



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



## TRAIL-O-GRAMS

By Alice Ridge and ARROW Staff

### Hudson, Wisconsin, Does it Again

Would you believe? The Hudson newspaper issued a six full page special promotional “Fall-ow” insert in October advertising the coming Yellowstone Trail Heritage Day. It featured 100-year-old pictures of the town, history bits about the town, and listed the coming events of the Heritage Day. A reader could hardly miss it!

Hudson’s annual Yellowstone Trail Heritage Day occurred October 12<sup>th</sup>. There was a day’s worth of historic celebration that started in Hudson and traveled across St. Croix County to other Yellowstone Trail communities. Highlighting events in Hudson was an annual favorite vintage and classic car show at Lakefront Park, a history speaker, geocaching, and a history display and storytime at the Hudson Area Public Library. The Octagon House Museum hosted an Artisan Fair including local handicrafts such as rosemaking.

One whole page of the newspaper was devoted to the “Poker Run” game. When we first heard of it, it seemed limited to motorcyclists. Marshfield, WI Convention and Visitors Bureau held one along the Yellowstone Trail a decade ago. Apparently now any vehicle can join in. The driver could visit five of the ten designated bars along the Trail in and out of Hudson. He would receive a playing card at each stop so that it forms a poker hand. The driver could visit all ten, receive ten cards and pick his five best cards. The best hand wins \$100. The worst hand wins \$25. This game appears to be quite popular. Good job, Hudson! Ψ

### Ismay Montana Post Office Fire

By Tom Bauer/Missoulian



Photo courtesy Mindy Held

Hey, Joe Montana, Ismay could use your help.

The small Eastern Montana town — which temporarily changed its name to Joe, Montana, in 1993 as part of a radio promotion of the famous NFL quarterback’s move from San Francisco to the Kansas City Chiefs — lost its aged post office to fire early Friday morning, January 3, 2020. “It caught fire in the middle of the night,” said John Edgell, Ismay Volunteer Fire Department chief. “We got the call about 12:30 a.m.”

By the time firefighters arrived at 409 Main St., the building was burning and flames were shooting from the roof. On Friday the building was still

smoldering and sending up smoke. The Ismay post office continued to burn as late as 2 p.m. Friday.

“The whole department showed up, which is the whole town,” Edgell said. Ismay can only be accessed by dirt road and has a population of about 20 people. The loss of the post office leaves just the grain elevator and the Joe Montana Center/fire hall as the last public buildings in town. Four trucks from the neighboring town of Plevna, along with eight firefighters, also responded as part of a mutual aid agreement. Plevna Volunteer Fire Department chief Calyn Bohle said his crew’s main task was to keep nearby grass and other structures from catching on fire. The Plevna firefighters remained on scene until about 5 a.m. No other structures were threatened. The cause of the fire is unknown, but a furnace was located in the area where the fire appears to have started. The blaze was detected by a neighbor after their power went out, Edgell said. Stepping outside to check on the wiring, the burning post office was revealed. The 1,400-square-foot structure was built in 1920, dating back to an era when Ismay was known as “little Chicago” for its booming cattle shipping business. Ψ

Trail-O-Grams Continued

## Minnesota Marks the Trail



This just in: The Yellowstone Trail Alliance of Western Minnesota (YTAWMN) has just set into motion the marking of about 120 miles of the Trail through the southern part of Minnesota. That is the longest single stretch of Trail to be marked that we know of. Congratulations to this active group. Ψ [Ed. Note: See the article on page 4 of this Arrow for latest news on this very active group]

## Country Neighbors

Brad Mosher, writer for five country media in North Dakota, has written a three-part synopsis of the Yellowstone Trail for *Country Neighbors*, winter 2020, a free newspaper for western South Dakota, North Dakota, and eastern Montana. Mosher's article follows the Trail through that area with specific directions for a driver today. It's quite a six-page spread with pictures and maps. It is contributions like this that help unfold the story of this historic road. Ψ

## Chuck Nagle of Chippewa Falls, Wisconsin

Trail friend Chuck Nagle of Chippewa Falls, Wisconsin, declares that he is neither a writer nor a speaker, yet he has produced at least five small books and is an invited speaker. His interest is in local historical topics such as a local bridge for sale, or a popular long gone resort, or the area's Yellowstone Trail.

Recently, Chuck spoke about the Trail as part of the local library series of lectures and was, reportedly, a great success. He discovered that boiling down a national topic to local events captivates audiences. They identify with actual streets where the Trail ran in their area. After the presentation, some folks engaged Chuck in questions about the exact location of the Trail signs that are up in the county. He learned quickly that a blown-up map of the county would have been useful. He didn't expect such detailed questions nor such a detailed interest.

