



Official Publication of The Yellowstone Trail Association
"A Good Road from Plymouth Rock to Puget Sound"



Trail-O-Grams

By Alice Ridge and Mark Mowbray, Arrow Staff

* [Hettinger, South Dakota](#) will celebrate its [Buffalo Fest June 1](#), about the time you receive this notice. There is a famous buffalo jump near Hettinger which the Dakota Buttes Museum and other associations have marked on US 12. At that rest stop there is also a Yellowstone Trail sign which they maintain.



The Fest will feature a fishing tournament, bus tour and 3K "Buffalo Run" and a dinner of roast bison. Buffalo handlers and paleontologists will present and, of course, there will be goodie vendors. We mention this rousing event because the folks at the Dakota Buttes Museum have been very supportive of the present Yellowstone Trail Association, have maintained a kiosk and marked the Trail all through North Dakota, and have written articles for the *Arrow*. So, if you are in the neighborhood, drive on over.

* The [Yellowstone Trail Alliance of Western Minnesota](#) has been busy. It is working with the Renville County Historical Society in applying for a grant of \$59,000 for the Yellowstone Heritage Trail interpretive plan. The goal is to create a cultural heritage interpretive plan for the historic Yellowstone Trail through the towns of Buffalo Lake, Hector, Bird Island, Olivia, Danube, Renville, Sacred Heart and Granite Falls. The first step is to create a cultural asset map to identify a community's strength and resources to inform the development of the interpretive plan through a process that meets the standards of the National Association for Interpretation. Also, the YTAWM first corridor-wide festival "[Follow the Yellowstone Trail: Arts, Antique and History Escape](#)" will be held Friday through Sunday, August 9 - 11. Way to go, Minnesota!

* Did you know that there was a cross-country bike path called [The Great American Rail Trail](#)? When completed, it will run from Washington to Washington. Parts of it are or will be on the Yellowstone Trail. More than 50% of the trail has already been built. We were informed that the path between Bozeman and Livingston is already built and a path from Livingston south to Gardiner and the Yellowstone Park is in the works. Stay tuned while we research this topic. A few years ago YT member Jim Marx rode his bike from coast to coast on the Yellowstone Trail. He certainly could have used a ready-made bike path! You can read all about his adventures in issues #16, 17, 18, and 19 of the *Arrow* available at www.yellowstonetrail.org.

* [The Race is On](#). That's the theme of this year's [Yellowstone Trail Fest at Hamlet, Indiana, August 16-19](#) will see a host of fun things going on at their Starke County Fairgrounds. They say on their Facebook page that the theme of racing commemorates the 1916 transnational relay race held by the Yellowstone Trail Association "from Plymouth Rock to Puget Sound" through Hamlet. There will be many activities and we assume that they will have their annual drive along the Trail, also. Great news from Juanita Ketcham (Trailwoman of the Year 2017) and crew!



* The Yellowstone Trail Association welcomes [Sunnyside, Washington](#), to its growing list of towns that have marked the Trail in their town with the bright yellow signs with their famous black arrow.

* The YTA Executive Director, Mark Mowbray, will be giving a YT presentation at the [Annual Lincoln Highway Association Conference June 18 – 21](#) held this year in Rock Springs, Wyoming.

* [Hudson, Wisconsin](#) will have their annual [Yellowstone Trail Days](#) festival in October but we do not yet have a firm date. Watch for it in next *Arrow*. Ψ



The Waterfalls of Washington

By Curt Cunningham, YT Correspondent – Washington State

Washington State has many natural geological features that were created during and after the last Ice Age by the movement and then melting of the enormous glaciers. Before the glaciers came and carved out the coulees, the Juan de Fuca Tectonic Plate continued its subduction under the north portion of the western side of the North American Plate at the Cascadia subduction zone. Because of this movement, the Cascade Mountains were born. This lifting from the western edge is why the mountain range leans to the east. The eastern slope is more of a gradual incline and is not as steep as the western side. This becomes evident when you begin the drop traveling west over Snoqualmie Pass on Interstate 90.

Because of all this movement of the plates, glacial ice and then the melting water have made for some very interesting destinations in Washington for the traveler on the Yellowstone Trail. There are thousands of waterfalls in Washington that the traveler can visit. There are too many to list in this article, so we will take a look at some of the more famous of these cataracts.



Palouse Falls - photo by author

The first major waterfall in Washington that the visitor will find on the Yellowstone Trail is the Palouse Falls on the Palouse River. It is located about 5 miles north of the confluence with the Snake River at Lyons Ferry. This is a short detour off the Yellowstone Trail on SR 261. Turn at the intersection of SR 261 and SR 12 at Delaney on the YT and head north 23 miles. The Palouse Falls consists of an upper portion with a 20 foot drop and a lower portion with a 198 foot drop.

The canyon at the falls is 377 feet deep and exposes a large section of the Columbia River Basalt Group. The falls and the canyon downstream are part of the channeled scablands created by the Missoula floods that swept periodically across eastern Washington and across the Columbia River Plateau during the Pleistocene epoch.

The original Palouse River flowed through the now dry Washtucna Coulee to the Columbia River. The Palouse Falls and surrounding canyons were created when the Missoula floods overtopped the south valley wall of the original Palouse River, diverting it to the current course to the Snake River by erosion of a new channel. The Palouse Falls State Park now protects the area and is a welcome place to spend the afternoon.

