

# THE ARROW

Number 57  
Nov., 2023

## INSIDE THIS ISSUE OF THE ARROW

YTA Approaches 20 Years-----	2
A Call for YTA Contributors-----	3
Survey of Member Interests-----	4
Good Roads Yearbook-----	5
Graham Motor Car Museum-----	6
The YT, US 12 and Dakotas-----	7
Site to See: Pompey's Pillar-----	8
Trail-O-Grams-----	10-13
A Trip to the Pacific Coast by Auto---	14-19
Become a Member of the YTA-----	20





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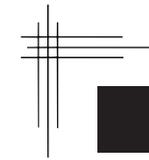
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## 20TH ANNIVERSARY OF THE YT ASSOCIATION

Greetings from John and Alice!



Well, the papers of Incorporation were submitted in December of 2003 but not finalized until January of 2004. Does that make 2023 or 2024 the 20th anniversary of the modern Yellowstone Trail Association? We don't care. We'll pop two corks.

Others recently noted this auspicious date. Apparently, John and I were too busy to note such a flagship date. Although we did note in 2012 the 100th anniversary of the birth of the original Trail Association in South Dakota.



But a 20th? Well, we sat down and thought - when and why is there a 20th? We have the late Arnoldine Gulczynski of Thorp, Wisconsin, and the late Harvey Ridge, John's father, of Wausau, Wisconsin, to blame for our beginning. Harvey told tales of seeing yellow painted rocks along the road to Yellowstone National Park in the 1920s. In 1996, our retirement year, we saw a round, hand-painted YT sign in Thorp, Wisconsin, which jogged John's memory. So we sought information and quickly met Arnoldine, the sign painter and enthusiastic historian. Things took off from there.

But why the 20th? Perhaps people like to snag a date to show durability or sustainability. We all have seen businesses advertise the date of their creation. Or perhaps there is pride of long membership, of "ownership", of survivorship in an organization. Like wedding anniversaries. In the case of the modern YTA, early members and those running museums or Convention and Visitors Bureaus or tourism agencies have passed on, so the new generation of newly baptized not-for-profit workers have recently discovered the YTA and are proud of its longevity. We don't know.

We could list the accomplishments of members and Friends of the modern YTA, over that past 20 years, but the main goal was (and still is) to bring the history of the Trail to the public. We did it then through presentations, a video, our books, and many historic accounts. These accomplishments were successful to a modest degree from a very modest number of people on a very modest budget.

Now we need help in broadening - in throwing our net wider. Our new Board of Directors is seeing this and is exploring the idea of getting the Yellowstone Trail named a "National Trail." Another idea is to gather a group of historic, named highway associations together into a consortium for the purpose of cross-marketing and to expand awareness of historic roads in general. Needed updating is being planned now for the next 20 years.

So, celebrate as you will and be sure to invite others. Send us pictures! Use your left-over 4th of July fireworks, or fire up the barbie and raise a glass to the old gem - the Yellowstone Trail.

## CONTACT THE YELLOWSTONE TRAIL ASSOCIATION

### To join, make membership payments, or donate:

Web: go directly to our membership service:  
<https://yta.clubexpress.com>  
USPS: Send to administrator, Yellowstone Trail Association  
Box 65, Altoona, WI 54720  
There is a printable application form at:  
[www.yellowstonetrail.org/Docs/MemberApplication.pdf](http://www.yellowstonetrail.org/Docs/MemberApplication.pdf)  
Or, to join, renew, donate, use the form on page 20

### For questions about membership, address changes, or Arrow receipt questions:

Email: [Administrator@yellowstonetrail.org](mailto:Administrator@yellowstonetrail.org)  
USPS: Yellowstone Trail Association, PO Box 65 Altoona, WI 54720

### For Trail information and editorial communications (our corporate office):

Email: [YTA@yellowstonetrail.org](mailto:YTA@yellowstonetrail.org)  
USPS: Yellowstone Trail Association  
PO Box 65 Altoona, WI 54720

### For YT related signs and merchandise (not part of the YTA):

Web: [www.yellowstonetrail.org](http://www.yellowstonetrail.org)  
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## GREETINGS FROM THE YTA AND AN INVITATION TO HOP ON THE TRAIL

Greetings from  
the editor

Greetings from the pages of *Arrow* 57, now the second edition with your new *Arrow* editor at the helm.

There is lot's of information in this edition. On the preceding page John and Alice touched upon plans surrounding the 20th Anniversary of the organization, while the next few pages speak to our need for greater involvement from our membership. Thereafter are narratives that speak to the importance of the trail to communities in the past, before showcasing recent activities that serve to bolster the brand and illustrate fun ways to utilize it in our communities today.

Currently, my role has been to build the *Arrow* newsletter based on material largely comprised and compiled by John and Alice. However, as they look to lessen their responsibilities within the organization it will be essential that members and supporters share with us Yellowstone Trail historical and contemporary happenings that serve to inform, entertain and inspire our network.

On the younger end of things, I see great value in the Yellowstone Trail's legacy but don't have the historical background and level of experience as many members of our board association. Lucky for me there is lot's too learn, but we need others to step up to serve as contributing 'teachers and promoters' so we can keep the legacy alive.

If you have any interest in getting involved in the organization in any capacity, please reach out and let us know how we can potentially collaborate. Furthermore, if there is anything more you would like to see from the organization, or within these pages of the newsletter, let us know. It's always good to connect.

Lastly, as we approach the 20th Anniversary year, I would like to express thank you to John and Alice and all the others who have worked to build the organizational network and preserve the Yellowstone Trail's history. They deserve to be celebrated, and it's a great reason to all get together.



**Scott  
Tedrick**

# WE NEED YOUR HELP!

## Get involved and support the YTA

Your Yellowstone Trail Association has a small, but nationwide, membership. You may have a different reason for belonging than the next member, but we all want to share our interests with others and to "have something happen." Maybe that "something" is for you or your family to travel some part of the YT trying to spot an important old bridge, or to camp at a great historic or scenic spot. Maybe it is to let someone else know about the YT. Maybe it is to promote tourism on some part of Trail to help with local economic development. Maybe, as in the case of this writer, you find a reward in digging out the history of its creation and the stories of its creators.

The recent member survey suggests quite emphatically that more interest lies in the Yellowstone Trail itself than in Association meetings and "doings."

We all agree, it seems, that the *Arrow* is an important aspect of the Association. To that end there is a new editor trying to add the *Arrow*'s creation and production to his busy full-time employment. Much of the responsibility is geared around organizing and presenting content to the interest of our readers for the quarterly productions. But writing, finding, and preparing material to include? While it is an interesting task, it is a big task. And each of you, dear member, every so often finds something that might be of interest to most of us and would help make an interesting *Arrow*.

So here it is: share that something. Maybe you read an article you could share about old roads in your area. You found a picture from your great-grandfather's 1920 trip (for old me that would be my father's trip!) Maybe an old building along the YT is making news. Maybe there is a travel guide for your area being created. Maybe someone showed the YT video to a local

group. Maybe you found the location of that old YT campground. Maybe you -----? Let the editor

know. See if it might be something to share in the upcoming *Arrow*. Maybe it will yield a sense of satisfaction for you?

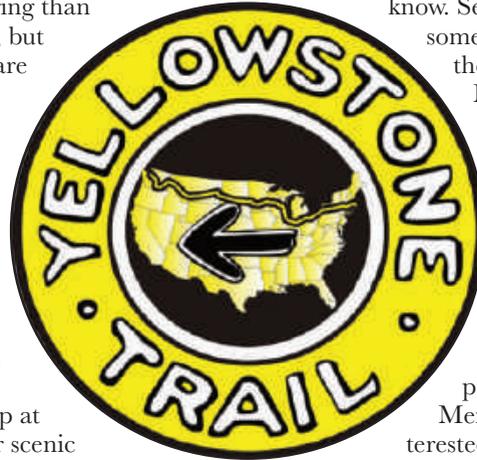
The address [Arrow@yellowstonetrail.org](mailto:Arrow@yellowstonetrail.org) works!