The Yellowstone Trail Association appreciates his advice: "Don't underestimate your audience with this interesting topic!" Ψ

## The Nesselth's Wall



Recently we received this pleasant note from Nona Nesselth which we quote: "We are the Nesselth family and we moved onto a street called Yellowstone Trail in Shorewood, MN, near Lake Minnetonka in 2002. Our realtor was excited to tell us that we lived on the historic Yellowstone Trail that took travelers across the country to Yellowstone Park. Several years later, my husband, Tom, was elk hunting in Montana. He had been going to the same place for years. One morning he took a walk on the trail crossing Savenac Creek and was delighted to find a Yellowstone Trail sign. He never realized the trail crossing the creek was the same trail we reside on!"

Years later, we finished our basement and were looking for a sizable piece of art for one wall. We decided there was no better conversation piece than to have a map of the Yellowstone Trail grace our wall. A college art student created the antique looking map and we share many great conversations about the historic Yellowstone Trail."

[Ed. Note] The Nesselth's are not alone. They now have four YT signs in three nearby residential blocks in Shorewood!



## 2020 Mullan Road Conference

By John Ridge

Some years ago (maybe 15?) we were following the Yellowstone Trail from our home in Wisconsin to Seattle, learning what we could about the history of the Trail. Near Haugan, Montana, at Exit 16 of I-90, we discovered the Savenac Historic Tree Nursery which just happened to have a marked section of the original Yellowstone Trail. The historic place was a fascinating, understated, peaceful stop in our journey. While exploring the wooden office and work buildings, we met a small group taking a lunch break from a meeting of local supporters of the work of the Nursery and the surrounding Lolo National Forest. We were invited to join them. They wanted to hear about the Yellowstone Trail and we wanted to learn about this huge tree nursery intersected by the Yellowstone Trail.

The conversations led to another of their interests: the Mullan Military Road. Lewis and Clark found their way to the Pacific in 1805 but their route over the Rockies turned out to be a bad choice. The search for a better pass that could be used for a wagon road and/or for a railroad came to a head in the 1860s when the military, wishing to move troops and supplies into the Northwest, assigned the task of finding a route and then building a military wagon road from the head of navigation of the Missouri River in Montana to the Columbia River in Washington to Col. John Mullan. The part of his route that would be the direct predecessor of the Yellowstone Trail ran from near Garrison, Montana, to Walla Walla, Washington. The Yellowstone Trail was routed through in 1915, just as the growing presence of autos motivated necessary road building and improvement.

We learned that a group of regional professional historians and local history buffs met annually for a three-day conference of presentations, discussions, and, best of all, school bus tours and wagon rides over the original alignments of the Mullan Road – and the Yellowstone Trail! The friendly, mutually supportive, interactions of knowledgeable locals and professional historians was unusual and impressive. We attended several of the annual Mullan Road Conferences whenever we were able to make the 1500 mile trip from Wisconsin.

The **2020 Mullan Road Conference** planning is well underway. It will be held in and near Superior and St. Regis, Montana, from May 29 to May 31. The area is mountainous, scenic, green, and most pleasant. Several Yellowstone Trail Association members are planning to attend. It would be nice to meet you there. In addition to touring sections of the Mullan Road, by necessity, we will be touring sections of the original YT. You would never find them alone!

Visit the Conference Facebook page: “**Mullan Road Conference**” for information. Or even better, call or write Kay Strombo at the Mineral County Historical Society and Museum, 406-822-3543 or [mchs1976@blackfoot.net](mailto:mchs1976@blackfoot.net). She knows about the Yellowstone Trail and our interest.

Seldom is there such a combination of learning, exploring, socializing, and fun as there is at this conference. Ψ

Conference Registration			
Name:	_____		
Address:	_____	City	_____
State	_____	Zip	_____
Email:	_____		
	Phone:	_____	
	<i>No. Attending</i>	<i>Cost PP</i>	<i>Total</i>
Conference, including all events:	_____	\$80	\$_____
Or separate sessions:			
Friday: Meet & Greet:	_____	\$0	
Saturday: Speakers, Lunch, Banquet	_____	\$60	\$_____
Extra Banquet ticket	_____	\$20	\$_____
Sunday: Bus Tour with box lunch	_____	\$25	\$_____
		Total Cost:	\$_____
Make Checks Payable to: Mineral County Historical Society			
Mail to: Mineral County Historical Society, P.O.Box 533, Superior, MT 59872			
<b>Registration Due: May 1, 2020</b>			

# Alliance is now 14 Western Minnesota Communities Along the YT

By Scott Tedrick, YTAWMN

The **Yellowstone Trail Alliance of Western Minnesota (YTAWMN)** held its second annual gathering, “Owning Your Story: Connecting the Communities of the Yellowstone Trail” on Friday, Nov. 22 at the Legion in Granite Falls.

In 2018 a “Designing Destination Communities” event brought together community members from eight Yellowstone Trail cities stretching from Buffalo Lake to Granite Falls and served as the public launch of the YTAWMN initiative. This year began the incorporation of the remaining seven western Minnesota communities, beginning with Montevideo and extending to Ortonville, constituting the complete 14 community member western alliance.