The next important waterfall along the Yellowstone Trail is the Dry Falls that are found along the northern route of the YT going east from Spokane to Coulee City. Just as the name suggests, Dry Falls no longer carries water, but is the remnant of what was once the largest waterfall known to have existed on earth. The falls are 3.5 miles in width consisting of sheer cliffs that drop 400 feet. The tourist will find it easy to imagine the roar of water pouring over them. (Niagara Falls by comparison, is one mile wide with a drop of 165 feet).

The falls were created after the collapse of the ice dam that held back water from the ancient Lake Missoula. This lake covered 3,000 square miles of northwest Montana (about the same size of Lake Ontario). This lake was locked behind this glacial dam until the rising lake began to spill over and then blew out the ice dam. The massive torrent is known as the Missoula Flood and ran wild through the Idaho panhandle, the Spokane River Valley, much of eastern Washington and into Oregon. These immense floods covered the area that is now the city of Portland, Oregon under 400 feet of water.



Dry Falls - photo by author

Continued

When this deluge reached the Dry Falls area, the force of the current swept away earth and rock from a precipice 15 miles to the south of the falls near Soap Lake. This caused the falls to retreat to its present position. The Dry Falls are on the ancient course of the Columbia River. The river had been diverted this way by the encroaching glaciers during the Ice Age. The Columbia River returned to its present course as the ice melted. At that junction on the Columbia, The Grand Coulee Dam was built. Dry Falls State Park now encompasses the Dry Falls and is easily reached by taking SR 17 south from SR 2, the YT, at Coulee City. There are great viewpoints and a interpretive center for the visitor.

The next cataract is on the west side of the Cascades. The Snoqualmie Falls has been a destination for American tourists since 1852 when there were canoe excursions to the falls from Olympia. The Snoqualmie Falls are located just west of the town of Snoqualmie on the Yellowstone Trail. They are easily reached from Interstate 90 at North Bend.



Snoqualmie Falls - photo by author

Snoqualmie Falls has a 268 foot drop and is 100 feet wide on the Snoqualmie River. Snoqualmie is the English pronunciation of “sah-koh-koh” or “Sdoh-dwahibbluh,” a Salish word meaning Moon. The Snoqualmie People who roamed the valley were known as the people of the Moon. The falls have been a spiritual place for the Snoqualmie People and there are many legends of the falls. There is one legend of a Klickitat Maiden who lost her lover, her life and her spirit is said to move musically in the spray of the falls. The legend goes on to tell a story of 2 young Klickitat Braves who fought a duel to the death at the top of the falls. During the battle, a fighter was able to throw his adversary over the falls to his death and into the froth and foam of the cascading waters at the bottom, never to be seen again.

They were fighting over a beautiful maiden named May Bird. She would smile so impartially at the 2 men that neither of them knew who was her favored suitor.

When she had learned of the duel and that her favored suitor was killed in the battle, she became depressed over her loss. As her family and the rest of the tribe were packing up for the trip back home across the mountains, May Bird couldn't bare the thought of living without her lover. She then threw herself off the falls and fell to her death on a precipice 200 feet below. Since that time, the Klickitats who came to Snoqualmie for work in the hop fields would stay far away from the falls.

There have been engineers and trainmen who rode the line between Seattle and North Bend who have seen her black eyes peering out of the mist and wild love melodies that would mingle with the clatter of the wheels as the train rushes by the cascading water. They say only a portion of the apparition can be seen and only at favorable times. A halo of light would shine around her head and dispel the darkness of the falls below. At first those who had seen it just dismissed what they saw. It was just an illusion in the spray of the water. Time and time again people kept seeing the vision of a slender form floating about in the vapor and the sad, dark eyes and always with the same intense look of searching for something that cannot be found. Those who have seen May Bird all believe that she is still looking for her lost Klickitat lover in the boiling foam and dark waters of Snoqualmie Falls.

Today Snoqualmie Falls Park has been renovated and a tourist can visit the top and walk down the trail to the bottom. There is parking at both the top and the bottom for easy access. The Salish Lodge at the top offers fine dining while looking over the falls.

These waterfalls are just but a small sample of some the great places to visit when traveling to the state of Washington on the Yellowstone Trail. We hope to see you soon. Ψ

YTAWM seeks to realize Michael Dowling legacy

Text and photos by Scott Tedrick, President, Yellowstone Trail Alliance of Western Minnesota

The Yellowstone Trail (YT) was founded by Joseph Parmley of Ipswich, South Dakota, but perhaps its greatest champion is a man without hands or feet, the first Yellowstone Trail Association (YTA) President following Parmley, the late, great Michael J. Dowling. From 1917 to 1919, 100 years ago today, Dowling served as President of YTA and at that time is said to have told its membership that a day would come when the YT would bring a “golden stream” of tourist’s to all of the communities along its path. On the hundredth anniversary of this presidency, the [Yellowstone Trail Alliance of Western Minnesota \(YTAWMN\)](#) believes it has formed to see this legacy realized in full.