Yes, I know that our Member Interest Survey reported that generally Members were not interested in organization-related stuff (*See the following page for more*). But to keep the YTA happily moving along we do need an occasional helping hand! You know, in past years we asked for interest in being a Trail Representative (Trail "Rep" or, old school, "Trailman") to, in essence, represent the YTA locally or regionally. Sort of "keep your eyes open and report in" type of service. That still is a great idea. What would it take to interest you? We had many sign up, but we never had the personnel to keep tabs on the Trail Representatives' contributions and thank them. Anyone want to communicate with the Trail Reps and keep us and them up-to-date? Sort of fun for the right person! Chat with us about it at [YTA@yellowstonetrail.org](mailto:YTA@yellowstonetrail.org)

Any ideas to suggest about the Association? [YTA@yellowstonetrail.org](mailto:YTA@yellowstonetrail.org)

Are you an old car buff? Motorcyclist? Know one? Maybe you could encourage a Sociability Run to travel a bit of the Trail and have a picnic together? Let it be known at [YTA@yellowstonetrail.org](mailto:YTA@yellowstonetrail.org)

One last note: We have several new Board of Directors members. From around the whole country. We meet, for now, at least monthly, on Saturday mornings via Zoom. Fine discussions aimed at leading the YTA into a good future. Have a nomination for a Board member? Historian, tourism person, museum person, you? Again, [YTA@yellowstonetrail.org](mailto:YTA@yellowstonetrail.org)



# A SURVEY OF MEMBER INTERESTS IN THE PURPOSES OF THE YELLOWSTONE TRAIL ASSOCIATION

## Survey of member interests helps inform activities

**By John Ridge  
& YTA Administrator Kathy Cooper**

During September 2023, each member of the Yellowstone Trail Association received our request to respond to a survey in which the member was asked to record his/her level of personal interest in twenty items, each aligned to one of the purposes of the Association as stated in its Bylaws.

The motivation for asking those questions was both to better serve the members and to suggest approaches to acquire members. The need was well established in a short paper by Ernest Schirmer, our Board of Director's chairman. The paper is entitled "Acquiring and Retaining Members: techniques for organizations with limited resources," dated November 4, 2021.

The response data are displayed in two charts: 1. Response data by specific question and 2. Response data by topic (as defined in the Bylaws). While the number of respondents was small, it seems safe to draw several conclusions, primary of which is the members are more interested in experiencing the old route and learning about the history and preservation of the route and its context than participating in or promoting related events and the operation of the organization. Yet every aspect of the Association has substantial interest by a subgroup of members.

In both tables, High interest = 4, Moderate interest=3, Low interest= 2, and No interest = 1.

In the Topic Table (Table 1), the entries are arranged by the topics representing the functions of the YTA as listed in the Bylaws. Included are the average interest levels by topic.

In the Question Table (Table 2), the entries are

arranged from those receiving the most interest to those with the least.

What do the results suggest to you?

Address your questions, conclusions, and concerns to [YTA@yellowstonetrail.org](mailto:YTA@yellowstonetrail.org)

**Table 1. Questions arranged by topic showing number of responses and average response**

Topic with Ave	Question	High	Mod	Low	None	Ave
Education-----2.8	YT Founders and early history	21	12	3	0	3.3
	Old autos that drove the YT	13	10	9	4	2.9
	Teaching modern kids about the YT	11	16	7	2	2.8
	Establishing and operating a YT museum	7	17	3	9	2.2
Historical Research-2.9	Searching for info about the YT in area	17	12	5	2	3.0
	Searching for info about people involved	12	18	6	0	2.8
Preservation-----3.3	Identifying/preserving historic things	22	11	3	0	3.3
Communication-----2.8	Finding/communicating with others	7	24	4	1	2.5
	Reading the Arrow	29	7	0	0	3.6
	Help with writing/publication of Arrow	2	11	15	8	2.3
Heritage Tourism---3.2	Meetings about the YT	6	20	9	1	2.6
	General historic sites along the YT	20	0	16	0	3.6
	Old bridges, pavements, and the like	21	12	2	1	3.2
	Driving and exploring YT routes	24	10	2	0	3.4
Related Events-----2.6	Promoting heritage tourism	14	14	5	3	2.8
	Events of the YTA	8	14	10	4	2.6
	Participating in a YTA conference	7	16	13	0	2.8
	Participating in a Sociability Run	11	13	9	3	2.8
Leadership-----1.1	Murder on the YT" Dinner Theater	7	5	9	15	2.2
	Leading YTA locally	5	9	16	6	2.6
	Leading YTA nationally	4	6	11	15	2.1

**Table 2. Member interest levels by Question arranged by average of interest high or low**

Topic	Question	# Responses/Interest Level				Ave
		High	Mod	low	None	
Communication	Reading the Arrow	29	7	0	0	3.6
Heritage Tourism	General historic sites along the YT	20	0	16	0	3.6
Heritage Tourism	Driving and exploring YT routes	24	10	2	0	3.4
Preservation	Identifying/preserving historic things	22	11	3	0	3.3
Education	YT Founders and early history	21	12	3	0	3.3
Heritage Tourism	Old bridges, pavements, and the like	21	12	2	1	3.2
Historical Research	Searching for info about the YT in area	17	12	5	2	3.0
Education	Old autos that drove the YT	13	10	9	4	2.9
Historical Research	Searching for info about people involved	12	18	6	0	2.8
Heritage Tourism	Promoting heritage tourism	14	14	5	3	2.8
Related Events	Participating in a Sociability Run	11	13	9	3	2.8
Education	Teaching modern kids about the YT	11	16	7	2	2.8
Related Events	Participating in a YTA conference	7	16	13	0	2.8
Related Events	Events of the YTA	8	14	10	4	2.6
Communication	Meetings about the YT	6	20	9	1	2.6
Leadership	Leading YTA locally	5	9	16	6	2.6
Communication	Finding/communicating with others	7	24	4	1	2.5
Communication	Help with writing/publication of Arrow	2	11	15	8	2.3
Education	Establishing and operating a YT museum	7	17	3	9	2.2
Related Events	Murder on the YT" Dinner Theater	7	5	9	15	2.2
Leadership	Leading YTA nationally	4	6	11	15	2.1



## THE GRAHAM MOTOR CAR MUSEUM

# Museum opens near YT in Lake Hallie, Wisconsin



*A 1929 Graham-Paige 827 sedan (right) and 1938 Graham Custom (left) are featured above.*

### By Alice Ridge

Ever hear of the Graham car? Because it was not in the Ford or Chevy or Nash league, it may not have been on the front burner of most minds in the 1920s and 1930s. But, recently, Mike Markham opened the Graham Motor Museum one block from the Yellowstone Trail in Lake Hallie, Wisconsin. Featured, among others, are a 1940 Studebaker, a glorious gold colored 1937 Cord, fire-red 1923 Buick Roadster and a 1938 Graham Custom, deep maroon.

Mike did not know about the Yellowstone Trail before we visited him. Now he knows and is interested in using the famous Trail as part of his brand. We, in turn, wanted to know more about the Graham car's history, so we searched in Automotive Museum Guide, Graham Owners Club, Historical Vehicles.com, and Wikipedia. A complete list of sources can be found at [Wikipedia.org/wiki/Graham-Paige](https://www.wikipedia.org/wiki/Graham-Paige).

Brothers Joseph B., Robert C., and Ray A. Graham began in 1919 to produce kits to convert Ford Model Ts into trucks and modify Model Ts. That led to the brothers building their trucks using engines of various manufacturers and the Graham Brothers brand. Eventually, they settled on Dodge engines, and soon the trucks were sold by Dodge dealers. The Grahams expanded from beginnings in Evansville, Indiana, opening plants in 1922 in Detroit, and in 1925 in Stockton, California. The Graham Brothers' truck brand lasted until 1929, Chrysler Corporation having taken over Dodge in 1928.

The Graham brothers decided to enter the automobile business on their own. In 1927, they purchased the Paige-Detroit Motor Car Company, makers of Paige and Jewett automobiles, for \$3.5 million (\$58,963,602 in 2022 dollars). The company's initial offerings included a line of Graham-Paige cars with 6 and 8-cylinder engines. Graham earned a reputation for quality and sales quickly rose.

