fans that will want to come to Cle Elum." The Ellensburg Ski Club asked for help putting on the event. There would be six events: an A-jump (good for up to 175 feet), a B-jump, Rocky Run, Boy's Gliding (under 15), Ladies gliding, and a toboggan race with "suitable prizes in each event." The Ellensburg Ski Club hosted tournaments from 1932 to later in the 1930s. The results of the 1932 & 1933 tournaments are discussed in Wormington, *The Ski Race,* pages 330 - 332.

On January 15, 1932, the Ellensburg Ski Club held its First annual competitive jumping tournament.

> It was a fine success, well attended, well managed and will undoubtedly be a great stimulant to the sport of skiing in Kittitas County. With Carl Solberg guiding them they are now ski minded and on their way to skiing success.

> Their course is located in a small canyon about eight miles from the city but there is a good road to within a quarter mile of the slide and a passable road the balance of the way. There is a fine parking place at the very base of the hill and snow could be easily cleared away for

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[92] When the World Came to Cle Elum," *NKC Tribune,* February 16, 2012 (page A10).

[93] The Bresko collection contains a number of letters from the Ellensburg Ski Club.

parking a thousand cars they were ably assisted by a group of Boy Scouts.

They had Class A and B jumps "well located and built, which should be good for safe jumps of 175 feet. Jumpers can get sufficient speed on the hill back of the approach, with speed being governed by how high the climbers want to climb. At the tournament, the snow was wet and heavy, limiting the length of the jumps. Jumpers from Ellensburg, Cle Elum, and Leavenworth competed. In addition to the Class A and B contests, there was a Ladies Glide, a Rocky Run race, and a Boy's Glide. Two members of the Ellensburg Ski Club entered the 1932 Cle Elum tournament.

The Ellensburg Normal School newspaper (now Central Washington University), the *Campus Crier* said in January 1932, "Ski Tourney Opened Course." That year's Ellensburg Ski Club tournament marked the opening of the club's new Robinson canyon course. Leavenworth's Helge Sather set a new course record of 138 feet in the standing jump, and also won the Class A competition. The tournament established "the Ellensburg course as one of the most promising in this district." More than 1,200 spectators watched the tournament. Representatives from the Leavenworth and Cle Elum Ski Clubs won the majority of the prizes which were donated by Ellensburg business men. Leavenworth's Georgia Heitzog won the ladies gliding contest and D. Kjossness won the rocky run contest. The Ellensburg team won the toboggan race "which was one of the spectacular contests of the day." The ski club planned to hold inter-club competitions later in the years. Roy Olds was president of the Ellensburg Ski Club, Russell Hearin was secretary-treasurer, and Ed Zetsche vice-president

The second Annual Ski Tournament of the Ellensburg Ski Club was held in Robinson Canyon in early January, 1933. The *Seattle Times* promoted the tournament, saying "Ski Tourney on at Ellensburg," and "Seattle Skiers Go to Tourney, Ellensburg's Meet Beckons." Class A jumpers from

the Seattle Ski Club, Ole Tverdal (who won the Class B championship at Lake Tahoe the prior year), Leif Flak (most brilliant of the younger jumping generation), and Erik Bolstad, were en route "to lend their aid to the Ellensburg's first invitational tournament." The tournament attracted a long list of entrants from Northwest clubs, with Leavenworth, Cle Elum and Yakima sending 30 competitors. Since this was the first tournament of the year, most of the region's leading jumpers were expected to compete for "tournament conditioning."

> Ellensburg's new ski hill is but eight miles from the city's center - and it possessed this distinction. You may sit in your automobile if you wish, to watch the jumps.

The Ellensburg Ski Club had improved its hill by building a new Class A jump that would allow jumps up to 300 feet. The events were expanded for the tournament, and included Class A, B and C jumping, a cross country race, gliding contests for all ages, toboggan races, ladies and men's rock run and slalom race.

