



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



Trail - O - Grams

* Well, the folks at **Hamlet, IN** had another knock-out **Yellowstone Trail Fest August 16-18.**

Lovely weather surrounded the crowds at the Fairgrounds. The theme this year was the Yellowstone Trail Association relay race of 1916, so cars played a major role in the festivities. Along with the usual fun of parades, the 5K run on the Trail, country music and rock music for the young'uns, there was a remote control auto race, a race car simulator that people could sit in and drive, and Juanita Ketcham's favorite: a YT trivia contest with the clues on small blocks.



In keeping with the car theme, the 1968 movie "Chitty Chitty Bang Bang" was shown for kids and kids of a certain age. A "scorpion" won this year's metal sculpture contest over a growing number of entrants. Hats off (or is it goggles off) to Juanita and crew! Ψ

* **Trail Days** is the peak of summer entertainment in **Ipswich, SD** held each June. This year it was June 7-9. Arts in the park in the Ipswich Library Park, food vendors downtown, a car show, a scavenger hunt and many more family events were offered. A concert and rodeo and mutton busting (similar to bull riding in which children ride or race sheep) were held in the Trail Days complex. Ψ



* **Hudson's annual Yellowstone Trail Heritage Day** is set for **October 12**—a day's worth of historic celebration that starts in Hudson and travels across St. Croix County to other Yellowstone Trail communities.

Highlighting events in Hudson are a vintage and classic car show at Lakefront Park, a history speaker, geocaching, history display and story-time at the Hudson Public Library. The Octagon House museum will host an Artisan Fair and a Yellowstone Trail fashion display.

Everyone can drive east on the Yellowstone Trail through St. Croix County and visit history displays at the libraries in Roberts, Hammond and Baldwin. Prizes, including \$100 in cash, will be awarded to those winning the first ever Yellowstone Trail poker run through the county. In addition to the Yellowstone Trail information booth in Lakefront Park, poker run players can check in for their scorecards at the Hudson Area Public Library, Dick's Bar (building was there on the YT in 1915) and Ziggy's. The Roberts stops



include the Community Library and the Sidetrack Saloon & Grill. Hammond stops are the Hammond Community Library and Cheap Andy's Bar & Grill (formerly the Hammond Hotel on the YT in 1915). The poker run stops in Baldwin will be the Baldwin Public Library and the Baldwin A & W. All stops on the poker run are historic buildings, have connections to the Yellowstone Trail or will host history displays. Check each location for hours. For more about Yellowstone Trail Heritage Day, see [visit St. Croix County Yellowstone Trail on Facebook.](#) Ψ

* **YTA at the 2019 Lincoln Highway Conference** - The YTA's Executive Director, Mark Mowbray was invited to attend this year's **Lincoln Highway Association National Conference** beginning on June 18 for four days in Rock Springs, Wyoming.



Mark Mowbray explains YT route to attendees

While there, he had a display table for three evenings showing all manner of YT information and books available. Mark also gave a 45-minute presentation one morning to the entire group, including the YTA 24 minute video and a discussion. Both the presentation and the display table were well



Yellowstone Trail display table at the LH National

received and attendees showed a lot of interest in our "other old road" and made the trip quite worth-while.

The YTA funded the Conference fee and hotel. Mark donated all other travel expenses and included the Conference in his annual summer "road trip" as he enjoyed many miles and days touring in the west. Ψ

* **YTAWMN holds first corridor event and Symposium.**

"Gearing up to complete "western alliance." The Yellowstone Trail Alliance of Western Minnesota (YTAWMN) held its first corridor-wide event Friday - Sunday, August 9-11 in the communities of Granite Falls, Sacred Heart, Renville, Danube, Olivia, Bird Island, Hector and Buffalo Lake.

With the occasion, YTAWMN sought to encourage YT corridor traffic by coordinating cultural, historic, artistic and retail offerings within each community during a set period of hours on Saturday and Sunday. Yellow balloons featuring the YT logo were utilized to denote participating sites.