Yellowstone Trail Alliance of Western MN group photo

While initial conversations began in 2017, it was January of 2018 that a small group of impassioned community members from a corridor of eight western Minnesota Yellowstone Trail communities began meeting at the K.K. Berge building in Granite Falls. Together the group formed YTAWMN in the interest of aligning artistic, cultural, historical and recreational assets along the corridor in which the YT is utilized as the connecting thread and overarching branding mechanism. The monthly meetings rotate between corridor communities which include Granite Falls, a Minnesota River-side city located in Yellow Medicine County (YMC) as well as the seven YT cities in Renville County: Sacred Heart, Renville, Olivia, Danube, Bird Island, Hector and Buffalo Lake.

Dowling was a local resident of the corridor. He set off on his own at age 11 to become a cattle rancher in Canby, Minnesota, also located in YMC. At the age of 14 he was returning home from a cattle drive when he became stranded in the Blizzard of 1880 and lost both his legs, one of his hands and all but the stub of a thumb of his other hand from frostbite. Following his amputations, Dowling was raised by a family in Granite Falls and went on to also reside in Renville and then Olivia, where he is buried. In spite of his “disabilities” Dowling went on to accomplish an incredible number of feats well known YT enthusiasts. Referred to by some as the “world’s great optimist,” it is this mindset and indomitable spirit that YTAWMN hopes to embody in all of its affairs.



Michael J. Dowling



In August of last year, following a full cycle of meetings amidst the corridor cities, the group unanimously elected a board of officers and began planning for its first event and corridor convention: Designing Destination Communities. Held this past November in Olivia, the event featured community revitalization specialists John Davis, former Executive Director of Lanesboro Arts, Ashley Hanson, a Bush and Obama Fellowship recipient, and Sarina Otaibi, Director of the Minnesota Main Street Program. Over 80 movers and shakers from throughout the corridor turned out for the highly successful event, in which the energy was described by at least one attendee as “electric.”

In the aftermath of the gathering, YTAWMN has continued to meet to work to accomplish its mission through a series of ongoing initiatives—from the creation of signage and visitor information to events and planning documents—that align assets and lift up the shared brand.

Local aficionados such as Cal and Suzie Lueck of Danube, who have driven the entirety of the YT, and Lance Sorenson of Hector, have also emerged to help guide the group with respect to the trail's historical legacy. According to Sorenson, the mid-point of the approximately 3,700 mile trail is Granite Falls, a fact learned well after the initial YTAWMN gathering was held.

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The group has also been working with the YTA President John Ridge and Executive Director Mark Mowbray to establish a formal Minnesota Chapter of the national YTA. And conversations are already occurring with community champions from other YT communities from across the state with regard to this end. At present, the group is planning its first corridor-wide festival *“Follow the Yellowstone Trail: Arts, Antique and History Escape”* to be held Friday through Sunday, August 9 - 11. YTAWMN is planning for the event to feature a walking theater based on the life of Dowling, an eight community art crawl, connected historical exhibits, antique vendors, a Yellowstone Trail symposium and other items of interest.



As momentum continues to build the question that naturally emerges is: where is it all leading? Riding the wave of that answer makes it feel somewhat hard to grasp but nevertheless worthwhile and inspiring. Whatever is to materialize, YTAWMN feels as though it will be something special, so long as it is sought in the spirit of Dowling and that of a cooperatively constructed Yellowstone Trail.

Together we are more than the sum of our parts. And it’s good to come together around the YT. Ψ

For more information visit the YTAWMN on Facebook or email: yellowstonetrailalliance@gmail.com.
 For info on the Follow the Yellowstone Trail arts organization go to www.followtheyellowstonetrail.org
 or email jessgormanarts@gmail.com

Yellowstone Trail in St. Francis, WI

By Anna Passante, St. Francis Historical Society

Have you noticed the Yellowstone Trail signs on Lake Drive, Packard, and Howard avenues? Do you wonder what the Yellowstone Trail is all about?

Steve Schreiter of the South Milwaukee Historical Society gave a presentation at the St. Francis Historical Society’s April meeting. It was well received for those who attended.

A brochure put out by the Yellowstone Trail Association says the following about the history of the trail:

Begun in 1912, the Yellowstone Trail was the first transcontinental auto routed through the northern tier states. Before that time there were no connected long-distance roads. The existing local roads were mostly just dirt and routes had no numbers.

Government ignored the situation and promoted railroads. So, people joined together in private “trail” groups like the Yellowstone Trail Association to get better roads. They pressured counties into connecting with the next county’s roads and thus succeeded in creating this historic coast-to-coast route.

The Association charged membership dues, handed out maps and newsletters, held fun “Trail Days” where everyone helped patch the Trail, held auto races, and guided tourists. Towns competed to get on the Trail.

By 1927, most routes had numbers, gasoline company maps were free, and tax dollars built the roads. Then the Great Depression arrived. The route colors, the boosters, and the trail associations disappeared by 1930.

Here is the route that the Yellowstone Trail takes through St. Francis:



The route travels north from Chicago through Kenosha and Racine Counties and enters Oak Creek on Hwy 32 (Chicago Road). It follows Chicago Road through South Milwaukee and Cudahy. At the intersection of College and Packard roads, the earlier Yellowstone route went east on College Avenue to Lake Drive. It traveled north on Lake Drive, connecting with Superior Street in Bay View to Conway Street and turned west on Conway, and then made its way north through Milwaukee. (Today, Conway Street doesn’t go through due to the Hwy 794.) Later, the trail didn’t take the Lake Drive route. Instead, at the intersection of College and Packard Avenues, the trail ran north on Packard Avenue to Howard Avenue, which at that time was also known as Thompson Road. Since Howard Avenue didn’t go through (it was put through in the 1990s), the trail veered at

Lipton Avenue and connected with Thompson/Norwich avenues and traveled east to Kinnickinnic Avenue. From there, the trail traveled north through the city of Milwaukee.