Courtesy of Maybo family

The 1933 tournament attracted 30 jumpers who competed on the big hill that was "considerably improved over last year," but they were "handicapped by warmth." A warm day and melting snow

made the course sticky and shortened the jumps. Erik Bolstad of Seattle was originally declared the winner of the Class A event with a jump of 108 feet, due to an error in point tabulation, but he actually finished fourth. Ole Tverdal of Seattle won the Class A event with a jump of 117 feet. Helge Sather of Leavenworth was second. Seattle's Hermod Bakke had the longest jump of 122 feet, but had poor form so he did not place highly. The cross country event was won by Merle Pease of Ellensburg, with Eric Ulrich of Leavenworth second and Ed Zetzsche of Ellensburg third. "The big hill was greatly improved over last year, the entrants said, but because of the sticky snow, the longest jump was 16 feet short of the longest leap made last year. Hundreds of spectators watched the jumpers from their cars parked at the foot of the hill." The club held a banquet held afterward in the Antlers hotel.[94]

In February 1933, 80 students participated in the first interscholastic meet between high schools in Ellensburg, Yakima and Cle Elum in the Menastash canyon, "for the purpose of developing friendship; among students of the schools." Three students from Ellensburg participated. Events included boy's gliding, girl's gliding, a couples race, cross country and a toboggan race. Carl Solberg of the Ellensburg Ski Club (and world's champion in skiing in 1914) was a judge of the event and talked to the students about skiing, including suggestions for the improvement of skiing, and appropriate dress for the sport." Solberg gave a demonstration glides and jumps.[95]

The *Seattle Times* announced in December 1933, "Ellensburg to Hold Ski Meet." The tournament season was almost on hand, and apparently forgetting its article the prior January, the paper

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[94] "Seattle Skiers Go to Tourney, Ellensburg's Meet Beckons," *Seattle Times*, January 7, 1933 (page 7); "Ski Tourney on at Ellensburg," *Seattle Times*, January 8, 1933 (page 21); "Seattle Skiers Finish One, Two in Jump Event,"*Seattle Times*, January 9, 1933 (page 12); Wormington, *The Ski Race,* pages 331 - 332.

[95] "Valley School Ski Tourney is Held Here Sat.", *Ellensburg Daily Record*, February 13, 1933.

said there was "a brand new entrant into the field - Ellensburg," which had a 300-foot capacity hill. The Ellensburg tournament was followed by the Spokane tournament at the Wandermere Golf Course (that attracted more than 20,000 spectators the prior year in its inauguration), the Cascade Ski Club tournament on Mount Hood, the Seattle Ski Club tournament on Snoqualmie Summit, and the Northwest Ski Association championships at Leavenworth. The Ellensburg Ski Club had enlarged and revamped its jumping hill, and the Seattle Ski Club, Leavenworth Winter Sports Club and the Cascade Ski Club of Portland were sending Class A and B jumpers. On January 7, 1934, the *Seattle Times* said Ellensburg skiers were packing in snow to the landing slope that was covered in six inches of snow. A Chinook wind missed the hill the prior day, ending worries about its melting. Jumpers had entered from Seattle Ski Club, Leavenworth, Cle Elum, Yakima and Ione.

Hermod Bakke of Leavenworth won the 1933 Ellensburg tournament on a crusty hill with a leap of 138 feet, Ole Tverdal from the Seattle Ski Club was second, Helge Sather from Leavenworth was third, and Haakon Albinson from Ellensburg was fourth. Harry Larson, a new Seattle Ski Club member, was hurt when after a "magnificent jump," he tried to avoid straw bales at the end of the jumping slope to protect the competitors, by a skidding Telemark turn. He broke his ankle and a piece of straw hit him in the eye, which nearly blinded him. The event was not sanctioned by the Pacific Northwest Ski Association so no points were scored.