Continued

The event featured a keynote presentation from Neil Linscheid as well as an introduction and overview of western Alliance community assets. Linscheid, an educator with the University of MN Extension Center for Community Vitality and a 2017 Bush Fellow, featured an uplifting message detailing the positive demographic trends and opportunities for communities to work together to write a shared narrative.

Nationwide, polls have found that a majority of people actually prefer living in lower density areas. People identify a simpler pace of life, safety and security, and low-cost housing as reasons they prefer and would move to rural areas.

As part of a project surveying newcomers to rural areas, Linscheid said data has found many are people who grew up in rural areas and returned but some newcomers are people who first visited as tourists. He encouraged the Yellowstone Trail Alliance to continue to promote the trail as a place to visit. “People who visit your communities think it is a good place to live,”.

He also credited the Alliance for bringing people from so many different communities along Highway 212 together. Being connected to one another and working to



take action together are key tools to promote rural growth, he told the audience. Most of all, he said, they must work to get their stories out

there and “own” their story. He emphasized that they must believe the story enough to speak the truth to their neighbors.

“It’s easy to succumb to the negative stories that surround us and to miss all of the wonderful things happening right in front of us,” he said. Ψ





## Sunnyside, Washington, Honors the Trail

This appeared in the *Yakima Herald* (WA) Jan. 1, 2020:

The Trail was honored twice this year by Sunnyside, WA. Last summer 12 Trail signs went up in this town of 15,000, clearly marking their portion of this important national route. The Yellowstone Trail Association thanks Mayor Julia Hart for her leadership in the marking of the Trail.

Then, we heard the sad news about Ms. Hart. According to the *Yakima Herald* of January 1 :  
 “For outgoing Sunnyside Mayor Julia Hart, the new year will bring an end to her term of service for the city. Hart lost by a single vote to Mike Farmer, with 538 votes to Farmer’s 539. Her bid for re-election taught her a major lesson from 2019 — that every single vote counts. Looking back on her time in office, Hart said she loved serving as a council member and mayor and was humbled by the experience. Hart said she was thrilled by the council’s having passed a balanced budget, the growing programs at the city’s community center, and signage for the Yellowstone Trail, among other things.”

The fact that a busy mayor views marking the Yellowstone Trail as a major accomplishment makes the Association proud and we wish her well in her future options. Ψ

Join with us – just \$15/year

# Yellowstone Trail Association

"A Good Road from Plymouth Rock to Puget Sound"

[www.yellowstonetrail.org](http://www.yellowstonetrail.org)

[info@yellowstonetrail.org](mailto:info@yellowstonetrail.org)

Drive the Trail  
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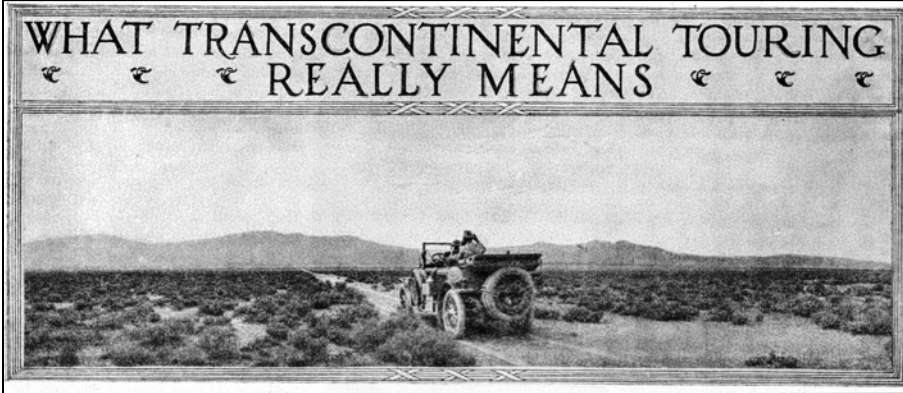
Use this form and mail with a check OR Apply at [www.yellowstonetrail.org](http://www.yellowstonetrail.org) and use either the [online form with PayPal](#) or the [mail-in form with a check](#).