What are some landmarks on the Yellowstone Trail Route in St. Francis? The Lakeside Power Plant, Reinert House, Old Thompson School, Right Trac Inn, and Dan’s Auto Repair. Ψ

A Short History of American “Named” Highways

By Bill von Tagen, YT Correspondent

To understand the importance and significance of the [Lincoln Highway](#) and the [Yellowstone Trail](#), it is necessary to step back and to view America of 1910. At that time there simply were no roads connecting the vast expanse of the United States. What roads existed, existed only in cities. When roads reached the city limits they simply disappeared or deteriorated to dust or sticky mud.

Travel between the East Coast and the West Coast was only by rail. Not only were there no roads, but there were no roadmaps or guides or directional signs that could be used by a motorist, or "autoist" as they were known then. The joke of the city slicker asking directions of a farmer on how to get to a certain town and being told: "You can't get there from here" was no joke. The grim reality was that it was a statement of fact. What roads might have existed outside the city limits went nowhere. They were simply unconnected spiderwebs radiating from towns or rail centers.

In Emily Post's 1916 book "By Motor to the Golden Gate" she recounts a story of asking the best route from New York to San Francisco. She was told the best road was "The Union Pacific" rail road. When Emily asked a woman experienced in travel across the country about driving a motorcar to the west coast, she was told that it couldn't be done. In fact, while Emily successfully navigated from New York to San Francisco she spent very little actual time on the Lincoln Highway. Upon leaving New York City she traveled north and then west to Chicago. When she did travel on the Lincoln, she described it as being a vast sea of mud.



It's easy to get romantic about the named highways. Certainly, it sounds more adventurous to talk about journeying on the Lincoln Highway or the Yellowstone Trail than it does to drive on Interstate 80 or even US 40, but the Lincoln and the Yellowstone had their shortcomings. They relied upon voluntary contributions from Association members, benefactors, corporate sponsors and cities and counties along the route to complete the transcontinental roads. This worked, but was not a permanent solution and even the founders of the Lincoln Highway and the Yellowstone Trail felt that state and federal governments would have to step in.

Individuals and private organizations in fact stepped in to fill the breach before the creation of state highway departments and the federal Department of Transportation. While the Lincoln Highway Association and the Yellowstone Trail Association were alike in that they were private associations they were each unique from one another. The Lincoln Highway Association had the backing of most of America's automobile manufacturers as well as the companies which supplied the products used in the manufacture of roads and automobiles.

The Yellowstone Trail Association had little such support. It was more of a grassroots movement made up of farmers, “Good Roads” advocates and businessmen of the towns lying along the Yellowstone Trail, more rural in approach. If a county assessed a road tax for the construction of a segment of the Yellowstone Trail, a citizen might just satisfy the obligation of that tax by contributing work on a designated workday.

The problem with this was that real work was hard to come by. There are jokes about WPA workers resting on their shovels during the Great Depression 20 years later, but they had nothing on the disorganized workforces that had turned out for a day of roadbuilding in 1913 or 1914.

Oh, the job got done, but after the initial enthusiasm less of the job would get done.



Continued



Joseph Parmley, Yellowstone Trail founder

There is really nothing like these highway associations today. They coordinated road construction, acted as boosters for towns and tourist destinations along their route. They acted much like the AAA or oil companies which distributed maps and provided travel advice and they advocated for good roads and published best practices for road construction. The Lincoln Highway Association even funded demonstration projects, a practice followed up by the modern federal department of transportation. Unfortunately, the named highways became victims of their own shortcomings as well as their own success and by the mid-1920s certain transportation corridors became confusing jumbles of competing signs and routes. This left telephone poles crowded with signs and motorists confused.

The creation of named highway associations and the work that they did were really the quintessential American response to getting the job done. If government was not going to step in, private citizens would step up. The named highway movement occupied only a brief time in our history. The US highways and subsequent interstate highways ultimately proved to be a much better response to America's transportation needs, but they built upon a foundation laid by the named highway associations. I can't help but get romantic when thinking about two-lane travel and the individuals behind the Lincoln Highway and the Yellowstone Trail. Great credit needs to go to the founders of these two American roads who got the ball rolling. Ψ



Henry Joy, one of the Lincoln Highway founders

Nothing Could Stop a Touring Trip in a Model T Ford - Part 2

By Wayne Childs

Editor's Note: In part one of this story, we were introduced to member Greg Childs' uncle's 1918 trip along some of the Yellowstone Trail with his family when he was a child. They left Dickinson, North Dakota, bound for Wisconsin. We now pick up the narrative in Webster, South Dakota.]