The *Ellensburg Capital* of February 1, 1934, said "Ski Tournament Handicapped by Poor Weather." Because of three years of weather vagaries that handicapped the Ellensburg Ski Club's annual ski tournament held in Robinson canyon, plans were being formulated to build a course in the

Swauk.[96]

In 1935, nearly 200 students and faculty participated in the annual ski tournament in Robinson canyon hosted by the Ellensburg Chamber of Commerce and Ski Club. Events included ladies gliding, men's gliding, tandem gliding, men's cross-country, ladies' cross-country, men's downhill, ladies' downhill and toboggan race. Ellensburg's Fred Zetzsche won the men's jumping event. Prizes for the tournament were donated by J.C. Penny Col, Real Silk Hosiery Co., Strom's, City Tailors and Cleaners, Ledbetters and the Ellensberg Ski Club. *Ellensburg Capital*, December 27, 1935.

No record of jumping tournaments sponsored by the Ellensburg Ski Club could be found after 1935. However, club skiers continued to participate in tournaments sponsored by other clubs.

On March 13,1936, the *Seattle Times* announced "Cle Elum Club in Ski Tourney, Stampede Pass." After two years of comparative inactivity, the Cle Elum Ski Club was coming back, this time with a downhill and slalom team. Its six-man team would meet six-man squads from the Ellensburg Ski Club and the Penguin Ski Club of Seattle at Stampede Pass.

In 1937, Fred Zetzsche of the Ellensburg Ski Club entered the Seattle Ski Club tournament at Snoqualmie Pass as a Class A jumper. In 1938, two Ellensburg Ski Club jumpers entered the Leavenworth Jumping Tournament - Fred Zetzshe and Bob Opdengaard.

In late January 1938, Sahalie Ski Club, Ellensburg Ski Club and the Enumclaw Ski Club held a slalom competition at Cayuse Pass. In March 1939, Yakima skiers won the Ellensburg annual open tournament on Blewett Pass, where 70 skiers representing nine Central Washington ski clubs

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[96] "Ellensburg to Hold Ski Meet,"*Seattle Times,* December 24, 1933 (page 21); "Slalom Racing Set for Sunday," *Seattle Times,* January 4, 1934 (page 16); "Tow Slaloms, One Ski Meet Ready," *Seattle Times,* January 7, 1934 (page 25); "Collins Takes Slalom Event at Mt. Rainier," *Seattle Times,* January 8, 1934 (page 10); "Ski Tournament Handicapped by Poor Weather," *Ellensburg Capital*, February 1, 1934.

competed. This is the first reference to an annual Alpine tournament held by the Ellensburg Ski Club that could be found. In February 1940, Benton Buchanan of the Ellensburg Ski Club won "the tricky slalom course at Lake Keechelus," beating Bill Easton of Easton.[97]

In February 1940, residents of Kittitas County got good news. The Washington Motor Coach Company began offering trips to the Milwaukee Ski Bowl from Ellensburg on Saturdays and Sundays. The Ski Bowl did not permit private cars to access the ski area, since "to do so would have opened the bowl to those who came from sections which we served by special ski trains." Access by bus allowed eastern Washington residents to come to the Ski Bowl for the first time.[98]

In January 1941, a number of Ellensburg Ski Club members entered the Giant Slalom competition at the Milwaukee Ski Bowl, the first major Pacific Northwest Ski Association tournament of the year, in which "every headline snow flier from Oregon and Washington is in the fold." The event featured 73 racers, and was packed with talent. Ellensburg Ski Club racers included Robert Case, Walter Bell, and Breton Buchanan, with start numbers 65, 67, and 71. Fred Zetsche, who previously raced for Ellensburg, was skiing for the Timberliners this year, indicating he may have moved to Portland.[99]

In the Washington State Ski & Snowboard museum's Lost Ski Areas Exhibit, ski historian Kirby Gilbert discussed the role of the Ellensburg Ski Club in operating the Blewett Pass Ski area

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[97] "Cayuse Pass," *Seattle Times*, January 23, 1938 (page 16); "Yakima Skiers Win Ellensburg Tournament," *Seattle Times*, March 13, 1939 (page 16); "Buchanan Winner of Keechelus Race," *Seattle Times*, February 6, 1940 (page 18).