Initially, Graham-Paige withstood the onset of the Depression well, but sales fell as the decade wore on. The 1932 models were designed by Amos Northup. This particular design has been noted as the "single most influential design in automotive history." The new 8-cylinder engine was called the "Blue Streak." However, the press and public quickly adopted the name "Blue Streak" for the cars themselves.

The design introduced a number of innovative ideas.

The most copied was the enclosed fenders, thus covering the mud and grime built up on the underside. Unlike contemporary practice, the rear axle was placed through large openings on both sides of the frame, with rubber snubbers to absorb any shock if the car axle should make contact. This in turn permitted a wider body. To help lower the car, the rear springs were mounted on the outer sides of the chassis frame and not under the frame. This idea was eventually copied by other manufacturers - Chrysler, for example, in 1957.

For 1934, Graham introduced a crankshaft-driven supercharger, designed in-house. Through the years, Graham would produce more supercharged cars than any other automobile manufacturer until Buick surpassed them in the 1990s.

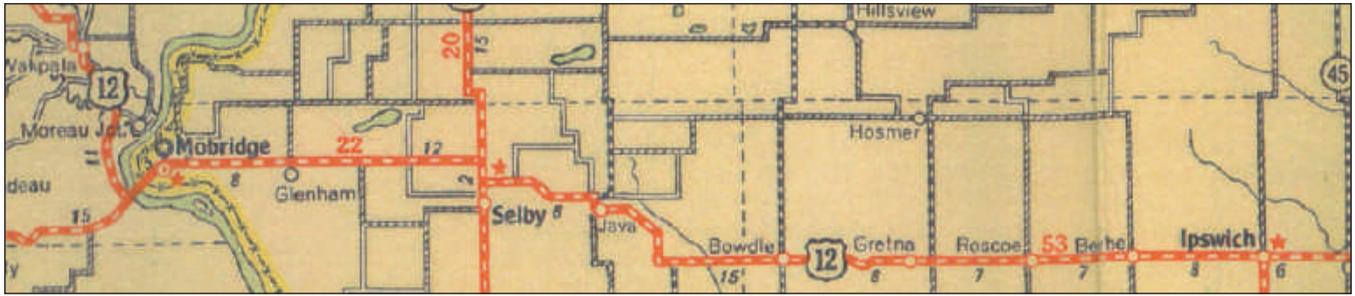
By 1935, the "Blue Streak" styling was getting rather dated. A restyling of the front and rear ends for 1935 proved to be a disaster. Having no money for a new body, Graham signed an agreement with REO Motor Car Company to purchase car bodies, paying them \$7.50 (\$149 in 2022 dollars) in royalties for each Hayes-built body.

Amos Northup was hired to design a new model for 1938, but he died before the design was complete. It is believed the final design was completed by Graham engineers. The new 1938 Graham was introduced with the slogan "Spirit of Motion". The fenders, wheel openings and grille all appeared to be moving forward. The design was widely praised in the American press. It also won four prestigious French awards, but the styling was a complete flop in sales. The most reliable estimates, from period publications, suggest the total production of all three years of these cars is between 6,000 and 13,000 units. With this low production, Graham limped through 1939 and 1940.

Graham made a deal with the Hupp Motor Co. The Graham Hollywood and the Hupp Skylark models both flopped. In 1941 manufacturing was suspended during WWII. Post war, in spite of changes in bodies, the slide in sales continued and in 1947 the stockholders approved the transfer of all assets to Kaiser-Frazer with whom Graham had been in partnership.

In 1952 Graham-Paige dropped the name "motors" and moved into real estate. A sad ending for a really innovative company.

## THE YELLOWSTONE TRAIL, U.S. 12, AND THE DAKOTAS



**1935 Phillips 66 Road Map showing US 12 following the Yellowstone Trail and section line roads except for the new angled route east of Java.**

Michael Gene Buettner is a retired professional land surveyor and an active amateur highway historian who makes his home in Lima, Ohio. He has contributed numerous articles for publication in both "The Arrow" (Yellowstone Trail Association) and in "The Lincoln Highway Forum" (Lincoln Highway Association). His bucket list includes touring South Dakota and North Dakota by way of the Yellowstone Trail and U.S. 12, especially to see for himself a yellow painted hoodoo.



**The Yellowstone Trail east of Selby, through Java as it was in 1914. (Orange-dashed line.)**

### **A Study Prepared by Michael G. Buettner, Aug. 2023**

The inspiration for this article came about after the author was gifted with a 1935 Phillips 66 road map of North Dakota and South Dakota. When this map was published by the H. M. Gousha Company, U.S. Route 12 was approaching its tenth anniversary, all the while sustaining the memory of the Yellowstone Trail. As he is prone to do when a new map is added to his collection, the author pulled out his stack of road atlases and other gas station maps, and began to study how the route would be changed over the course of many years. And of course, no study of the Yellowstone Trail/U.S. 12 corridor would be complete without consulting John and Alice Ridge's magnificent opus entitled *A Good Road from Plymouth Rock to Puget Sound*.

### **Item One—Section Lines and Stairsteps**

Whether it be in the Dakotas, Nebraska, or Kansas, the earliest east-west routes across those states typically followed the section lines of the Rectangular Survey System. The railroads, on the other hand, cut diagonals across the grid, as they were understandably influenced by topography. As towns grew up along the diagonals of the railroads, the wagon roads that connected place to place often followed a stairstep pattern along the section lines. Throughout the 1930s and 1940s, the highway departments of both North Dakota and South Dakota progressively eliminated many of these stairsteps, with the construction of new diagonal and/or meandering alignments resulting in a reduction of route mileage.

This is evident at such places as between Rhame and Bowman in North Dakota, and between Marvin and Twin Brooks in South Dakota. When John and Alice Ridge charted a course for following the Yellowstone Trail as much as possible, the mileage across North Dakota was measured at 98 miles, and the mileage across South Dakota was measured at 354 miles. Today, the highway department of North Dakota reports a distance along U.S. 12 at 87 miles; the reported distance in South Dakota is 320 miles.

### **Item Two—Railroad Crossings and Grade Separations**

No matter which version of the Yellowstone Trail/U.S. 12 is followed today, one is never very far from the path of the former "Milwaukee Road," the popular nickname for the Chicago, Milwaukee, St. Paul, and Pacific Railroad. Today, this railroad is a property of Burlington Northern Santa Fe (BNSF). Perhaps as early as the late 1920s, the highway departments of both states made a conscious effort to reduce the number of at-grade railroad crossings while at the same time shortening the route. One common practice was to acquire right-of-way along one particular side of the railroad, instead of crossing back and forth across the railroad. This same practice was used in Indiana, where U.S. 30 improved upon the route of the Yellowstone Trail, and also in Nebraska, where U.S. 30 improved upon the route of the Lincoln Highway. A similar example in South Dakota is the alignment which remains today between the towns of Walker and McLaughlin. A more creative realignment of U.S. 12 in South Dakota occurs between Andover and Bristol, where it appears from the pertinent USGS topographic map that the road was built upon an abandoned railroad grade. In addition to an exhaustive study of maps, the author also made a virtual tour of U.S. 12 across both North Dakota and South Dakota, courtesy of the Google Street View application. By his count, there are eleven locations where present-day U.S. 12 overpasses the east-west track of the BNSF railroad property—from west to east: Marmarth, Gascoyne, and Haynes in North Dakota; Keldron, McIntosh, Mobridge, Selby, Roscoe, Mina, Groton, and Milbank in South Dakota [It is interesting to note that to the east of Selby is an overpass on a previous route of U.S. 12]. The only grade crossing that remains in either state is at a north-south BNSF line at Fifth Street in Aberdeen, South Dakota, which presumably carries far less traffic than the east-west main line.