In addition to the daytime activities, Friday evening showcased "Over the Barrel: A Prohibition Musical," based on the life of Granite Falls Congressman, Andrew J. Volstead, author of the Prohibition (1919) and Cooperative Acts (1922) while Saturday was capped off with a Yellowstone Trail Symposium. The symposium featured a pair of presentations from truly honored guests, national YT Association President John Ridge and YT Association Secretary Alice Ridge, as well as Barry Prichard, grandson of Michael J. Dowling. Additionally those in attendance were delighted by a short visit from "Michael Dowling" as part of a "real life" theatrical skit.



John Ridge and Alice Ridge give Yellowstone Trail presentation

The Symposium was the highlight of the weekend. John and Alice Ridge shared the story of the Yellowstone Trail and the YTA and touted the upcoming release of their new book "Call of the Open Road; A Modern Guide to Driving the Historic Yellowstone Trail," which they hope to release in the Spring of 2020.

Additionally, the pair offered a collaborative pitch that would involve the YTA working with the YTAWMN in the development of a "Sociability Run."

Prichard spoke about the life of YT champion Michael Dowling offering perspective, nuance, and insight not found in any writings. A highly engaging speaker, Prichard—whose time as a Navy Captain, newspaper owner and restaurateur gives Prichard quite a story of his own—wrote two books about Dowling including "We Blazed the Trail," the saga of a motoring expedition to Yellowstone in his 1913 Oakland.

Continued



From left - Barry Prichard, Jess Gorman of YTAWMN, Michael Prichard

At one point the spry 88 year-old Prichard drew an ovation from the crowd as he took to his knees to deliver an account of a request by a youthful Dowling to Yellow Medicine County Commissioners for his first set of prosthetic legs and support to attend college. "Can you imagine what it would be like for Michael Dowling as just a young high school graduate to look up and make that request?" he asked.

Next up for YTAWMN

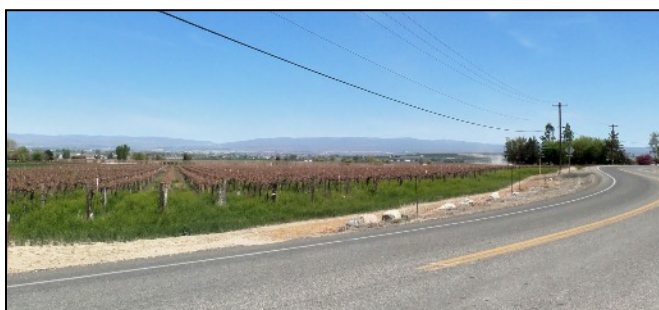
In the aftermath of the Symposium, YTAWMN was contacted by Chaska area journalist Unsie Zuege who represented a group of individuals interested in forming a Yellowstone Trail Alliance of EASTERN Minnesota.

Excited by this news, YTAWMN is inspired to complete the western half of the western Alliance. YTAWMN will complete the alliance by inviting the membership and involvement of organizations from the remainder of communities running from Granite Falls to Ortonville, including Wegdahl, Montevideo, Watson, Milan, Appleton, Correl and Odessa. The annual meeting will be held this November in Granite Falls with co-host support of the Olivia, Granite Falls and Montevideo Chambers of Commerce.

For more info email yellowstonetrailalliance@gmail.com Ψ

Wine Touring along the Yellowstone Trail in Washington

By Curt Cunningham, Northwest Correspondent



The State of Washington is second to California in premium wine production and the industry generates millions of dollars each year. Washington wines are among the most respected in the world. In 2017, the Washington Wine Commission reported 900 wineries with 350 grape growers and 50,000 acres of vineyards. This is almost the same size as Napa Valley. Washington State is at the same latitude as the great French wine regions of Bordeaux and Burgundy. The state's wine country now includes 14

federally recognized American Viticultural Areas (AVAs), commonly known as appellations.

The Yellowstone Trail runs right through most of the major wine growing areas in the state except for the Columbia Gorge region. If you love wine, craft beer and traveling the Yellowstone Trail, this is the state to visit. The history of wine in the State of Washington begins in the 1820's when the Hudson's Bay Company planted grapes in their gardens at Fort Vancouver. Later in the 1850's, the settlers coming over the Oregon Trail planted grapes for their personal use. Prohibition in the 1920's slowed any commercial production of grapes. After the repeal in 1933, grape production was slow to start and the first grapes grown were low quality Concord varieties that grew in the cool climate on the wet side of the state. Grapes began to be grown in eastern Washington in the 1960's and in the 1970's. Gary Figgins had a bottle of his Walla Walla Cabernet Sauvignon judged as the finest in the country.