[98] *Ellensburg Daily Record*, February 2, 1940, quoted on Milwaukee Ski Bowl website.

[99] "Huge Field to Compete Sunday at Snoqualmie," *Seattle Times*, January 7, 1941 (page 18).

before WW II, and the Swauk Ski Bowl after the war.[100]

The Ellensburg Ski Club installed a Swedish portable rope tow at the old Blewett Pass, west of U.S. Highway 97, in the late 1930s. A rope tow was installed downhill from the summit along the northerly slopes, starting at the parking lot of the old Top-O-Hill tavern. Bruce Kehr (who started the Stevens Pass Ski Area) helped to install the tow for the ski club. The tow was operated until the early 1940s, when skiers moved to bigger slopes, and the club discontinued the operation. The Washington Trails Association website says the old Blewett Pass highway had a rope tow ski lift in the 1930s, and the website, Lost Ski Areas of Washington indicates the Blewett Pass ski area, located 34 miles north of Ellensburg and 27 miles from Cle Elum, had a rope tow and warming hut, but gives no date for the services.

In the late 1940s and early 1950s, the Ellensburg Ski Club operated another small ski area, Swauk Ski Bowl, along the Blewett Pass Highway. It was a short hike on skis from the highway. There was a small hamburger hut (canteen) and rope tow hung on wooden poles and large trees. The Forest Service helped to erect a small overnight lodge along the highway, which in 1945, was used by

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[100] *Old Blewett Pass Highway,* WTA.org; *Lost Ski Areas of Washington*, Hyak.net/lost/lostski.html. Lowell Skoog's website, Alpenglow Ski History, has several references to the Swauk Ski Bowl. Ski Areas Lost, lists Swauk Ski Bowl (near Blewett Pass 1940s - 50s). *The Ski Guide for Washington,* published in 1950 by Shell Oil Co., says Swauk Ski Bowl was six miles west of Blewett Pass. *Skiing's Great in Washington State, 1950 -51*, published by the Washington State Advertising Commission, says Swauk Ski Area was 20 miles south of Peshastin. An undated newspaper photo by Gene Prater, probably from the 1950s, of skiers and a rope tow has a caption reading, "Swauk Ski Bowl near Ellensburg offers protected areas plus three rope tows and warming hut to Kittitas Valley winter sports enthusiasts." Alpenglow Ski History, Ski Areas Lost, Tacoma Public Library - Clippings, Ellensburg Public Library - Clippings, Alpenglow.org.

An article in the *Ellensburg Daily Record* from October 8, 1953, "Relocation of Blewett Pass Road Pushed," said the new road being built which would bypass the old Blewett Pass and go over Swauk Pass, would not interfere with the Swauk Ski Bowl, but would improve access to it, showing that the Swauk Ski Bowl was still operating in the early 1950s.

Kirby Gilbert has been to the site of Swauk Ski Bowl, between the old and new Blewett Passes. He found the old tow lines, some sheaves up high in trees, remnants of a hamburger hut, and a few other things from its days of operations. He said the Ski Bowl, which had one rope tow and was mostly volunteer run, had nice terrain.

the Boy Scouts. It was later moved four miles down the road to its present location, serving as the restaurant for the Mineral Springs Resort.

Only one reference to the Ellensburg Ski Club was found in the *Seattle Times* after WW II. In January 1963, the paper reported that the Ellensburg School District would offer skiing as an exclusive school-sanctioned activity. It was inspired by the program operated by the Bellevue School District and PTA. The program "is for the masses," available to all youngsters beginning in the seventh grade. Although no gym credits were be given but the program would supplement the district's physical education program and augment its intramural activities. "We are not promoting inerscholastic skiing. There will be no varsity ski team." The school district took up the program "when it grew too large for the Ellensburg Ski Club." About 150 students were expected to participate in the eight weekly ski lessons on Snoqualmie Pass. Junior high students will take lessons at Ski Acres and high school students at Snoqualmie Summit.