## THE YELLOWSTONE TRAIL, U.S. 12, AND THE DAKOTAS

### Item Three—Traffic Signals and Stop Signs

Remarkably, if one does not count the sixteen sets of traffic signals in Aberdeen, there are more railroad grade separations in South Dakota than there are signaled intersections! With reference again to the Google Street View application, the author counts only six intersections in the other towns of South Dakota that have a traffic signal (all of them red-yellow-green), with three of these at Mobridge. The other three are at Groton, Webster, and Milbank. In fact, it appears that to the west of Mobridge, there isn't any sort of traffic signal for another 205 miles, that being a single-head flasher at Baker, Montana. Beyond that, the next red-yellow-green signal is at Miles City, Montana, which is another 88 miles to the west. As for stop signs, one never has to stop at a stop sign on U.S. 12 all the way from Minnesota to Montana (but those sixteen traffic signals in Aberdeen could tend to slow things down).

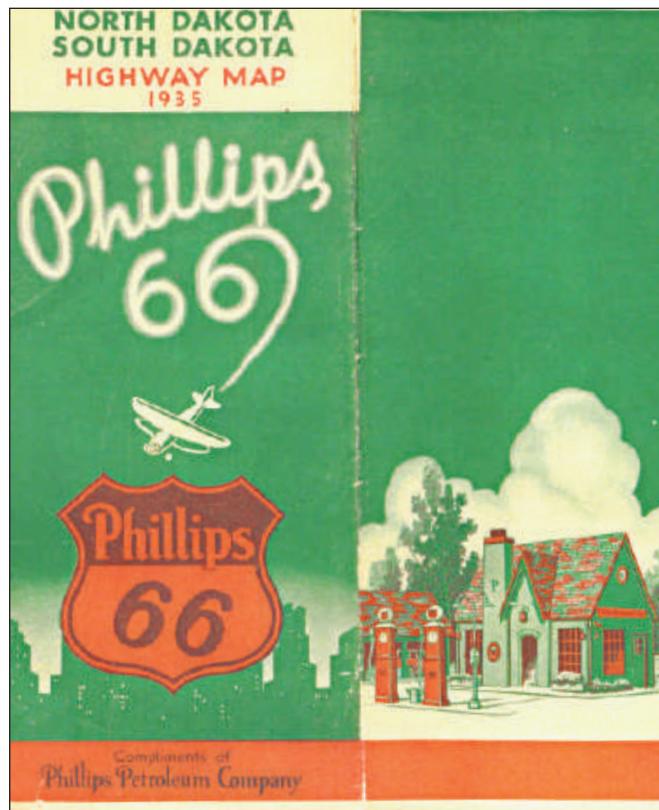
### Item Four—Tangents and Straightaways

Despite the fact that stairsteps were often a part of the routes of the Yellowstone Trail, South Dakota was not without its share of long straight stretches of highway. This is where the beauty of the Rectangular Survey System truly shines. It is no coincidence that the straightest sections of the Yellowstone Trail became the core of the routing for U.S. 12 in South Dakota. This is evidenced today in the mid-section of the state, where U.S. 12 follows one section line after another, tracing 62 miles from Mina to near Selby [although, it should be pointed out that the westernmost 11 miles of this alignment are at a relocated version of U.S. 12].

Considering all of the transcontinental automobile trails, this may be one of the longest such "straightaways" on any of those trails—certainly the longest on the route of the Yellowstone Trail. Off the top of his head, the only other segments of highway that the author can think of that would exceed this length would be parts of the old National Road (National Old Trails Road/U.S. 40) from Ohio to Illinois. Across the plains, it would not be unusual for the railroad to have long sections of tangent track, but in the mid-section of South Dakota, it is the automobile trail and federal highway that can claim any sort of title for its straightness.

### Item Five—The Ubiquitous Quarter-Circle Curves

It is a fortunate thing that researchers such as this author are able to access the internet to view a USGS topographic sheet from a distant state, searching for clues regarding the location of previous highway routes such as U.S. 12. One feature of highway improvements in the mid-1900s was the construction of quarter-circle curves at right angle corners of the highway. Although some of these curves were removed after U.S. 12 was relocated to new alignments, aerial photography (see Google Maps) reveals that several quarter-circle curves still remain: (1) North of Mina at intersection of 371 Av./Old Highway 12; (2) North of Andover at intersection of 134 St./415 Av.; (3) West of Summit at intersection of 453 St./143 St.; and (4) North of Twin Brooks at intersection of 146 St./470 Av. [Note: Street names are as they are shown on the maps in the John and Alice Ridge book].



*Oil company maps of the 1930's featured some of the most artistic covers of any generation of road maps, many with tri-fold covers. These are two of the three panels from H.M. Gousha's 1935 Phillips 66 road map of the Dakotas.*

### Item Six—Since the Seventies

Over the years, the author has collected several gas station maps of North Dakota and South Dakota (both always on the same map), plus a pair of official maps prepared by or for the highway department of South Dakota. Since the 1970s, it appears that only a few changes have been made to the alignment of U.S. 12 in South Dakota. If the author has interpreted these maps correctly, it appears that during this time, one new alignment was opened between Aberdeen and Mina, and another new alignment was opened between Groton and Andover. Another change that is more difficult to discern is at Summit, where U.S. 12 appears to have been relocated at about the same time that I-29 was opened, along with a pertinent diamond interchange. Prior to that new construction, the route of U.S. 12 included two long sweeping quarter-circle curves to the north of Summit on County Road 34 (both are gone now). Other than these three locations, improvements seem to be limited to the expansion of the highway, which according to the 2008 Rand McNally Road Atlas, appears as four lanes wide from I-29 to a point three miles west of Aberdeen. Most, but not all of this width, is divided highway with a grassy median. Other four-lane sections of U.S. 12 in South Dakota are at Bowdle, and at the two junction points with U.S. 83 to the north and south of Selby. All of U.S. 12 in North Dakota is a two-lane highway.

## A SITE TO SEE: POMPEY'S PILLAR OF BILLINGS, MONTANA

# History of Pompey's Pillar extends back 11,000 years

Last issue of the Arrow featured the Maritime Museum in Erie, PA, as a "Site to See."

The "Site to See" along the Yellowstone Trail in this Arrow issue is the well known Pompey's Pillar, the tall rock formation famous for William Clark's 1806 signature carved in it. We all know of Clark's return explorations as part of the Lewis and Clark expedition. Many of you probably remember stopping to see this bit of Americana as you toured the West, or you have at least driven past it just east of Billings, Montana.

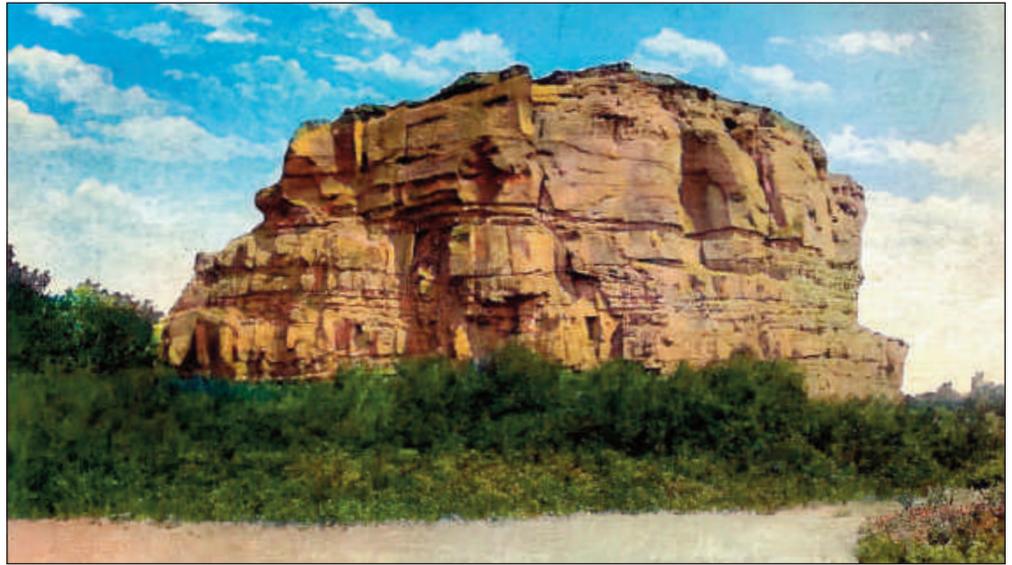
But did you know that in 1914 the Yellowstone Trail ferried tourists to this Monument long before Interstate-90 was built and before it was even dedicated as a National Monument. The Trail was routed a little closer to the Monument than today's I-94. It was a more circuitous route, as you can see in the accompanying map, dictated by the terrain of the time.