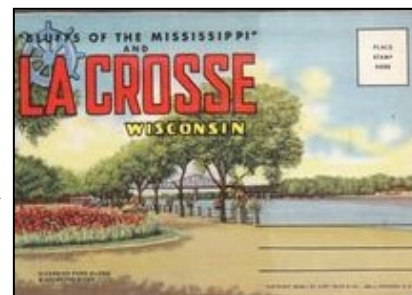
Childs Family on their Model T trip

“The second night out we camped near Webster, South Dakota. While we were in camp, the farmer and his wife came hurrying down to point out what looked like a tornado coming. We all ran down to a very deep railroad cut just south of his farm but the tornado broke up before it got near us.

The next afternoon we drove through Rochester, Minnesota (not on the Yellowstone Trail) and Mother had Dad stop in front of the Mayo Clinic where she told us that people from all over the world came to be operated on by the Mayo brothers. East of Rochester my dad began to look for a farm to spend the night. Mother was still a little nervous about the tornado the night before and wanted to spend inside under cover. At Dover, just east of Rochester my dad saw a rooming house catering primarily to railroad men. We pulled in and got a room for the night. As it was still daylight, my brother noticed some apple trees a block away. We walked over to steal some apples. A nice old lady came out the back door and told us not to eat the green apples or we would get stomach cramps. We recognized her at once as Grandma Persons who used to come to visit our two neighbor boys back home.

The next day we had to drive through the hills near Winona, Minnesota, and LaCrosse, Wisconsin. Those hills were steep and, with a dirt road, it was a hard pull up them in low gear. The Model T's radiator would boil over on a long, hard pull, and we made many runs into farmyards for water, as the spare can was not nearly enough to keep the radiator filled. We stayed just out of LaCrosse that night and, as Dad had figured it, for our fifth and last day we had just 100 miles left. We pulled into Boscobel early the next afternoon.

During our visit with my grandparents I rode up town with my dad. He parked on the main street for an errand and when we came out of the store, several men were looking at the strange license plate and the car that had come so far. My dad walked to the front of the car, kicked both of the front tires and said, “Boys, there is North Dakota air in those tires.” We had had our share of flats on the way, but only in the rear tires, and he was very proud he had carried North Dakota air all the way to Wisconsin.



Continued



Flat tire!

This scene was repeated at several locations, and it became Dad's big moment to kick the tires and tell about the North Dakota air in them. It was soon time to start home, and Brother and I were anxious to start on the five-day picnic, continuing our great adventure.

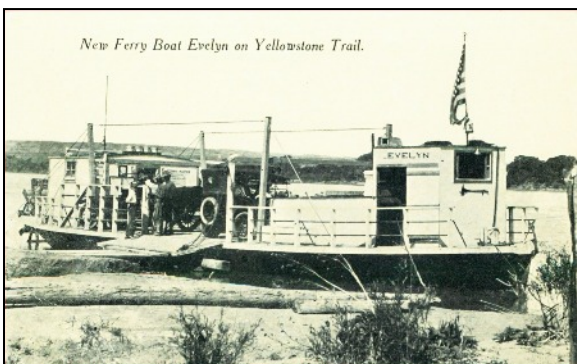
Today, young people glide across the country at a mile-a-minute clip on large, smooth freeways in closed cars with air conditioning, listening to the radio. My brother and I chugged along at 25 to 30 miles per hour. We were perched up in the back seat of the car that stood seven feet high, with a commanding view of every mile of new scenery. We were part of the open scene, and every minute was a thrill and an adventure. There was always the possibility of bad roads, rain or car trouble.

We played a game called "White Horse." If you saw a white horse you wet your right forefinger, placed the finger in the palm of your left hand, then hit the palm with your right fist and called out "White Horse." If you were able to do all this before the other one saw the white horse, you got one point. Within a 200-mile trip you were able to get a score of 50 or 60. Horses, of course, were everywhere, but white horses were very much a minority.

For an additional pastime, my mother had brought along a flour sack. In the empty sack she had put a supply of small, striped candy sacks, each one tied up with a string that was run out of the flour sack. In each sack was a piece of penny candy. Mid-morning and mid-afternoon, Brother and I were entitled to one draw.

For our return trip our aunt came along for a visit and the ride. For the first night out we camped a little east of St. Paul. Dad wanted to hit the Twin Cities the first thing in the morning when he was fresh for the drive. By mid-morning we were in downtown St. Paul. At one of the busy corners a policeman was directing traffic. As my dad drove by him, the policeman put his hands on his hips, and calling to Dad, said, "Mister, you are going to put your foot into it." Dad had no idea at all what he might have done wrong, and commented to us that there must be something about city driving he did not understand. "Besides," he said, "I've had enough of this," and he headed north out of St. Paul to avoid Minneapolis and get back onto the Red Trail to Dickinson. The Red Trail, like the Yellowstone Trail had a formal symbol. It was a red circle surrounded by a white circle, and in the country it was a splash of red on a post, pole or rock.

The second night we camped near Osakis, Minnesota. The field was near a lake so we all could go swimming. Just west of Fargo the motor began to miss. Like most Model T drivers, he eventually learned to grind the valves, adjust the transmission bands, and take up the connecting rod bearings. All of it was necessary to keep a Ford in good running condition. But at this time he had had very little experience with motors, so he only knew that it was not running right. He pulled up to the front of a garage in Mapleton, North Dakota. The mechanic came out and tightened a loose spark plug and the problem was solved. He refused to charge for this moment's work, but Dad did prevail upon him to take a 50 cent piece. This was the only mechanical trouble on the whole trip, other than the usual flat tires.