The Ellensburg XC still exists, although one cannot determine whether it is related to the Ellensburg Ski Club. *See* http://ellensburgskiclub.yolasite.com.

Courtesy of Central Washington University, Brooks Library, Hogue collection.

Courtesy of Central Washington University, Brooks Library, Hogue collection. Note the two jumps.

Courtesy of Central Washington University, Brooks
Library, Hogue collection.

Courtesy of Central Washington University, Brooks
Library, Krueger collection.

Courtesy of Central Washington University, Brooks
Library, Krueger collection.

Courtesy of Central Washington University, Brooks
Library, Hogue collection.

V. SEATTLE SKI CLUB AND LEAVENWORTH TOURNAMENTS CONTINUE & SKI CLUBS EXPAND ACTIVITIES

1934 - Seattle Municipal Ski Park Opens

In December of 1933, the Seattle Parks Department applied for a permit from the Forest Service to establish a ski hill at Snoqualmie Pass near the Summit. A crew from the Civilian Conservation Corps was used to clear an area of the hill for skiing, and to build a warming hut, using federal funds under the Civil Works Administration designed to put Americans back to work.

In January 1934, the Seattle Park Board opened its ski area at the summit of Snoqualmie Pass, called Municipal Park, at the old Milwaukee Railroad stop of Laconia. Mayor John F. Dore dedicated the new ski area. Ski Queen Marguerite Strizek of the Seattle Ski Club was chosen in a competition between girl skiers from the seven Snoqualmie Pass clubs. Mayor Dore planned to expand the area to take in more territory, and to provide ski instruction at the new area. Junior jumpers gave an exhibition on a miniature hill, and 20 skiers raced down a "quickly devised slalom course, and the dedication broke up in a general rush of skiers to the hill." The Seattle Park Board also used a ice skating area to provide free ski lessons to Seattle residents. The Seattle Times called the ski park "an unprecedented enterprise....It marks the first known time in America a city has ventures into the recreational skiing field in such a first-class manner." A Park Board report written in spring of 1934, explained the reason for the project. "Before the development of the municipal ski course, various clubs and outdoor groups maintained camps and cabins there [Snoqualmie Pass] but there were no facilities for the general public, and only a small number of persons could be accommodated." The Municipal Ski Park was opened to address that problem.[101]

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[101] Lundin, "Seattle's Municipal Ski Park at Snoqualmie Summit (1934-1940)," Essay 10362.

Skier's cars at Snoqualmie Summit.   Photo from *Images of America: Snoqualmie Pass,* John & Chery Kinnick.

Seattle Municipal Park, before 1937. Courtesy of the Moffett family.

1934 - Hopes for a Cle Elum Ski Club Resurgence

Seattle Ski Club's Fourth Annual Jumping 1934 Tournament introduces Slalom Racing

The Seattle Ski Club's Fourth Annual Jumping Championships at Snoqualmie Summit in the first weekend of February 1934, included cross-country races and the first slalom race sanctioned by the Pacific Northwest Ski Association. There were over 100 entrants despite efforts to limit the field. "We do not need inexperienced jumpers." Tom Mobraaton of Vancouver, B.C., the "sandy-haired needle of jumping poise," won the combined racing and jumping championship. Hamish Davidson of Vancouver B.C. won the slalom race featuring 38 competitors, which was "a test of racing skill which proved to be unexpectedly strenuous and spectacular." There were 5,000 cars parked on the highway left by spectators of the event. [102]

Cars parked on Snoqualmie Pass for tournament. Picture from Kinnick, *Images of America: Snoqualmie Pass.*

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[102] "Cross-Country Race will Open Annual Ski Tourney, Slalom, Jumps Sunday to Top Huge Program," *Seattle Times*, February 2, 1934 (page 22); "Portland Civic Leaders Lunch, Talk of Skiing," *Seattle Times,* February 4, 1934 (page 21); "Mobraaten Skiing Champion, Sotvedt Takes Jumping Crown at Club Meet," *Seattle Times,* February 5, 1934 (page 12).