<p><b>APPLICATION FOR MEMBERSHIP</b></p> <p>Name: _____</p> <p>Address: _____</p> <p>City: _____ State: ___ Zip: _____</p> <p>An e-mail address is required because the <i>Arrow</i> newsletter is sent via email. If you need yours printed we'll make special arrangements.</p> <p>e-mail address : _____</p> <p>Phone: _____ (Required if you do not use email.)</p> <p>If this membership is for a business or organization:</p> <p>Organization: _____</p> <p>Your Position: _____</p> <p style="text-align: center; color: red; font-weight: bold;">VISIT <a href="http://WWW.YELLOWSTONETRAIL.ORG">WWW.YELLOWSTONETRAIL.ORG</a></p>	<p>Cut off and mail this form with your payment. OR apply online at <a href="http://www.yellowstonetrail.org">www.yellowstonetrail.org</a></p> <p>Send to: Treasurer Yellowstone Trail Association 340 Division Street North Stevens Point, WI 54481</p> <p><b>Membership category and annual dues:</b></p> <p>Check one:</p> <p><input type="checkbox"/> Regular (Individual or small business) ----- \$15</p> <p><input type="checkbox"/> Not for profit (museum, car club, historical) ----- \$25</p> <p><input type="checkbox"/> Tourism Promotion Agency ----- \$50 (C of C, CVB, Econ Development, similar)</p> <p><input type="checkbox"/> Corporate (Contact the Exec. Director for sponsorship details. <a href="mailto:mmowbray@yellowstonetrail.org">mmowbray@yellowstonetrail.org</a>) \$100</p> <p>Enter Amounts:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: right;">Dues for 1 year (June -May) –</td> <td style="width: 50px; text-align: center;">\$</td> </tr> <tr> <td style="text-align: right;">Gifts are tax deductible.</td> <td></td> </tr> <tr> <td style="text-align: right;">Dues for 2nd year – Same rate. Optional.</td> <td style="text-align: center;">\$</td> </tr> <tr> <td style="text-align: right;">Additional contribution – We are a nonprofit 501c3 corporation.</td> <td style="text-align: center;">\$</td> </tr> <tr> <td style="text-align: right;"><b>Total =</b></td> <td style="text-align: center;">\$</td> </tr> </table>	Dues for 1 year (June -May) –	\$	Gifts are tax deductible.		Dues for 2nd year – Same rate. Optional.	\$	Additional contribution – We are a nonprofit 501c3 corporation.	\$	<b>Total =</b>	\$
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# Cost of Automobile Travel in 1911

By Dave Habura, Northwest Correspondent

A transcontinental auto trip today isn't a really big deal, but it was when the Yellowstone Trail was in its infancy. What kind of preparation and advice would you need as to equipment and costs? What follows is from early *Automobile Blue Books* and *The American Motorist Magazine* in the first ten years of Yellowstone Trail history.



Thomas and Agnes Wilby took a cross country trip in the Fall of 1911. He even wrote a book about the adventure "On the Trail to Sunset." His advice and expense estimates were published in the 1912 and 1913 Mississippi River to Pacific Coast editions of the *Automobile Blue Book*.

His expense estimates follow. I have adjusted 1913 dollars (the earliest date by the Bureau of Labor Statistics) to

their 2019 equivalents. One dollar in 1913 had the buying power of 25.70 dollars in 2019. That is to say, as a generalization, what cost \$1 in 1913 would cost \$25.70 today. I used a 1:25 ratio below for convenience, the amount in brackets being 2019 dollars.

Wilby wrote: "While no hard-and-fast rule can be laid down as to cost, it is possible to give some approximate figures as to the daily expenditure per capita upon a trip of this sort. I will assume that there are not more than two cars forming the party—an ideal arrangement, by the way, owing to the difficulty of always finding adequate accommodations west of Nebraska and because of the ability of one car to help the other in case of a breakdown. The cheapest way would be to take a camping outfit throughout the entire journey, as that would bring expenses down to about \$1.00 [\$25] per day per head for personal expenses. Adding another \$3.00 [\$75] per day, gasoline, oil, etc., should be amply allowed for. Gasoline, it should be added

parenthetically, will cost anything between 15 cents [\$3.75] and 45 cents [\$11.25] [ouch] per gallon.



Tourists at the Gardner Arch on the Yellowstone Trail

If the tourist decides -and, I think, wisely-to dispense with the extra encumbrance of camping outfit, he should, under average conditions of luck be able always to make some kind of night accommodations. In such case the daily expense would amount to about \$3.50 [\$87.50] per head, and for two persons, such as man and wife, the cost ought not to exceed a daily average of \$6.00 [\$150]. The cost of running a 4-cylinder, 5-passenger car of moderate wheelbase would account for about \$55.00 [\$1375] per week, this item including the driver's [chauffeurs] expenses

but exclusive of tires. The average cost of a hotel room throughout the trip is \$1.50 [\$37.50] a person, where the tourist wishes to have the best accommodations each night stop can offer. Regular meals at the hotels average 50 cents `[\$12.50] per breakfast and supper and 75 cents [\$18.75] for the midday meal. This is the rule throughout the smaller cities of the West. It will be found a highly practicable arrangement to take luncheon in the car."