Walla Walla is the fastest growing and most popular of all the regions in the United States outside of California. Walla Walla is best known for its giant onions and excellent wheat. Today, Walla Walla is a wine destination sought out by wine lovers from all over the world. The Walla Walla region has 1,600 acres of vineyards encompassing 500 square miles. Many of these wineries are world class. This region has 5 main districts; Downtown, Southside, Westside, Eastside and the Airport. Because of the climate, Walla Walla grows a wide variety of grapes.

Traveling on the trail from the east, the first district you will come to is along Mill Creek Road. This road is south of the trail, just east of the airport. Here you will find many award winning wineries. From Mill Creek Road, the next area is at the airport. In 1942, the airport was expanded by the military and the original 1915 Yellowstone Trail was now running right through the middle and had to be rerouted.

Continued

Today more than a dozen smaller wineries have set up tasting rooms in the restored WWII era hangers. In downtown Walla Walla, along the Yellowstone Trail, there are 35 tasting rooms within walking distance of chef owned restaurants, lodging and shopping. The bulk of the wineries in the Walla Walla area are just a few miles south of town in the Milton-Freewater area.

Leaving Walla Walla on the trail route, now Highway 12, you will pass through the Westside District, which home to about 25 well established wineries. The Waterbrook Winery and L'Ecole N° 41 Winery are two popular destinations on the Westside. Traveling westward, the trail will take you to the Yakima Valley. The Yakima Valley wine country stretches for about 70 miles along the Yakima River between the Tri-Cities area of Richland, Kennewick and Pasco and the city of Yakima. The Yakima Valley is a large agricultural region growing over 40 different commercial crops. There are also 120 wineries with 17,000 acres of vineyards scattered over 5 AVA's. For the craft beer lover, the Yakima Valley is home to numerous breweries. The Yakima Valley's sunny slopes provide the perfect conditions to grow superior grapes. The most planted variety is Chardonnay, next is Cabernet Sauvignon and Merlot, followed by Riesling and Syrah. The Yakima Valley is the heart of Pacific Northwest agriculture. Most of the communities offer the tourist a wide variety of fruits and vegetables from the roadside farmers markets. It will depend on the month, to determine what is available. There are a few that are indoors and operate all year around. There are also u-pick farms, for those that want to get down and dirty with your food.

September to November are the best months to visit as more varieties are ready to harvest. Many of the farms have festivals and fun events for the whole family. Pick your own apples and squeeze them into cider, find your way through a corn maze or ride the hay wagon. During October, many farms now have spooky Halloween themed events.

You will meet the mighty Columbia River at Wallula and follow it upriver toward the Tri Cities. After crossing the river, you may want to visit Columbia Park. The park has a pedestrian trail that used to be a Military Road and a section of the Yellowstone Trail. This 3 mile section of trail has been used continuously by travelers for thousands of years. After Leaving Richland, drive west toward Benton City on the Yellowstone Trail, which is now State Highway 224, you will be driving right through the Red Mountain region. to Benton City. The Red Mountain wine region is the smallest of the AVAs at about 4,000 acres. The area has a distinctive micro climate that sets it apart from any other site in eastern Washington. From Benton City, driving west on the trail now called the Old Empire Highway, you will arrive in the Prosser wine region.

This is the birthplace of the Washington wine industry. Prosser is a little town that has more than 30 wineries and 12 are within walking distance of each other. Prosser is also home to the Walter Clore Wine & Culinary Center and Vintner's Village.



Teapot Dome Gas Station Visitor's Center in Zillah, Washington

Leaving Prosser, the Yellowstone Trail route is now called Wine Country Road, which turns into the Yakima Valley Highway and takes you to the next region of Rattlesnake Hills near Zillah. Zillah is home to the Teapot Dome Gas Station. The building was built in 1922 by Jack Ainsworth, who was inspired by the Teapot Dome Scandal of the Harding administration. The building and outhouse have been moved twice in its life, once in 1978 and another in 2007. Today the Teapot has been beautifully restored and is located in a recently built park on 1st Ave. in Zillah on the west side of town, about a quarter mile from the trail. The Teapot is now a Visitor's Center, stop in. Continued