1934 Pacific NW Championship Tournament at Leavenworth

The Fourth Annual Pacific Northwest Championship was held at Leavenworth on February 10 & 11, 1934, at "the world's most perfect hill," where one could "drive all the way" according to materials distributed by the Leavenworth Winter Sports Club.

On Leavenworth's "long and steep and dangerous" jumping hill, John Elvrum of Portland (the unofficial holder of the American distance jumping championship and runner up in the 1932 national jumping championship) won with jumps of 200 and 208 feet. However, Tom Mobraaton of Vancouver, B.C., who had won the seven mile Northwest Class A cross-country championship race in Wenatchee in front of 5,000 spectators the day before beating 17 competitors, won the combined title in the first Apple Box Tournament described as the "finest competitively and best managed the Northwest has ever seen."[103]

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[103] "Skiers Vie at Leavenworth, Big Hill Scene of Northwest Tourney Today," & "*Mobraaten Wins Cross Country Race,*" *Seattle Times,* February 11, 1934 (page 22); "Mobraaten is N.W. Ski King," *Seattle Times,* February 12, 1934 (page 10).
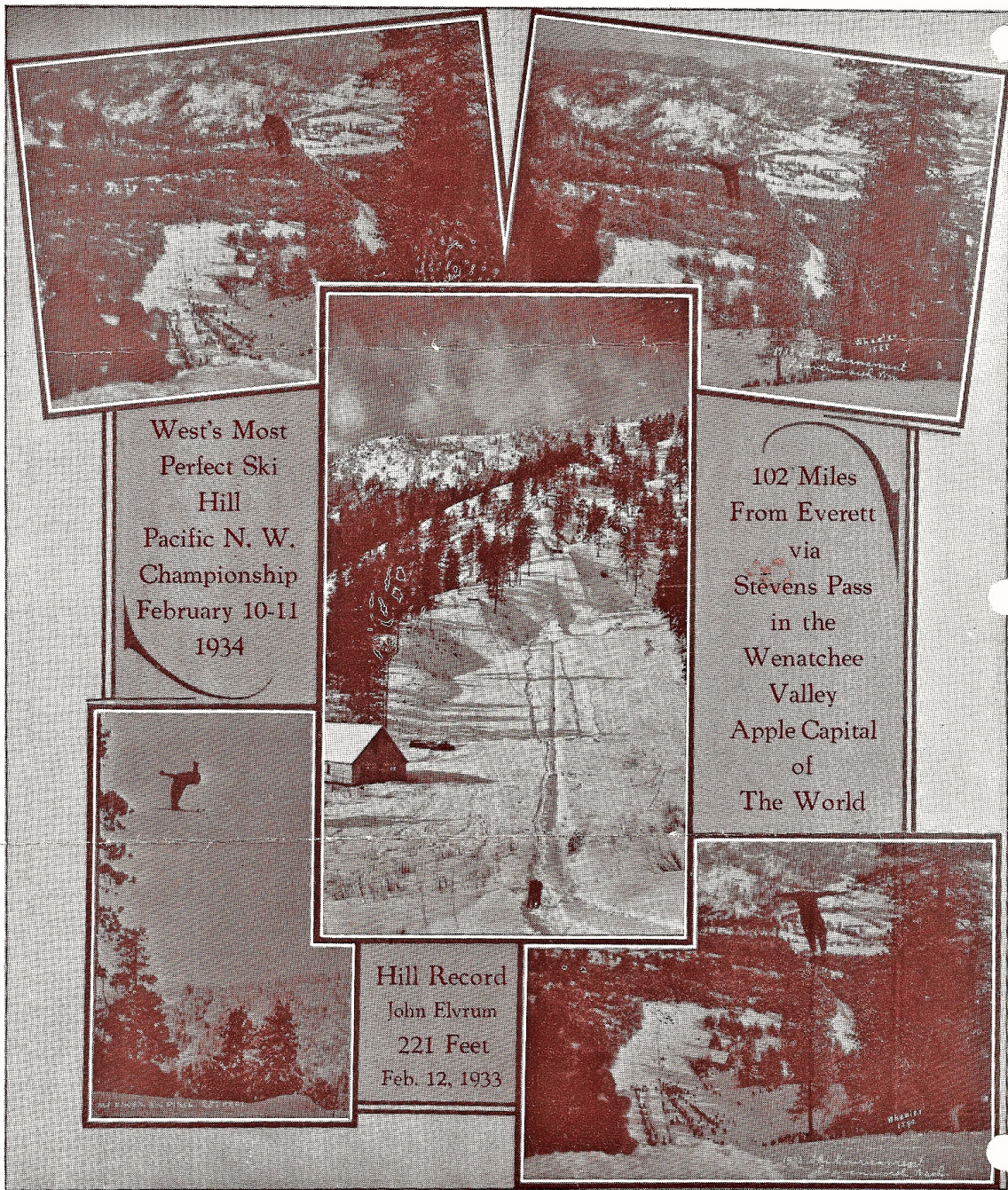
West's Most
Perfect Ski
Hill
Pacific N. W.
Championship
February 10-11
1934