But the pillar was then, as it is now, the only known visible evidence of that entire incredible journey that remains intact; it reminds us of a journey that was a pivotal point in our history.

The story of the protection of this recognizable bit of Americana is somewhat complex.

Archeologists have determined that the 150 foot tall sandstone tower had been visited by humans about 11,000 years ago. Pictographs, their red color fading, still speak to ancient visitors. Because it is the only sandstone outcrop on the south side of the Yellowstone River for several miles in either direction, it has been a landmark for centuries. It was a favored campsite of the Crow Nation and other Native peoples as they traveled through the area.

The National Register of Historic Places tells the more current story. "It was while on a side trip during the expedition's return east in 1806, following the Yellowstone River easterly, that explorer William Clark's party, which included Sacajawea and her child, noticed the prominent rock formation, which from that direction does resemble a tower. Clark recorded in his journal, "arrived at a remarkable rock Situated in an extensive bottom on the Stard. Side of the river & 250 paces from it. "This rock I ascended and from it's top had a most extensive view in every direction. This rock which I shall Call Pompey's Tower [named for Jean Baptiste 'Pomp' Charbonneau] is



200 feet high and 400 paces in circumference and only accessible on one side which is from the N. E. the other parts of it being a perpendicular cliff of lightish colored gritty rock on the top there is a tolerable soil of about 5 or 6 feet thick covered with short grass. The Indians have made 2 piles of stone on the top of this tower. The natives have engraved on the face of this rock the figures of animals &c. near which I marked my name and the day of the month & year" July 25, 1806

Although Clark named the feature "Pompys Tower" in honor of Sacajawea's infant son in his original journal entry, Nicholas Biddle altered the name to "Pompey's Pillar" for the 1814 published history of the expedition.

The group "Friends of Pompeys Pillar" has provided a very comprehensive timeline of the Pillar:

1806 Captain William Clark visited Pompeys Pillar or Pomp's Tower as he called it and carved his name and the date on the rock.

(1863) The first recorded observation of Captain Clark's signature on Pompeys Pillar was by James Stuart, Montana pioneer and leader of a gold prospecting party down the Yellowstone valley.



## A SITE TO SEE: POMPEY'S PILLAR

(1873) Lt. Col. George Armstrong Custer's troops were camped opposite the Pillar, and while the men were refreshing themselves with a swim, the Sioux Indians fired upon them.

(1875) Grant Marsh, Captain of the steamboat Josephine, recorded in his log that he saw Clark's signature.

(1882) The Northern Pacific Railroad was completed in 1882 and provided transportation through the Yellowstone River Valley. Passengers stopping at the Northern Pacific Railroad station a half mile south routinely visited the Pillar to view Clark's inscription. The railroad company eventually placed an iron grate over the signature as a means of protection.

(1916) The Tschida Family acquired ownership of the historic property.

(1954) The Foote Family purchased the 103-acre site containing Pompeys Pillar and opened the site for visitors and replaced the grate with the present brass and glass case.

(1965) Pompeys Pillar was designated a National Historic Landmark in 1965.

(1989) After the 1989 tourist season, rising insurance costs forced the Footes to close the area. In December 1989, interested groups and citizens, along with public agencies including the Bureau of Land Management (BLM), formed an action group to explore ways to protect the site and get it back into public ownership.

(1991) These efforts culminated in November 1991 when BLM purchased the site and surrounding land. BLM spent the next several months preparing the area for public visitation, making improvements needed to ensure public health and safety, and constructing a modest, temporary visitor contact station and a boardwalk to access the Pillar. The private owners also donated original J. K. Ralston paintings, other artwork, and a Lewis and Clark historical library to the public at the time of the acquisition.

(1992) The site was reopened to the public in May 1992. The action group formed in 1989 evolved into the Pompeys Pillar Historical Association, now the Friends of Pompeys Pillar which assists the BLM in managing the area by providing volunteers for the site.

A stairway up to the famous signature on the Pillar was built in 1992, but before that it is unclear as to exactly how visitors reached Clark's signature or the top of the Pillar.

(2001) Pompeys Pillar's 51 acre site became a National Monument by proclamation signed by President William Jefferson Clinton and placed under the management of the Secretary of the Interior through the Bureau of Land Management.

(2006) The Pompeys Pillar National Monument Interpretive Center opens as part of the Lewis and Clark Bicentennial.

(Today) Pompeys Pillar National Monument is open from the first week in May through October (weather dependent). The Monument is open to walk-in visitation during the off-season. BLM staff and Friends of Pompeys Pillar volunteers provide visitor services during the operating season. The Billings Gazette has reported a number of improvements to boardwalks and paths, making this a very user-friendly "Site to See."

## TRAIL-O-GRAMS: RESORTS



### 1) Chico Hot Springs sells for \$33 million:

We have written about Chico Hot Springs resort near Livingston, Montana, as a wonderful place to see on the Trail, but this time it is to report its unsettling sale. The resort lies on the east side of the Yellowstone River in Paradise Valley, the aptly named 55 mile valley from Livingston south to Yellowstone National Park. The valley is protected in the east by the volcanic lava Absaroka Mountains, and by the folded sedimentary Gallatin Range in the west and is truly a paradise.

The 153-acre property has been open to the public in one way or another since 1890. First the place was a one-building boarding house, then a two-story clapboard hotel, then a health spa, dude ranch, religious retreat, and finally a roadhouse. In 1973 it was resurrected and turned into a beautiful Victorian lodge retreat. Then Colin and Seabring Davis bought it in 2013, maintaining the cozy, "old" feeling in all of the buildings - the Saloon, the hotel itself, the convention center, and cabins.

Change is unsettling to us oldsters. We (John and I) remember our visits in summer and winter and recall slipping on ice while wending our way to the roofless pool, warming our feet near the red-hot (literally) old stove in the lobby and, especially, the absolutely wonderful food.

The Diamond Rock Hospitality Company of Maryland, the new owner and also the owner of 36 other upscale resorts, appears to understand the long history of the site, for CEO Mark Brugger said, "Probably you won't see very many changes, frankly. We think the hotel, Chico, is terrific the way it is. We understand it's an institution; we understand it's a real member of the community. We share the vision with the Davis family of kind of keeping it that way. So our plan is only to make it a better version of itself, really."

We certainly hope so. (*Below, Chico Hot Springs*)



## TRAIL-O-GRAMS: HOTELS, MUSEUMS &

**2) Finlen Hotel Museum:** A renowned London artist came all the way to Butte to paint a mural commemorating the 100th birthday of the historic Finlen Hotel, right on the Yellowstone Trail.

“There is a central figure and she is an intrepid explorer — that’s the name of the mural—we’re celebrating 100 years of the Finlen Hotel and it includes various elements of Montana and Butte, including the Our Lady of the Rockies statue and a mine head,” said artist Peregrine Heathcote.



The artist spent nearly a month painting it on an outside wall under the protection of a tarp. He accepted the opportunity to paint in Butte because “he was impressed by Butte’s historic Uptown architecture and beautiful scenery.”

We encourage our readers who live in the vicinity to see this new attraction to a fine old building on the Yellowstone Trail.

**3) Marshall County Museum:** Marshall County Museum, Plymouth, Indiana, had a celebration this past July 7-8. We have watched them over the years expand and create a whole room devoted to transportation -model trains and the five historic roads (including the Yellowstone Trail) which crossed at Plymouth.

Now they expanded further, re-opening the Historic Crossroads Center to celebrate the Native Americans, the Potawatomi, who came to northern Indiana. Also, transportation forms is addressed - migrations of peoples, road impact, and transportation-related industry.

The renovation was largely funded by the Indiana Historical Society Heritage Support Grant. We at Yellowstone Trail Association salute you, our long-time friends.