Ferry at Mobridge, they would have taken

We hurried more than usual the next morning because Dad wanted to get across the Missouri River before we camped out that night. There was not any bridge over the river between Bismarck and Mandan and you crossed by ferry. We camped out west of Mandan. Again, as Dad had figured it, we had an easy 100 mile run on the fifth day into Dickinson where we arrived in the late afternoon.

Our family made many more trips, including trips to Wisconsin in later days with fast cars and paved roads, but this trip was the special one. When we talk about our trip to Wisconsin, it is always clear which trip we are talking about."

Wayne Childs, the former eight-year-old, concluded his article with the ironic. "I now live here in Minneapolis. It's been home for 50 years and is the place I did not get to on our trip because a policeman convinced Dad that he did not know how to drive in the big city." Ψ

Hunter's Hot Springs, Montana

By John Ridge and Alice Ridge, Arrow Editors Emeriti

Note: A version of this article appeared in the October, 2004 issue of American Road magazine.

The meeting was certainly a rowdy one at Hunter's Hot Springs! The delegates were deciding the route of the Yellowstone Trail through Montana. It was hot in early August, 1914, long before air-conditioning. The Great Falls delegation just couldn't be shut up; they were losing the argument to route the highway through their town. Opinions were loudly expressed on every point by most of the 200 members of the Yellowstone Trail Association who had made the cross-country trip (some by train) to the famous resort.



Overview of Hunter's Hot Springs

Washout! This important meeting about routes and highways got off to a rocky start. In fact, it didn't start as planned at all. It was scheduled to begin July 8, 1914, but a major rain storm over South Dakota and eastern Montana washed out parts of the Yellowstone Trail and other dirt roads. It was postponed until August 5. Unfortunately, the weekly papers could not retract the story in time, but we assume that the Association used the telegraph and the excellent postal system to notify members, because attendance in August was high. Weekly newspapers along the Trail between Minneapolis and Bozeman (the extent of the established Trail in 1914) had heralded the coming of the meeting at Hunter's. They fleshed out the "amazing sociability run" with names of local participants, guides and activities. There was to have been quite a procession, had it not rained. *The Livingston Post*, June 25, announced that "One fleet of cars will leave the Radison (sic) Hotel, Minneapolis, at 8 a.m. June 29. They will make their first stop at Montevideo and the second night at Aberdeen (SD). Several cars will join the fleet enroute. From Aberdeen they will be piloted by local drivers who have recently been over the route. They leave Aberdeen July 1 and reach Hettinger (ND) at noon July 2. They will remain at Miles City (MT) July 3 and 4 for the Wild West sports show. July 5 they make a stop at Billings and will reach Hunter's Hot Springs July 6. The 7th may be spent in sightseeing or fishing."

"A very slow schedule has been prepared...cars may be heavily loaded with camping outfits without danger. This being the first run over the trail, towns and county commissioners are requested to have their section well dragged." The irony of it. A road convention washed out!



The Pool, Solarium, Parlors

Why meet at Hunter's Hot Springs? This was a grassroots organization with little money. Why would they pick such a fancy place near Livingston? As today's convention-planners know, attendees like to go to high profile places and "see the sights" to get the most for their convention dollar. It was the same a century ago. The renowned hot springs offered such a diversion. It was right on the trail, literally, so the site satisfied the association's requirement that all meetings be held on the trail. Since this was a health spa and no mention of a bar is made in their literature, there probably wasn't any, which would suit President Joe Parmley, a tee-totaler.

It was the Disney World of its day. Its 100 acres were bordered by the Absaroka Mountains to the south and the Crazy Mountains to the north. It was a collection of hotels, shops, stables, a pool, medical facilities and even its own post office. One goal of the organization was to promote tourism and what better place to go than to a top tourist resort?

Resorting. The word *resort* conjures different cultural and geographic images. Ninety or more years ago the idea of vacationing at a big resort hotel was "in" among the wealthy in the East. Mother, children and servants would leave the stifling Eastern city for the summer and flee to the Adirondacks or the Catskills or Cape Cod. Father would join them for weekends. Tennis, croquet and sailing were enjoyed "in the proper dress." The emphasis seemed to be upon being seen rather than upon relaxing. Continued

In the Midwest, “going up north” to rustic resorts with cabins or camps was the thing to do. No dress code required for canoeing and hiking and you could take your meals at the resort’s “main lodge.” In the West, many resorts were built around natural hot springs because proponents advocated their health benefits. Such was the belief of the healing powers of mineral-rich hot springs that railroads ran spurs to them and advertised them widely.

One such Western resort was Chico Hot Springs. Still popular today, it is much as it was 90 years ago. The Northern Pacific Railroad built a 50 mile spur from Livingston, Montana, to Gardiner to serve visitors going to Yellowstone National Park. At about the midpoint, at Emigrant, the “Chico Bus” met visitors and carted them the 3.5 miles to the spa. Other brave visitors drove their new automobiles to Chico on the still-primitive Yellowstone Trail which paralleled the railroad.

Hunter’s Hot Springs on Convict Grade Road, 16 miles east of Livingston, was an even larger and more elegant spa and the Yellowstone Trail was routed right past its front door. Although auto tourists began to replace visitors using the Northern Pacific Railroad, both the Railroad and Hunter’s Hot Springs advertised the spa as “only two miles from the Springdale depot.”