102 Miles
From Everett
via
Stevens Pass
in the
Wenatchee
Valley
Apple Capital
of
The World

Hill Record
John Elvrum
221 Feet
Feb. 12, 1933

Courtesy of the Maybo family.

Ski Clubs Expand Their Activities

The weekend of the 1934 Leavenworth Tournament was a typically busy one for northwest skiers. In addition to the events in Leavenworth and Wenatchee, there was the weekly slalom race at Paradise Valley, and the Seattle Ski Club's slalom race at Beaver Lake on Snoqualmie Pass. Seattle Park Department instructions were going on at the Snoqualmie Ski Park, and the Fifth Annual Mountaineer's slalom and downhill race was held at Martin on the Great Northern line.[104]

In the spring of 1934, the first Silver Skis race on Mount Rainier was run, which became one of the classic races in Northwest ski history. It began at Camp Muir at the 10,000 foot level, and went down to Paradise Lodge at 5,400 feet. For the first year, there was a mass start, with all the competitors starting at the same time, and the first one to the finish line won. The race was held from 1934 to 1942, and after the war from 1946 to 1948. The race attracted serious competitors from all over the country.[105]

The University of Washington Ski Club was formed in 1934, and joined the PNSA in 1936. The Washington Ski Club began in September 1934, to focus on competitive ski racing, attracting members from other ski clubs and winning the rights to host the national downhill and slalom championships and Olympic trials at Paradise in the spring of 1935. The club continued to sponsor major ski races until World War II.[106]

In October 1934, the Cle Elum Ski Club hosted the annual meeting of the Pacific Northwest Ski Association. The association unanimously authorized the Washington Ski Club to make bids for

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[104]   "Leavenworth's List Includes National Aces," *Seattle Times*, February 9, 1934 (page 10).

[105]   Galvin, "Silver Skis" Races on Mt. Rainier, Sahalie Historical Note #11.