The Yakima Valley and Mount Baker in the distance

The Rattlesnake Hills region has vineyards on the ridges at 3,000 feet in elevation. This elevation is excellent for growing and has made the Rattlesnake Hills a top producer of world-class grapes. Rattlesnake Hills has over 1,500 acres of vineyards and 17 wineries, and specializes in Cabernet Sauvignon, Malbec, Merlot, Syrah, Chardonnay and Riesling. Beyond Zillah following the Yakima Valley Highway northwest, you will arrive at the last area of the valley, the city of Yakima. Yakima has many tasting rooms and an

active night scene, all within walking distance of each other.

The Yellowstone Wine Tour now takes you over Snoqualmie Pass to the wet side of the state. Traveling from the east, take the Yellowstone Trail now called Hwy 202 at North Bend. Upon reaching Redmond, the Woodinville Wine Country is just a 5 mile drive north on Hwy 202. Woodinville is also just 30 minutes from Seattle. Before you reach Redmond, be sure to take a drive on the historic Yellowstone Trail that retains its original 1913 brick pavement. This road is now known as 196th Ave NE in Redmond. In Woodinville on Hwy 202, there are about a 100 wineries, distilleries and breweries for the tourist to visit along this 3 mile stretch of road. Since eastern Washington is too far from the metro area, many eastern Washington wineries have tasting rooms in the Woodinville Wine Country.



Red Brick Road in Redmond, WA



Woodinville School in the "Heart of Wine Country"

The first wineries you will come to are, Columbia Winery, Novelty Hill-Januik Winery, JM Cellars and the state's oldest winery, Chateau Ste. Michelle, which is on the site of the Old Hollywood Farm. This winery has been in continuous operation since 1934. Next is the Hollywood Schoolhouse District with over 20 wineries, breweries and distilleries. From the Hollywood District, travel north to the Warehouse District that has over 40 wineries within a mile of each other. After visiting Woodinville, you might want to drive back east on the trail (Hwy 202) to visit Snoqualmie

Falls and stay in the Salish Lodge. The falls are just a 45 minute drive from Woodinville. The lodge is a perfect getaway after a long day of touring. The towns of Fall City, Snoqualmie and North Bend are now home to 7 wineries.

All of these regions have websites and tour maps available online for the traveler to learn more. Even if you don't drink alcohol, the Yellowstone Trail through the wine country of Washington offers the tourist with many things to do. Plus you will also see some of the most spectacular views of this lush agricultural region of our state. We hope to see you soon, come visit us. Ψ

**JOIN THE YELLOWSTONE TRAIL ASSOCIATION!
HELP SPREAD THE STORY OF THE TRAIL.**

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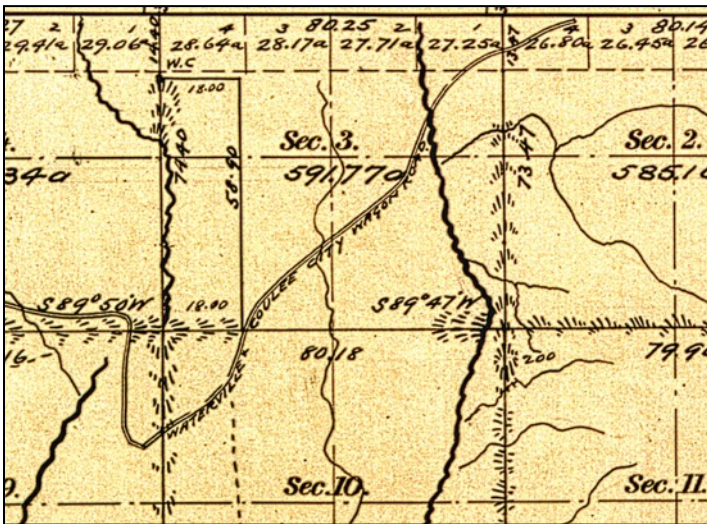
Using Maps to Discover Old Roads

By Dave Habura, Washington Correspondent

It is fun to discover an old road with the anticipation that you may also discover an interesting reminder of the past. Our Yellowstone Trail Association friends and mentors, John and Alice Ridge are the masters of road discovery, and their excellent new maps for our Trail are available at the YTA web site.