Continued





The August 1913 *American Motorist Magazine* has an interesting illustration under "Events of the Month" titled the "Metamorphosis of the dairy maid." Typical gasoline cost was at least 25 cents per gallon in the countryside. Assuming no better than 15 miles per gallon, and probably less, a 3000 cross country drive would cost at least \$1,200 in gasoline costs compared to about \$300 today. A typical Goodyear touring car tire in 1914 was about \$40 which is \$1000 dollars in today's dollars!!!! And it got about 4000 miles service before wearing out!!! For four tires, that is 4 cents a mile in 1914, or \$1 a mile in today's dollars. A cross country trip of 3000 miles would cost about \$3000 in tire wear, and probably a lot more, given road conditions. And if you follow the advice to put new tires and tubes on all four wheels and carry two spare casings and tubes, you will fork out \$6000 ( 6 X \$1000 ) before you leave the garage! And consider that a typical mid range 5 passenger touring car cost about \$3000 back then, or equivalent to \$75,000 in today's dollars. In a wildly optimistic estimate it might have a 50,000 mile typical life. On a 3000 mile trip depreciation would be at least \$4,500, making an extremely optimistic assumption about evident wear and tear.

Taken together, \$10,000 for a one way transcontinental drive would be a low estimate. Double that if you plan to drive home!! And what should you carry?

The 1912 *Automobile Blue Book* edition provided Wilby's cogent advice. Travel in parties of at least two cars in the event of breakdowns, carry extra tanks of gasoline, a few one gallon cans of cylinder oil, a few pounds of grease, and above all water. Get new tires all around, ship extra casings and tubes by rail to points along the way, and carry at least two casings and four tubes on board. You will want at least 100 feet of 1 inch manila rope, not just to be used to pull you out of a ditch, but to wrap around your tires for traction in sandy stretches.

A few years later, the 1921 edition suggested tools and repair parts, just some of which I list below:

**Tool kit:**

- large and small monkey wrench, two sizes of screw drivers, set of socket wrenches.
- set of open end wrenches, pipe wrench, machinist's hammer, punches, cold and cape chisels, files, cotter pin extractor, cutting pliers, thin nose and slip joint, knife, small vise to clamp on running board.

**Repair material:**

- wire insertion asbestos packing, several sizes soft iron wire, box assorted nuts, bolts, and lock washers
- assorted cotter-pins and terminals, electric tape, length high tension cable, length low tension cable.
- radiator repair bolt, nut and washers, valve and spring assembly, spark plugs and gauge
- brake lining, spring clamp for broken spring

**Tire equipment:**

- two demountable rims, with extra tires, and tubes, extra rim bolts and nuts, two additional tubes, in bags.
- two blowout patches, one blowout shoe (outside), one brace to fit rim bolts, good set of tire tools.
- tube repair material and kit, air valves and caps, pressure gauge, talc for tubes, hand pump or engine pump.

Of course you needed to add trunks, camping gear, shovel, bucket, luncheon kit and a human or two!!! No wonder in photographs of early automobiles on long trips, the automobiles are practically hidden under the gear!! The "Good Old Days? Maybe not. Ψ

# Seneca Falls, New York, and the Yellowstone Trail

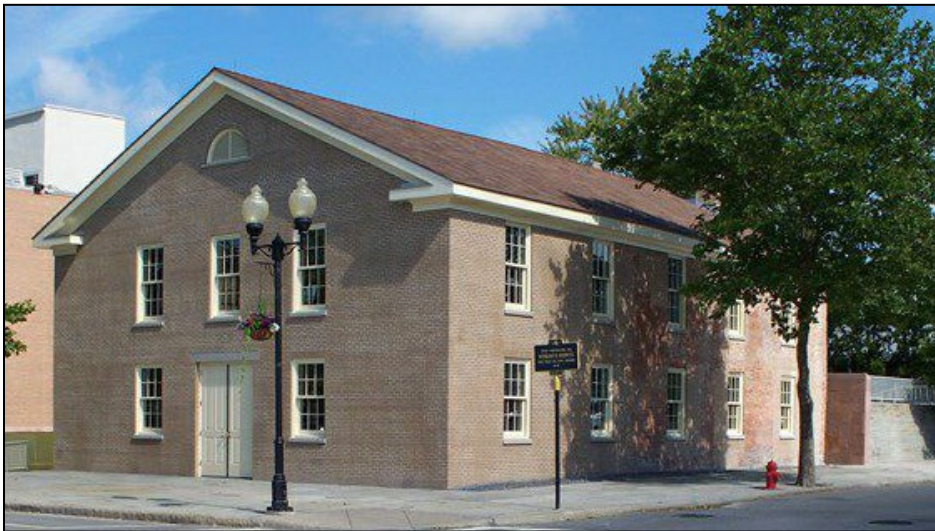
By Alice Ridge

## The Yellowstone Trail in New York

The role of the Yellowstone Trail Association in the western states was as a Good Roads advocate, developing a through route and as a promoter of economic development through tourism. In the eastern states the role of the Association was primarily to develop travel to the Wild West on “their road” for the benefit of Trail member towns. Thus, the Association became a travel bureau introducing the West to the East, assuring people that Indians did not scalp travelers anymore, that there was gasoline available, and roads to scenic wonders did exist. To that end, they competed for the very people who sought recreation and adventure in popular eastern places like the New York Finger Lakes area.