**4) Home Alone:** Remember the 1990 hit movie “Home Alone?” Did you know that the nice house featured

in the film is but a few blocks from the Trail in Winnetka, IL? The 91-year-old house is for sale, so if you want to live at 671 Lincoln Ave., near the Trail, and if you happen to have \$2.4 million on hand, it’s yours. Just sayin’



**5) Woodland Hotel Update!** As faithful readers of the Arrow may know, we have been keeping an eye on the progress of reviving the Woodland Hotel, a 1906 gem right on the Trail in downtown Owen, Wisconsin. First of all, we must realize that the working crew is very small and all are volunteers. Funds for this work are also not abundant. Nonetheless, leader Tim Swiggum gave us a positive update of his progress.

As you know, historic buildings tend to get changed with every new owner, sometimes with disappointing “modern” results. But Tim and others are now trying to “take it back from the 1970s” and restore the hotel to its recognizable, original form.

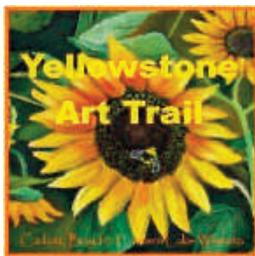
One change from the original was the creation of a “Woodland Tap Room” on the lower floor, completed early on with the expectation of customers providing a modest profit for continuing the work. Beer in Wisconsin? What could go wrong?! And it didn’t go wrong. Also, customers get a little lesson in history with their Lienenkugels 155-year-old Wisconsin brewery beer. Tim discovered that plaster covered the original brick wall. He reckons that dates back to the 1930s.

But the real find was the original tin ceiling covered over with a false ceiling from the 1970s.

And a major change was completed on the front entry where a glass entry was removed, allowing the big porch to be unobstructed once again.

Keep tuned as we watch a very small town do a very big thing for the Trail.

## TRAIL-O-GRAMS: YT ART & HISTORY EVENTS



### 6) Yellowstone Art Trail:

The ninth annual Yellowstone Art Trail, self-guided and free, took place near the Trail in central Wisconsin September 8-9. And the weather could not have been better! As before, the art tour allowed the visitor to see artists in motion, actually working in their studios or giving demonstrations as well as selling their work. There were 31 artists at nine locations. As advertised, all items are

“unique.” Art items varied: jewelry, paintings, pottery, drawings, even food as art.



In addition, participating businesses and historical sites along the Trail route joined in on the event, including the historical Bohemian Lodge and their famous kolaches (Czech fruit pastries).

Some explanatory history of the Yellowstone Trail was available, stressing the fact that the Trail was transcontinental and went through these very communities.

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### 7) Yellowstone Trail Heritage Day-Hudson, Wisconsin:

The weather was perfect; the crowd was enthusiastic; the three car shows gleamed at the historic Hudson Arch and Lakefront Park. A major attraction this year seemed to be the Poker Run along the Yellowstone Trail. You know the rules: At each stop (8

of them this time) cards are dealt the participants. The person who accumulates the best poker hand wins - \$100!

8) **Murder on the Yellowstone Trail:** The weather was lousy - cold and rainy late October in Chippewa Falls, Wisconsin. But the sold-out dinner theater crowd inside the Heyde Center for the Arts didn't notice. They were too busy laughing.



Paul Warshauer had unleashed yet another custom-written comedy about the Yellowstone Trail for this Trail town. Paul has custom-written

comedies for communities for over 30 years all across the US. “Murders on the Yellowstone Trail” have been a relatively recent theme.

The plays are entirely family-friendly and utilize local talent to tell a story (usually) of a conflict involving the Trail in the present tense. The actors receive scripts in advance, but dress rehearsals can occur as late as a few hours before the presentation, which speaks well of the local talent at improv. There is much audience interaction with Paul, the Narrator.

After a murder is announced, each dinner table gets to vote on “who dunnit” and why. All is revealed, including a curtain call for the victim.

These home town murders of Paul's are apparently popular because he is frequently booked for a repeat performance for the next year. All profits go to the local organization sponsoring the event. The Yellowstone Trail Association does not profit monetarily. It just appreciates these performances as yet another medium for educating people about this gem - the Yellowstone Trail.



At right, seated, Paul Warshauer with John and Alice Ridge and the cast of “Murder on the YT.”

At Hudson, a demonstration of 1920's dances was a creative new event this year. The ever-popular geocaching with clues in Trailside communities appeared again. And don't



forget the yearly draw to the Octagon House, the St. Croix Historical Society's gem on the Trail.

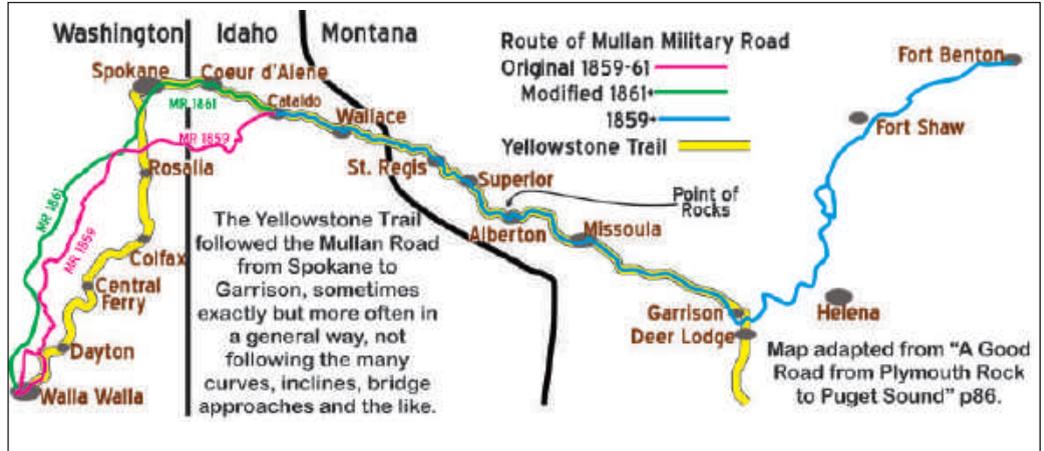
## TRAIL-O-GRAMS: CONFERENCES AND CREATIVE MESSAGING

### 9) Mullan Road Conference:

The 2023 annual Mullan Road Conference was held at Heritage Hall at the Fort Missoula Complex, Montana June 9-11. This group is one of the wonders of the not-for-profit world. There are no “officers” or structure as such. This group thrives on volunteers who willingly plan each annual convention in towns along the roughly 600 mile original 1860 Mullan Military Road from Walla Walla, Washington, to Fort Benton, Montana. The conventions that we have attended were fun and full of comradery.

One would think that, after around 30 or so years, they would run out of things to say about Mullan and his road. Not so. From personal reports by descendants of Capt. John Mullan, to scientific treatises about the Missoula Flood and geology, to the history of their road-building tools, to the relationship of the Yellowstone Trail to the Mullan, and to walking tours on the Road, they flourish.

This year’s convention was no exception to the past successes. The three-day event began on Friday, June 9 with two walking tours of the Road east and west of Missoula and a bus tour to the Bitterroot Valley to see Mullan Cantonments and



*Mullan Road Conference was held at the Fort Missoula Complex in Montana.*

other historic sites.

Saturday was chock full of speaker sessions. Topics such as: “Salish/Kalispel Perspectives on the Mullan Road,” by Thompson Smith; “The Yellowstone Connection” by Bill Youngs; “The Moving Mullan Road” -how the road location changed by Bill Weikel; “Connections Without Conflict in Salish Country” by Greg Dumontier were explored.

Sunday featured another bus tour to Mullan Road related sites.

We encourage readers to read about the harrowing tale of the laying of that road through mountains 160 years ago. Go to any source on the Internet. Key word “Mullan Military Road.”

### 10) Two Creative Members:

YTA members Dorothy Olson and Luke Harnish of Columbus and Park City, Montana respectively show off their handy work at sign crafting.

Dorothy had a stencil that had been available from Yellowstone Trail Publishers and Luke did the grunt work.

Luke wrote, “I did the work



on one of them with some round wood pieces from Lowes. The other one I made from 2x6s glued together.” The arrows, while looking at odds with each other, actually correctly point to the Trail. They are placed on the individual yards of Dorothy and Luke.