The Dakota Hotel at Hunter’s Hot Springs

Hunter’s Hot Springs - the early years.

In 1864 Dr. Andrew Jackson Hunter observed Native Americans bathing in the hot springs, and he staked a claim to the area. In 1875 he built a wood-framed hotel adjoining his house and opened a health spa featuring the hot springs waters. In 1880 Hunter’s son-in-law, Frank Rich, built another hotel

nearby, not as competition, but to house the overflow. By 1885 the two were running “a free hack,” transporting guests over what was to become the Yellowstone Trail, from Bozeman, Livingston and Springdale depots to their resort. Dr. Hunter sold his interest in the property in 1886 and eventually settled in Bozeman. Frank Rich leased his property and moved into other occupations.

**HUNTER'S
HOT SPRINGS HOTEL**

Hunter's Hot Springs, Montana

The Exceptional Resort of the Northwest
OPEN ALL THE YEAR ROUND

*Motoring Parties Will Always Find Ample
Accommodations, with Heated Garages
and Special Attention.*

The Hotel That Invites You to
COME IN JUST AS YOU ARE

Every feature of its accommodations and every phase of its service invites rest and relaxation. The entire building is electric lighted and heated by the natural hot mineral water, having a constant temperature of 148° F.

Informal Atmosphere
Excellent Dining Room and Tea Room Service
Glassed-in Sun Porches Comfortable Lobby
Well Appointed Guest Rooms
Beauty Parlors Laundry and Pressing
Personal Service

Invigorating Climate Altitude 4,480
Hunting, Fishing, Hiking, Golfing
Horseback Riding, Swimming, Dancing

VERY REASONABLE RATES
American Plan:
\$3.00 Per Day and Up; \$20.00 Per Week and Up

LUNCHES PACKED FOR MOTORISTS
At Reasonable Cost

1916 Hunter’s Hot Springs advertising page

In 1909, five years prior to the Yellowstone Trail Association convention, the luxurious Dakota Hotel was built on Frank Rich’s old hotel site. Business was booming. In that day of limited medical help, people sought ease from pain wherever they could, even using now-outlawed ingredients. At the turn of the 20th century a cough syrup contained heroin, the popular Coca Cola contained a small amount of cocaine, and opium was used in vaporizers to treat asthma. Hot springs were believed to ease the pain of rheumatism and arthritis. A Hunter’s Hot Springs brochure of 1916 assures such relief but also contains the shocking statement that, “Those suffering from liver and kidney diseases, stomach disorders and chronic constipation testify that much benefit is derived by having the system thoroughly boiled out.”

Anxious to assure the public of the safety of the spa, the brochure asserts, “There is a regular physician in constant attendance...” and “...it is customary for those coming to the springs for their health to be examined before commencing their baths” and it spells out cautions related to hot baths. But people did not soak



Hal Cooley, General Manager of Yellowstone Trail Association, at Hunter’s Hot Springs

in mineral water all day. There had to be other attractions. This page from the Hunter’s brochure lists other activities available.

Pictures give the feeling of luxury, even on hard wooden chairs in the “parlor.” One can imagine the Yellowstone Trail Association movers and shakers huddling in mini-meetings in the Solarium or the Parlor or even the pool, planning strategies which would ultimately affect 8000 members and 3600 miles of their named highway. Continued

Hunter's Hot Springs - an epitaph. The Hotel Dakota, site of the 1914 convention, burned to the ground in 1932 which spelled the demise of the rest of the resort. A Quonset hut was erected over the pool which continued to be used by locals until the late 1970's. Thirty years later the remaining buildings had been bulldozed and the land changed hands several times. It stands vacant now with the hot springs still bubbling. Hunter's Hot Springs resort is being forgotten.



Visitor's Cars at Dakota Hotel



Only this Stone wall and spring remain

So now we need to park on the gravel road near the remaining walls and trickling spring water to visualize the ghosts of that 1914 convention. To listen to the officers' speeches. To watch the boys voting. To see the families in the "plunge." To imagine many new 1914 cars parked diagonally in front of the Dakota Hotel. To move a bit to allow the motorized hotel hack to shuttle new visitors from the railroad station. To do a bit of shopping in the long-gone souvenir shop. To think about the passing of the passenger train, the coming of the auto and the Yellowstone Trail, and the advent of I-90 which took us into a new world and left Hunter's Hot Springs isolated and crumbling in the old. Ψ

THE ROAD

By John and Alice Ridge, Arrow Editors Emeriti

After the Yellowstone Trail Association collapsed in 1930, Joe Parmley created a new road association. He was not a man to move readily with the times. In structure, the new plan was exactly like the old. He called it the **Yellowstone Highway Association**, but clung to the route name Yellowstone Trail, peopled the offices with former officers and sought memberships. His route was severely shortened and somewhat changed. People did not take to the new, did not join, and moved on with the times, but the general populace still clung to the old name and route well into the 1940s.

Parmley produced a 1935 Folder (right) for the Yellowstone Trail as sponsored by the Yellowstone Highway Association. The Folder reflected Parmley's love of history and penchant for the poetic in the following words which appeared in that 1935 Folder. He did not cite an author, so we assume that it was he.