Fear not, there are more roads to discover! And you might even add to the Ridge's excellent on-line maps. What I want to do in this piece is share some map resources.....and if interest is generated, I will do a further piece on discovery methods. This piece should guide you to a few sources.

More or less obviously, there are (1) tangible, printed maps and (2) online maps. When the Ridges (and I) started old road discovery we only had the former, and they were hard to find. My favorites were strip maps produced by auto clubs in the teens and twenties, and county atlases usually produced a hundred or more years ago. TIB (Tourist Information Bureau) and a few others produced books of strip maps for some states and Rand McNally, Clason, Cram and a couple of others produced good to excellent maps at the state level. Ebay is an excellent source today for these collectibles.



1894 General Land Office plat map -called the Waterville Coulee City Wagon Road that the YT followed

A problem with old strip maps is that they were charted in a car with odometer and compass, usually by a driver and a recorder. They are seldom spot on when overlaid on a modern map. (A hint, they will be more accurate the smaller the areas compared, probably because there was less distance over which to drift)

With the advent of the internet, amazing resources became available. Google Earth produced absolutely wonderful satellite maps on line, and most importantly made it possible for even amateurs to overlay and resize an old map on a Google Earth map and see the relationship. You can view the new map through a transparency of the old map, and the resulting information is a little like a treasure map, where the chest of gold, in this case old roads and sites, shows on the new map.

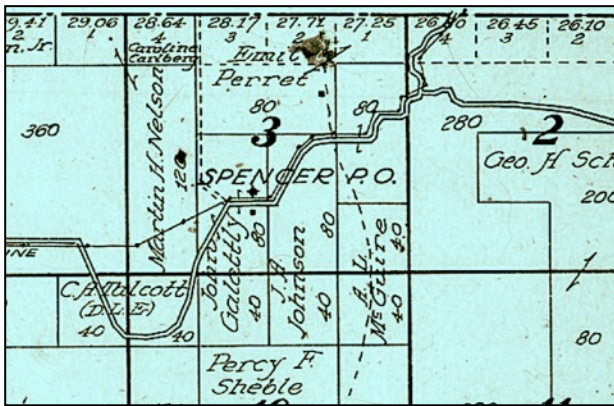
And if Google Earth were not enough of a blessing,

today you can subscribe to ESRI ArcGIS as a non-commercial user for a very reasonable annual price, and get access to an enormous range of maps others have done that are not generally available, and to extremely powerful mapping software. It isn't software for sissies but there are many tutorials in places like You Tube. I have overlaid 1850's plat maps on their base maps and found historic wagon roads, including the route of a branch of the Oregon Trail crossing a local farm in my area!!

So where can you find old online maps? Three places come to mind immediately. Old USGS maps show roads well, and are on a township and section base (Public Land Survey System or PLSS) so they can easily be aligned to other maps, and Google Earth. Search simply for *USGS Historical Maps* and you will discover a great many already overlaid on a modern map. Free and fun to use. I discovered an old 1916 homestead site on my neighbor's property!

A second source, *Historic Map Works* offers many old maps, and is a favorite source for early county atlases. A friend and I found the site of a long lost village (Spencer, Washington) on the Yellowstone Trail using one of their atlases from 1915. Again, these old maps are often on a PLSS base which really helps when geo-referencing an old map to a new map.

And plat maps that go back as far as 1812 are on line. I think the source differs by area of the country, but in my area (the Northwest) I find them at the Bureau of Land Management (BLM). I would search for *General Land Office Plat Maps* or go to <https://glorerecords.blm.gov/search/default.aspx>



A segment of a 1915 county atlas

One hint, the roads, streams, school houses, homesteads, and the like are quite accurately placed on these vintage plat maps where they cross section lines, but within a section they may be off a bit. If you can imagine making your way through thorn bushes, marsh, biting insects, and the like with a survey chain and other gear, you can appreciate why the interior of a mile square section wasn't always perfectly described in 1850!! But they are none the less amazingly good tools for finding really old roads. And by the way, newer roads very often followed the old wagon roads.