Luke adds, “My house is about five blocks from Cemetery Road, which is the Trail (1924-1930) just south of Park City.” Dorothy’s ranch is on Springtime Road (the YT 1919-c.1928) between Springtime and Reed Point.

Although Yellowstone Trail Publishers sells the larger rectangular yellow and black highway signs, there is no reason why groups cannot create signs, as long as they contain the correct wording. A town in Indiana and one in Wisconsin used local sign makers. The main point is to educate our neighbors and honor the Trail.



*Dorothy Olson, Luke Harnish show off signage.*

## A TRIP TO THE PACIFIC COAST BY AUTOMOBILE: CAMPING ON THE WAY

**An online copy of this book can be found at:**

<https://archive.org/details/triptopacificcoa00bett/mode/2up?ref=ol&view=theater>



The book, as found in the location above, offers a compelling YT travel story from 1921 that illustrates “the way it was.” It is printed here below. Note, the author’s spelling and grammar were, on occasion, corrected as well during the “translation.” Note, also, that the author’s identification of his route was a bit careless. For instance, he sometimes confuses the National Parks Highway, a “competing” route that ran from Seattle to Chicago with the Yellowstone Trail. The National

Parks Highway was established in 1915 by State of Washington road enthusiasts and often shares a road with the Yellowstone Trail. — J. Ridge

### A TRIP TO THE PACIFIC COAST BY AUTOMOBILE: CAMPING ON THE WAY, *By Bettis William Charles*

**Part 2 – Editor’s Note:** *The following is the second and final installment of “A Trip to the Pacific Coast by Automobile.” This section includes locations up until Seattle. The remainder of the book is available through the link at the top of the page.*

We made two more camps in Minnesota, one at Montevideo that night and at Ortonville the following night.

The roads through the entire state were splendid.

Leaving Ortonville we passed almost immediately into South Dakota, and the first forty miles of road we encountered, while not bad, was not to be compared with those in Minnesota, but from there to within three miles of Aberdeen they were fine.

Now we are on the prairie. From the time we entered South Dakota the trees have become more scarce, the only ones there are, were planted by the early settlers. There are no fruit trees. At Aberdeen is a little park that was planted with trees forty years ago. They are still small and precious, but the city has turned this park over to the tourists.

From Aberdeen to Mobridge the road was good. This town is located on the Missouri river. They have a camp ground but no shade, and as the day was terribly hot we decided to keep on going.

There is no bridge at this point, so we crossed by ferry. The charge is \$1.00 for a car, and 10c for each passenger.

About two blocks from the ferry landing on the west bank, is a very good camping place in a natural grove.

Motorists will save money by having tanks filled in Mobridge as the price takes a jump immediately after crossing the river.

Look out for alkali water from the time you enter the Dakotas. Don't drink it. Don't put in your radiator. There is plenty of good water to be had in nearly every town, if you

make inquiry.

We are now on Standing Rock Indian Reservation, and while we were putting up the tent received a call from an old Sioux warrior, who, with many grunts and smiles, seemed to approve of our mode of living.

The distance from the ferry to the next town, McLaughlin, is thirty-eight miles over rolling prairie. This was one of the finest roads we encountered on the whole trip, and it held to within five miles of Lemmon, but from that point to some distance west it was a disgrace to the trail.

The days were very hot, but the nights cool. Almost no shade on camp grounds. We put the tent up after sundown and get an early start in the morning to avoid the heat of the day.

About six miles east of Marmarth we entered the Bad Lands. From what we had heard, we were prepared for startling sights, and were disappointed. There are a number of curious formations worth seeing, but the really wonderful views are not on the Yellowstone but on the National Parks Highway to the north. The road through the Bad Lands was good, but some of the worst we had encountered so far was from Marmarth to Ismay. There were places on hills that were extremely dangerous.

That night we camped at Ismay. Leaving there about ten thirty in the morning, we crossed a number of very bad hills, and had just passed through the little town of Mildred, when we came in sight of a deep fill with a high hill just beyond, and an automobile upside down at the foot of the fill.

As soon as I could find a safe place to stop, I rushed forward to help the unfortunates, and found they were people we had met in several camps. A high school teacher from Indiana, his wife and daughter, and they were not seriously hurt. Wonderful! Providential! The car had just been laid up two days for repairs, but the brakes had been neglected. He attempted to make this steep curving hill on high, and when half way up stalled the motor. The brakes failed to hold, and the car began to back down the hill. When it came to the deep fill it plunged over the side, turned a somersault and landed upside-down. The wife jumped as the car left the road, but father and daughter went with it and were buried under the wreckage. By the time I arrived the wife had managed to free them. It is surprising how soon a crowd will gather even away out on the prairies or mountains. It was not very long till there were men enough, with the help of a team



to turn that car over, snake it out of the ravine and put it on the road again. It was in such a dreadful condition I had hoped he would abandon it; but two days later he drove into camp, sans windshield, sans top, and as hopeful as ever.

The cost of living up here in this part of the world is considerable higher than five or six hundred miles east, due to the fact that nearly everything has to be shipped in. We are now paying 33c for gasoline and \$1.50 per gallon for oil.

The following day, due to stops at Fallon and Miles City for mail, it was about dark when we drove into the very small village of Hathaway and were invited to camp in the front yard of one of the residents. They were very nice to us and we had a pleasant evening with them. Everything was lovely till they mentioned the fact there were rattlesnakes around there. I will tell you I was mighty glad we had a snake-proof tent that night. The next morning I went into the only store in the place, and the clerk was walking around carefully, looking back of boxes and barrels. When I asked him what he was looking for, he replied, "I opened the door leading into the back room this morning, and found a big snake, so I am looking for its mate." That was enough for me, so we immediately "hit the trail" for Billings.

Roads through this part of the state were fairly good in some spots and very bad in others. Much new work was being done, therefore there were a number of detours.

Billings, Montana. What a relief to drive into this nice, thriving western city, and secure a first class meal. We have had considerable hardship for some days past. Some of the road was terrible. The weather during the day was very hot, and at night very cold, and as they seldom have rain in this part of the country there was plenty of dust.

We expected to see many animals on this trip, but with the exception of a few prairie dogs, a large number of gophers and jack rabbits, and some snakes, we have been disappointed. We did see hundreds of dead jack rabbits and gophers in the road. They are a great menace to the farmers and ranchmen, and they kill as many as possible, and leave them lying for the eagles and buzzards to feast on.

We were told there were many rattlesnakes in this part of the country. A garage man in Mildred said a posse went out of that town a few days before and killed two hundred and fifty. Another garage man said he had killed one that day, and proved it by showing the rattles. But how is this for a snake story: A gentleman told me he employed a man with a car to take him into the back country a couple of years ago, and on the way noticed a streak of dust arising just ahead of the automobile, but nothing in sight to cause it. He called the attention of the driver to it and was told it was a drove of migrating rattlesnakes crossing the road. Like myself, this man was very much afraid of snakes, and asked the driver what he was going to do about it. "I will show you," he replied, and with that he drove through and over the mass. He said, "The wheels slid and the car skidded, snakes hissed and struck blindly at the wheels and fenders and that his hair stood straight up." Maybe so. Perhaps he was joking, but on



the whole trip we did not see one rattlesnake. At Fallon we had our first glimpse of the Yellowstone River, and followed it to a considerable extent all the way to Livingston, and as part of the country is irrigated have seen a few trees and have been able to buy a little green stuff to eat.

Just before arriving in Billings, we passed through a small town, on the most prominent corner of which was a sign reading: "Speed limit, 101 miles per hour. Free air if you pump it yourself." I will not mention the name of the town, for fear every fellow

that reads this will not only break their traffic law and be arrested, but wreck his car as well, because the road was built for not more than 10 miles per hour at the most.

At Laurel, fifteen miles west of Billings, we had our first glimpse of a snow-capped peak. This mountain is a part of the Bear Tooth range, and the highest in the state of Montana, and we were told was about fifty miles away.

That night we camped on a very nice ground at Big Timber, with the Crazy Mountains for a background.

The following day we drove into Livingston, another one of the strictly modern, practically new western cities.

We had looked forward to our arrival in Livingston with considerable pleasure, and were not disappointed. It is not only a thriving beautiful little city that stands in a valley surrounded on every side with towering mountains, but is the gateway to the only natural entrance to that "Wonderland of the World," Yellowstone Park.