The Finger Lakes region has been a prime recreation and tourist location for well over a century. Chautauqua lectures now have been replaced by fairs, triathlons, wine festivals, and events remembering the movie filmed there, “It’s a Wonderful Life.” But early outdoor activities of fishing, camping and swimming are the same today. You can even take a boat ride on the Cayuga-Seneca Canal as they did almost 200 years ago.

Before 1919 the Yellowstone Trail traveler might have missed Seneca Falls because the original route of the Trail from Plymouth Rock to Ohio ran through Connecticut and the extreme southern part of New York. In 1914, Yellowstone Trail Association member, Michael Dowling, had scouted New York state for a useful route upon which to place the famous yellow markers. The ideal route from Massachusetts was through central New York, including Seneca Falls, up to Buffalo, then along the shore of Lake Erie. Dowling was thwarted in his search, however. Highway officials claimed that there were too many “colors” of trails already on telephone poles and roads. One pole had 11 different trail signs on it alone. The Trail Association was forced to use the southern route, but by 1919, through now unknown means, the Trail was blazed on its favored route and Seneca Falls was then visited by Trail travelers.



Wesleyan Chapel in Seneca Falls, New York

We tell this Trail tale because the Trail ran right down Seneca Falls’ Fall Street, the main drag through that historic town as shown on many maps, including the leading Rand McNally. Trail tourists 100 years ago may have stopped to see the Wesleyan Chapel where a famous women’s rights convention was held, but today’s tourist will see much more since the site is listed on the Register of Historic Places in a National Park, and its history is told in brochure, preservation, and statues. The story rests on the word “freethinkers.”

Freethinkers (Yes. They spelled it as one word)

In the 19<sup>th</sup> century, west-central New York was awash in reformers and a hotbed of social, political, and religious innovation. Here “freethought” bloomed. Here speakers spoke freely to audiences about topics considered taboo elsewhere: abolition of slavery, birth control, prohibition, women’s rights, agnosticism, prison reform. Here women dared to wear (gasp) bloomers! Freethought is a philosophical viewpoint that holds that opinions should be formed on the basis of science and reason, and should not be influenced by authority, tradition, or dogma. Mac Nelson, in his entertaining book, *Twenty West*, about US Highway 20 (the Yellowstone Trail’s successor), says that what made the area so progressive was its “. . . freedom of thought and expression, its acceptance and nurturing of novelty and strangeness. That creative freedom led to . . . . equality and justice.”

Continued



It may be that such “progressive” socially rational thinking erupted in answer to the religious fervor of the 1830s in New York. Some of the fervor was “outside of the box” of conventional religious thinking. Most of this religious fervor, called the Second Great Awakening, rejected rational skepticism and accepted romanticism.

Robert Green Ingersoll may have been the “most remarkable American most people never heard of,” as we read in his museum. This lawyer and stellar orator of the post-Civil War period lectured to packed houses across the nation. His most controversial topic was religion. Known as "The Great Agnostic," Ingersoll defied the religious conservatives of his day, saying, “A fact never went into partnership with a miracle.” He championed causes like women's rights, racial equality, and birth control decades before their time. Ingersoll’s birthplace museum, 14 miles south of Geneva on NY14 in Dresden, is an anchor on the "Freethought Trail," a collection of locations important to the history of freethought. It includes sites related to Mark Twain from Elmira, Andrew White, co-founder of secular Cornell University, and Margaret Sanger of Corning, founder of the birth control movement. A premier stop on the trail is Seneca Falls.

### Women as Freethinkers

Seneca Falls pays homage to a women’s rights convention held in the village in 1848, a meeting which historians called “the first wave” of organized protest and lectures about women’s rights. Much of the town is the Women’s Rights National Historic Park. It is comprised of the Elizabeth Cady Stanton House on Washington Street, a Women’s Hall of Fame, and the renovated Wesleyan Chapel where they had convened. Twenty bronze statues, shown on the right, depict the life sized portrayal of those early women’s rights activists and male supporters. They are in the visitors center near the Wesleyan Chapel on Fall Street.



Women, of course, were denied any hall, even churches, in which to speak about these issues. It was unseemly for women to speak anywhere in public. Lucretia Mott, Sarah Grimke (Quakers), Martha Wright, Mary Ann McClintock and Elizabeth Cady Stanton were the chief producers of a convention to openly discuss women’s rights.



From left: Susan B. Anthony, Amelia Bloomer, Elizabeth Cady Stanton

The convention took place in the Wesleyan Chapel in Seneca Falls, home town of Stanton, in July, 1848. The big guns were there: Susan B. Anthony for women’s rights and abolition, and Frederick Douglass and William Lloyd Garrison speaking on anti-slavery. Three hundred people showed up!