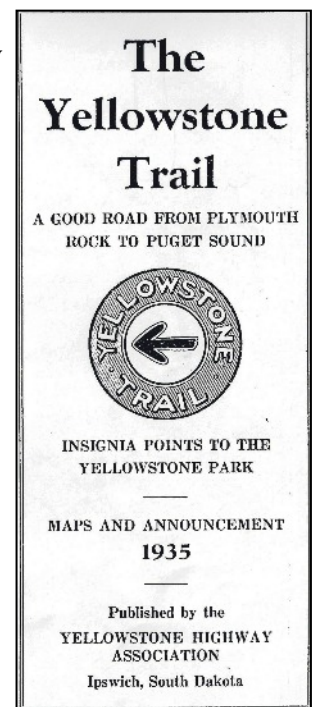
THE ROAD

From the path out of Eden to Calvary and the Marne, the road has decided the course of Empire. The road and an untimely cloud led Napoleon from Marengo to Moscow, Waterloo and Saint Helena and redrew the map of the world. There never was war it did not umpire. With blood it wrote the Armistice and sat at the head of the table when the Treaty of Peace was signed.

Ships, soldiers, statesmen, presidents, priests, potentates, congresses, kings and courts are its vassals. It never sleeps. Will never surrender and will never die. It is the boon companion of rich and poor and the high priest of prosperity. Its mandate changes not. Its banner is Excelsior and whether in frigid zone or torrid tropic it is the help and hope of efficiency and the precursor of universal peace.

Over it the World's scepter passed from Persia, Greece, Italy, Great Britain to the mighty West — here to remain for there is no farther west and there will be no road beyond.

It certainly was a peon to the roads of the world. It didn't save his efforts, though. His Highway just faded into a quiet death shortly thereafter. We include it here to demonstrate a by-gone style. Ψ

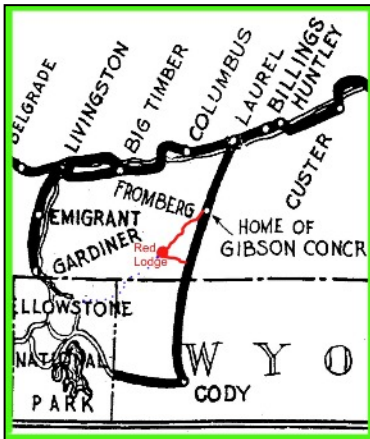


1935 Yellowstone HIGHWAY Association brochure

Did the YT Ever Include a Branch Through Cody, Wyoming? Part 1

By John W. Ridge

No one during the Yellowstone Trail days, it seems, wrote a book to comprehensively record the operations or finances of the YT Association, the local decisions that were made about its route, or even its publications over its life span of 1912-1930. To pull together its history we must use some discovered letters, a few government records, and articles from motor magazines and, especially, newspaper articles, both historic and modern. Small town newspapers saw the Trail as a major source of content with considerable local interest so they are relied on to build the history. But that means that most sources are secondary and often contain inaccuracies. The need for concern and evaluation can be illustrated by the following:



Greg Childs of Laurel, Montana, spotted an article in the December 21, 2017 Laurel Outlook in which a short note from the December 19, 1917 issue of the paper is quoted, namely: *The regular meeting of the Laurel Commercial Chamber was held at the Merchants hotel Thursday evening. ... A communication from the secretary of the Yellowstone Trail association was read. Written by Sec. Cooley the letter urged cooperation of Laurel in maintaining the organization and pointed out that Red Lodge was very anxious to have the trail run to the Cody entrance of Yellowstone Park, as it formerly did, but was discontinued on account of division of the trail beginning Laurel. The communication was laid on the table until the next meeting.*

Greg asked if we knew about that Cody route which supposedly preceded the Livingston route to the north entry of the Park. Well, yes, in a way, but we had to “read between the lines” to arrive at our conclusion. Our answer relies on the material found in the 1914 *“On the Yellowstone Trail, the First Year Book”* the only major publication of the Association.

First, the Yellowstone Trail is introduced in the *First Year Book* by information (sales pitch?) about roads between the Twin Cities and Livingston and on to Seattle. It is clear in its reading that a Cody route was not intended to be an integral part of the Yellowstone Trail. Second, however, 23 “splendid laterals” are listed. They are clearly feeder lines intended to invite autoists to and from north and south of the Trail to use the Trail but are not part of the Trail. Third, of the 23 “splendid laterals” only two are shown on the map included in the *First Year Book*: 1) From Laurel to Fromberg, Cody and East Entrance to Yellowstone Park, and 2) From Livingston to Gardener, the North Entrance to the Yellowstone Park. The latter quickly became known as the Spur and was considered part of the Yellowstone Trail throughout the association’s active years and after. The Fromberg/Cody lateral is seemingly unmentioned again in Trail literature. Why?

A small mystery. Our answer will be in the next Arrow, to be published in September. Ψ

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Use this form and mail with a check OR Apply at www.yellowstonetrail.org and use either the online form with PayPal or the mail-in form with a check .											
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Name: _____	Cut off and mail this form with your payment. OR apply online at www.yellowstonetrail.org										
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City: _____ State: ___ Zip: _____	Send to: Treasurer Yellowstone Trail Association 340 Division Street North Stevens Point, WI 54481										
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Phone: _____ (Required if you do not use email.)											
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