[106]   Galvin, "Ski Clubs in Washington Over the Last 100 Years," Sahalie Historical Note # 16.

the national championship races and Olympic trials to be held in 1935, at Paradise Valley on Mount Rainier, since the Northwest "possessed of admittedly the finest ski terrain in America." This was a significant step for the PNSA whose activities were historically limited to jumping and cross-country racing. The move recognized the "tremendous growth in the popularity of slalom and downhill racing...Slalom and downhill racing are entitled to equal recognition with jumping and cross-country, and this organization cannot be caught napping." The association's bylaws and constitution were amended to recognize the new skiing events, which would be added to the Pacific Northwest championships, and a four-way combination championship would start the following year with equal weight be given to each branch of competition. Mount Rainier's 1 3/4 mile long downhill course "is the toughest downhill you ever heard of," dropping 3,280 feet, with an average grade of 33.33 percent. Plans were made for a cable railway for spectators and competitors, and a hotel at the start of the race course. The course was perfectly suited for the "high speed turn," which was the latest development in skiing that was perfected by Dick Durrance, Dartmouth's outstanding downhill and slalom skier.[107]

Alpine Skiing Begins to Threaten Jumping for Winter Supremacy

With the success of the first slalom race officially sanctioned by the Pacific Northwestern Ski Association that took place on February 4, 1934, which attracted 43 entrants, and the first Silver Skis race held in April 1934, Alpine skiing began to challenge ski jumping as the most popular form of winter recreation.

The Washington Ski Club was organized on September 7, 1934, to focus on competitive alpine ski racing and "enter all competitions on the Coast as far as possible." The purpose of the club was

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[107] "N.W. Bids for Games, Championships in Slalom and Downhill Asked," *Seattle Times*, October 29, 1934 (page 15); "Olympic Course Fast Glide," *Seattle Times*, December 23, 1934 (page 22).

"to promote and advance the knowledge of skiing, to encourage skiing, and to cooperate with other skiing bodies for the advancement of skiing and other activities." The club already had 75 members, would be housed at Paradise the coming winter in the guide house. Membership was open to any person over 18, "white, and a citizen of the United States of America." This new club won the right to sponsor the National Downhill and Slalom Championships and Olympic Tryouts that took place on Mt. Rainier in 1935, and sponsored most of the competitive Alpine races up to World War II.[108]

This challenge of downhill skiing to ski jumping was discussed by the Seattle Times of September 20, 1934, in an article called *Ski Clubs De Ski Start Looking Around.* The Seattle Ski Club, the senior club of the district, and the Washington Ski Club, the youngest, "are bending serious efforts to the acquisition of new material - be it downhill racing material, or jumpers." The PNSA warned that "unless juniors eager to learn ski jumping of the better variety are located, groomed and developed, ski jumping two or three years from now will go into serious decline."

> It has become increasingly apparent with the development of slalom and downhill racing that jumping - a fine and daring ski sport, safe only for the most adept - would inevitably decline unless a program were sharply defined to built it up. The bulk of Class A jumping rests with those Norwegian youths comparatively fresh from the old country. Class B has seen casual development among the American born, but not enough.

One problem is that Class B jumping has been held on Class A hills, which are "too severe a test for the younger and more inexperienced jumper. Unwilling to refuse, they took the huge hills, some with a lump in their throats." This year, the PNSA will encourage slalom and downhill racing, and clubs will construct courses where they have never been before. The Cle Elum Ski Club, that was idle the prior year, was planning to open a new hill close to the Sunset Highway with a slalom course "pouring

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[108] "Brand New Ski Club is Formed," *Seattle Times*, September 9, 1934 (page 27); Galvin, Sahalie Historical Note #16: "Ski Clubs in Washington Over the Last 100 Years."

practically onto the apron of the jumping hill." The Leavenworth Winter Sports Club "sized up a precipitous hillside directly contacting its jump, and doubtless will construct a slalom course on it."[109]

The Cle Elum Ski Club was awarded a jumping tournament by PNSA for January 13, 1935, but it did not accept it since "their big hill is not in shape."[110]

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[109] Galvin, Sahalie Historical Note #17: "Ski Racing and the PNSA from the 1930s to the '50s;" "Ski Clubs De Ski Start Looking Around," *Seattle Times*, September 20, 1934 (page 20).

[110] ?Cle Elum Passes, Ski Tourney Off, Hill not Ready," *Seattle Times*, January 4, 1935 (page 23).

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