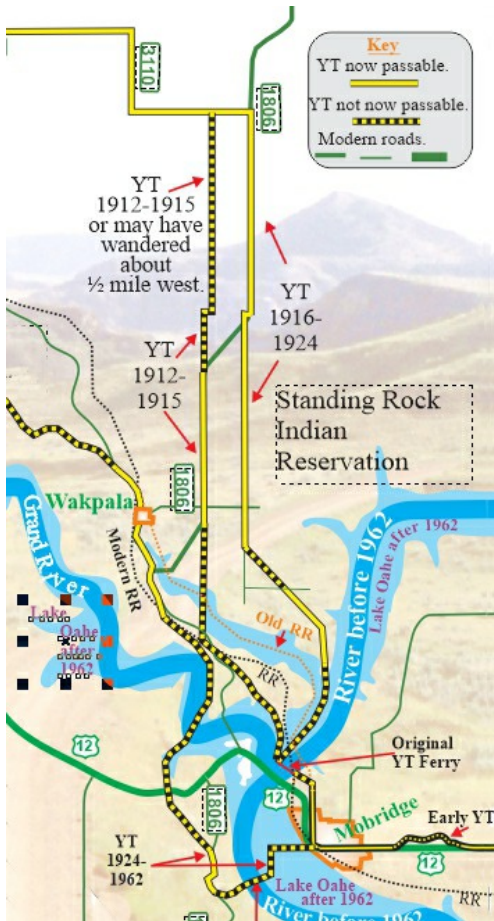
The organizers did not realize that what they were about would “change the world,” as historians have described the event. They began the march toward the nineteenth amendment of 1920. Suffragettes worked hard during those 72 intervening years. The reader may recall pictures of thousands of women marching in New York City, and of others chaining themselves to the White House fence.

Susan B. Anthony voted in the 1872 presidential election and was arrested. She was not allowed to speak in her own defense at her trial. The \$100 fine was never collected by an embarrassed government.

The next time you find yourself on the New York path of the Trail, stop at Seneca Falls and, even if you are not interested in its famous past, pause for a glass of wine in this famous wine country and ponder yet another chapter in our nation’s book of freedom stories. Ψ

# A C Land and Cattle Company: The Grand River Ranch

Ruth Wiechmann, for Tri-State Livestock News, August 22, 2019



Perched on the hill overlooking the confluence of the Grand and Missouri Rivers just west of Moberge, South Dakota, Darrel and Francie Smith's home has a view that's the envy of many. The 'house on the hill' was built by Darrel's dad, Art (A. C.) Smith for his wife Hilda in the 1970s and served as an area landmark before the Grand River Casino was built. Darrel and Francie raised their four children, Shawn, Sherry, Corinna and Amber on the ranch where Darrel and his siblings grew up.

The ranch headquarters sat where Claymore Creek met the Grand River, just west of where the Grand River flowed into the Missouri. Today the site lies beneath the waters of Lake Oahe, but through Darrel's childhood the cottonwood trees on the river towered over fertile fields and hay ground. The house sat about one hundred yards off the **Yellowstone Trail**, the first transcontinental road across the United States. The Fort Pierre to Fort Yates Wagon Trail also crossed the ranch, as did Old Highway 12.

In the late 1950s the U.S. Corps of Engineers approached Art about buying his land along the river. They were preparing to build the Oahe Dam across the Missouri River near Pierre, and also planning to rebuild Highway 12 right across the Smith's ranch.

"They wanted to buy the land without appraising it," Darrel said. "Dad said no. The Corps ended up with three different appraisers because they didn't want to pay what the land was worth. Dad finally got his own appraiser; he actually hired the appraiser who had trained the other three. It turned out that the Corps' original offer was half the amount Dad's appraiser valued the land at. The Corps still wanted to buy at half price, so Dad took them to court. They ended up settling on the steps of the courthouse for eighty-five dollars per acre, about seventy-five percent of the appraised value of the land. If Dad had won the case and gotten the full price he would have had to pay the court costs and would have ended up with about seventy-five percent of the money after costs, so he felt this was as good as he could expect."

Art also traded land north of the new Highway 12 for land to the south so that he could keep a more contiguous unit. Art and Hilda moved the ranch house and headquarters up Claymore Creek about two miles south of the original location that later became the current location of the Indian Casino. Ψ



1924 Missouri River Bridge on the Yellowstone Trail looking East to Moberge



## It Happened Here: Yakima County Washington

**Ed. Note:** This is the Trail story for a Yakima audience by Yakima Herald-Republic reporter Donald W. Meyers. He can be reached at [dmeyers@yakimaherald.com](mailto:dmeyers@yakimaherald.com).

It's probably safe to say that for a good number of us there's always been an interstate highway system. But that has not always been the case. Railroads were, for years, seen as the easiest way to move around regionally or even across the country. Driving cross country used to mean navigating a network of state and local roads, many of which were of dubious quality, to get from point A to point B.