As an aside to a map discussion, the very extensive coverage of Automobile Blue Books makes them an invaluable companion to vintage maps. The ABB's contain detailed turn by turn descriptions of thousands of roads back to around 1901. (Not incidentally, a few are on line at Google Books.) The ABB's contain a few maps, but they are not usually sufficiently detailed to be used to locate a road on the ground. But once you do have a map, they are golden, describing a route in detail, and often adding key information.



Google Earth overlay on the 1915 County Atlas

As an example, we had located the Yellowstone Trail in Douglas County, Washington near what we knew to be the probable site of Spencer, but where was the old hotel located?

The 1915-16 ABB stated ".....pass hotel on right..." and provided the mileage so we could pin down the location, even as to which side of the road. And we found old hotel china, an ornamental stove piece, and a license plate from the teens on the ground just where the ABB placed the hotel.

The images here include (1) a segment of a 1915 county atlas, (2) the 1894 General Land Office plat map (road is called the Waterville Coulee City Wagon Road) and (3) an overlay on

Google Earth of a segment of the 1915 atlas map showing Spencer and the relationship to modern US2 (yellow).

I hope this will whet your maps and old road appetite. If it does, I will try to share a few methods you can use with free tools and a computer to locate an old road or landmark on a modern map. Odds are you will be amazed at what you didn't know was in the neighborhood, or on the road. And showing someone that a pioneer wagon or auto road went past their front door is an amazing conversation starter! Ψ

Art Crawl on the YT

By Alice and John Ridge



Artists along or adjacent to the Yellowstone Trail just east of Chippewa Falls, Wisconsin, around Bateman, Cadott, and Boyd held their sixth annual "Yellowstone Art Trail" Sept. 6-7, 2019. Church basements, farms homes, the Bohemian Hall, and an historical society were among the 10 central Wisconsin sites displaying the work of thirty-two artists. The fall sunshine was gorgeous when we perused the event and shoppers were everywhere. Talk about variety! There was the expected, such as oil and water color pictures, jewelry, and leather work. But kiln formed glass art and beautiful wood turned bowls and demonstrations really caught our attention.

Does the Trail still add to the economy of its champions? It certainly did for these artists. Also, fifteen restaurants, boutiques and bars and grills in the area advertised on their Art Trail literature again, signaling a probable gain they experience yearly. This gain can be seen also for those small towns along the Trail in the Yellowstone Trail Alliance of Western Minnesota, and the artisans who appear at the various Trail Days around the country.

Continued



Chair of the Wisconsin event, Jean Arneson, displaying her work in a room crowded with visitors on her farm location, felt that even those not exactly on the Trail knew something of it as that is the thread uniting these artists and there is a spirit of camaraderie here.

We are looking forward to next year's event.

left - Jean Arneson, right - Bohemian Hall.



Did the YT Ever Include a Branch Through Cody, Wyoming? Part 2

By John W. Ridge

The Rest Of The Story? - 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.

Here's John Ridge's conclusion: Going back to the 2017 Laurel Outlook article, it is stated that “Red Lodge was very anxious to have the trail run to the Cody entrance.” Why? The Laurel/Cody road went through Fromberg, not Red Lodge. Going though Red Lodge would have required driving an additional 18 miles. [Red Lodge did become on a direct route to the Yellowstone National Park when the Beartooth Pass was opened in 1936, but that route had no relation to the Yellowstone Trail.]

We also suggest that consideration be given to the fact that on the First Year Book map, the lateral to Cody identifies Fromberg, Montana, and names the only reference in the book to a commercial enterprise, “Home of Gibson Concrete Culvert Co.” Could John Gibson's full page ad in the First Year Book have any bearing on this lateral being given some attention? We can note that, in modern days, the Montana Highway Department recognized the contributions of the Gibson Concrete Culvert Co. by creating a roadside historical sign in Fromberg which states, in part, that in addition to pioneering concrete bridges in Montana, Gibson invented a nationally recognized sectional concrete culvert.

Last, we suggest that Cooley was a consummate salesman, not opposed to stretching things a bit to make the customer happy and in this respect we interpret his comment quoted in the Laurel Outlook that the Trail formerly went through Cody (and thus Fromberg) as designed to support a good customer. There may well have been boosters asking for the Trail to include Cody, but it never did. And it still remains a “small mystery” why Red Lodge “was very anxious to have the trail run to the Cody entrance.” Ψ