About a century ago, and decades before President Dwight D. Eisenhower pushed for an interstate highway system based on Germany's Autobahn, the Yellowstone Trail served as the first true interstate highway. But unlike today's road projects, the Yellowstone Trail, which eventually ran from Seattle to Plymouth, Mass., was not a massive government undertaking. Rather, it was a private venture that developed over time. And it ran right through Yakima County, where a few visible reminders can be found.

Joseph W. Parmley, an Ipswich, S.D., businessman, is credited as the creator of the Yellowstone Trail. Like Washington's Sam Hill, Parmley was an advocate for creating better roads to accommodate the automobiles that were replacing horse-drawn wagons and carriages.

Parmley and a group of like-minded business owners initially conceived of a 25-mile road from Ipswich to Aberdeen, S.D., in 1912. But the plan started growing until it included stretching the road across the Dakotas to Yellowstone National Park in northwest Wyoming, which was then, as it is now, a leading tourist attraction.

It was that concept that led them to dub the project the Yellowstone Trail.

But they didn't stop there. Eventually, the plan was to connect Puget Sound to the Atlantic Ocean by road across the northern tier of the United States. Yellowstone Trail remained a private project, and the Yellowstone Trail Association that Parmley formed never actually built any roads. Instead, the members merely mapped the route and got the people in local communities to keep the road graded or paved and passable.

Business people, seeing the virtue of having a tourist thoroughfare come through their communities, joined the association to help promote their interests as well as the road.

The route was marked with yellow stones or the trail's yellow sign with an arrow. Like today's AAA, the association produced maps showing the route and advising motorists on road conditions. The Association encouraged trail days, when townspeople along the route would come together to grade the road, fill in ruts and keep it passable.

In Yakima, it went down First Street through Union Gap to Parker, crossing Parker Bridge Road to the Yakima Valley Highway. In the Lower Valley, it ran in stretches on concrete pavement.

Yellowstone Trail's first stage ran from Minneapolis, the association's headquarters, to Gardiner, Mont., where Yellowstone's only year-round entrance is located. By 1915, it stretched from western Idaho to Chicago.

Two years later, the route was finally completed, running from Seattle's Pioneer Square to Plymouth, 3,719 miles.

In Central Washington, it passed through Snoqualmie Pass to Cle Elum and east to Virden, where it split in two. One branch (after 1925) went through Wenatchee, while the other (before 1925) went through Ellensburg to the Tri-Cities and Walla Walla before rejoining the northern leg in Spokane.

In Yakima County, portions of the trail are now marked in Zillah, Granger and Grandview with signs. In Grandview, the marker also includes pieces of the road's original concrete pavement.

The route is still drivable, and those who want to follow it can find maps at [www.yellowstonetrail.org](http://www.yellowstonetrail.org) Ψ



## The View From Yellowstone National Park

6/13/2019 – By Mike Coil, Photographer of the Yellowstone National Park

It is bug season in Yellowstone and the warming daytime temperatures and abundant melt water ponds are producing a bumper crop of biters and blood suckers. Evenings are the worst, so go with bug spray and appropriate clothing. A good hoodie with a built-in buff can be useful along with bite-proof gloves and long pants.

I saw the first deer fawns of the season this week. They are hard to spot because they hold tight to the cover and will not move. Plus, their speckles provide them with amazing camouflage. If you do run across a fawn, leave it be, the doe will return in due time to take care of it.

I use the dirt roads around the park early and late when the light is good and seldom see many cars and very infrequently is there a “bear jam.” These roads are all gravel but in reasonable shape. These roads include the following:

1) From the Gardiner High School football field to Beasley Creek, the northern boundary of the park on the west side of the Yellowstone River from Gardiner north. The river is actually the



Modern Photo of back road to Mammoth

and campground. [GPS: 44.9478, -110.3066] There are often wolves and wolf watchers along this road. It is a good place to use your scope or binoculars.

The dirt roads are good places to look for some of the smaller animals that inhabit Yellowstone like ermine, rock chucks and coyotes. The back road out of Mammoth is in the shade in the late afternoon and is best at sunrise. Good shooting out there and I hope you get the photo of a lifetime. Ψ



Early Photo of back road to Mammoth

park boundary and this road generally follows the river. [Ed. Note: This is the old Yellowstone Trail. It retains the name today.]

2) The back road from Mammoth to Gardiner. This is actually the old Yellowstone Trail that used to deliver visitors to Mammoth. It is one way downhill. It starts at a gate behind the old jail in the Mammoth buildings. This drive is best done early and there are several good overlooks where you can glass for critters.

3) The Black Tail Plateau road takes you for about 7 miles through the country on top of the Black Tail Plateau and ends just before the turn off [GPS: 44.9212,-110.4413] to the petrified tree when it comes back to the pavement.

4) The Slough Creek road which is a couple of miles along Slough Creek and ends at a trail head