We arrived in Livingston about noon on a Saturday, and after a splendid dinner at one of the many good restaurants, bought a supply of groceries and meats, had the gas tank filled and oil replenished, and headed south to the Gardiner entrance of the Park.

Almost from the time you leave Livingston you begin a gradual ascent, and about eight miles from the city pass between frowning walls that guard the entrance to the valley of the Yellowstone that leads directly to the little town of Gardiner.

Gardiner Station of the Northern Pacific Railway, is within a stone's throw of the entrance; and the Yellowstone Park Transportation Company operates a line of automobile stages to all points within the Park, for the benefit of those who prefer to travel by rail instead of driving their own cars.

At the entrance, we drove under an imposing stone arch erected by the government in 1903 and dedicated by President Roosevelt. An inscription on this arch reads, "Yellowstone National Park, March 1, 1872, for the Benefit and Enjoyment of the People."

Just inside we were stopped by the guards who collected an entrance fee of \$7.50, took our gun and sealed it, passed our dog, but told us to keep him tied up so he would not kill a bear, and turned us loose.

Created by Act of Congress, Not seemingly part of the text!



## A WILD ANIMAL REFUGE

The Yellowstone National Park is perhaps the largest and certainly the most successful wild-animal refuge in the world. For this reason it offers an exceptional field for nature study.

The increase in the number of wild animals in the Park is very noticeable; this because of the careful protection afforded them. Hunting is prohibited, except with a camera, and this is encouraged. Besides many bears and buffaloes, there are antelope, mountain sheep, whitetail and mule deer, and elk. These animals are harmless when no attempt is made to annoy or interfere with them. They may not always be seen by the visitors in the automobiles which travel the main highways daily during the season, but the quiet watcher on the near-by trails may often see deer and bear and elk and antelope, and he may even see mountain sheep, moose, and buffalo by journeying on foot or by horseback into their retreats.

The summer season in the Park is the vacation period for bears. Morning and evening a few of the many bears in the Park frequent the vicinity of the hotels and camps and wax fat and sleek upon the refuse. Watching these bears feed is one of the evening diversions. Occasionally a grizzly may be seen among them.

Only twenty-five buffalo had been left by hunters when protection laws were passed in 1896. These have increased now to about 600. They are in two herds. The larger, miscalled the "tame herd," because it is somewhat under control by the rangers, lives in the upper Lamar Valley, where visitors may easily find it. Approach is over a good motor road. During the summer tourist season, a few of these are driven into pasture at Mammoth Hot Springs so as to be visible to the tourists. The so-called wild herd roams the wilderness round about Yellowstone Lake.

Some are to be seen around the southeast arm of Yellowstone Lake and on Hell-roaring Creek. Occasionally one or more may be seen by tourists near the main road of the Park, far from their favorite haunts. By far the larger number are to be found in the Beckler River country in the southwest corner of the Park.

The beaver, once so important a part of animal life in the West, are also rapidly increasing. Almost every stream shows signs of their presence. Near Tower Fall there are several colonies; the ponds are easily seen by tourists who visit the locality. There are also some beside the Tower Fall road, near Mammoth Hot Springs, just south of the crossing of Lava Creek.

Of birds there are between 150 and 200 species — geese, ducks, pelicans, gulls, eagles, hawks, owls, night hawks, ravens. Rocky Mountain jays, tanagers, bluebirds, water ouzels, blackbirds, meadow larks, robins, and others. Tourists who go into Yellowstone Park with their own camping outfit, need have no fear of animals except bears, who have a habit

of coming to the camps at night when all is still, snooping around trying to find sugar and bacon. Nearly everyone is careful to put those things where the bears will not be apt to locate them. However, one chap who thought he was wise, hung his supply on the limb of a tree high from the ground.

The bears came, and through sense of smell found it, and being unable to reach it, one of them climbed the tree and shook it down.

Visitors are cautioned not to feed the bears, but some of them disobey this rule, and because of it, there have been a number of serious accidents.

The elevation at Gardiner is 5,400 feet, but at Mammoth Hot Springs, in four and a half miles the elevation has increased 875 feet, making a total height of 6,275 feet at that point. However as the road is good, the climb is made without undue effort.

## THE TERRACED MAMMOTH HOT SPRINGS

And now the sights begin. Odd, beautiful, startling things, unfold themselves to view as you roll along over the splendid roads.

At Mammoth Hot Springs, in the north of the Park, hot waters heavily charged with lime have built up tier upon tier of white terraces which the algae-laden waters color faint tints of red, yellow, blue, and pink. Each terrace carries basins, elaborately carved and fretted, which, when their springs run dry, merge into the great hills of white formation, while new basins form upon their edges. These terraces engulf trees. They form an astonishing spectacle.

Pulpit, Jupiter, Cleopatra, and Hymen terraces, Orange Spring, the White Elephant, Angel Terrace, and the Devil's Kitchen are the most important attractions. Liberty Cap, a monument-like shaft, was perhaps once embodied in a terrace; because it was of harder rock-like material, the erosion which washed away its surrounding formation has left it standing. A similar but smaller shaft near-by is known as the Giant's Thumb.

There are rides, walks, and drives about the springs. The mouth of Boiling River, and the canyon and Osprey Fall of the Middle Gardiner River behind Bunsen Peak, are all within walking distance; they also can be reached by horseback or by automobile.

The general panorama at Mammoth Hot Springs is one of the most striking in the Park. The steaming, tinted terraces and Fort Yellowstone near-by; the long, palisaded escarpment of Mount Everts to the east; the dominating presence of Bunsen Peak to the south, with the Gardiner Canyon and the distant elevations of the Mount Washburn group; the rugged slopes of Terrace Mountain to the west, and the distant peaks of the Snowy Range to the north — all together form a surrounding landscape of wonderful beauty and contrast.

After leaving Mammoth Hot Springs, we continued to



climb, up through Hoodoo Rocks, Silver Gate, Golden Gate, and past all sorts of natural phenomenon, and before we realized it, were on a great plateau high up among snow-covered peaks.

A storm is brewing. It got quite cold, so we closed the car and put on heavy coats. The peaks became obscured by clouds. Rain overtook us, but on we went, mile after mile over comparatively level roads, high up in the mountains, with flashes of lightning and peals of thunder all around us.

That night we camped way up there among the peaks, and as we lay awake, too cold to sleep, we heard the cry of a timber wolf, and he was not far away.

Early the next day, after a drive through virgin pine forests, we came in sight of clouds of steam emerging from crevices in the earth. Hot springs and geysers.

### WHERE GEYSERS FROLIC

Nature has lavished her most extra-ordinary gifts on the region of the Yellowstone. Here are wild woodland, carpeted with varicolored wild flowers, crystal rivers, thundering cataracts, gorgeous canyons, sparkling cascades, birds and animals, small and large; but of all its wonders none is so unusual, so startling, so weird, as the geysers. Once seen, the memory and mystery of them will forever linger. The Yellowstone geysers are renowned the world over, because of their size, power, number, and variety of action.

The more prominent geysers are confined to three basins, lying near each other in the middle west zone. Other hot water manifestations occur in all parts of the Park. Marvelously-colored hot springs, mud volcanoes, and other strange phenomena are frequent. The geysers exhibit a large

variety of character and action. Many, like Old Faithful, spout at more or less regular intervals; some of the other large ones play at irregular intervals of days, weeks, or months; some small ones play every few minutes. Some burst upward with immense power; others hurl streams at angles or bubble and foam.

The Lone Star Geyser, just up the road from Upper Basin to Thumb, has one of the most beautiful cones. It plays sixty feet in

minutes, at intervals of forty minutes.

Yellowstone has more geysers than all the rest of the world. Some are literal volcanoes of water. To translate this into volume we will use Old Faithful as an example. According to observations made by the United States Geological Survey, this most famous of all geysers hurls in the air every sixty-five to eighty minutes a million and a half gallons of water, or 33,225,000 gallons a day. This would supply a city of 300,000 inhabitants.

There is a very large, splendidly equipped auto tourists' camp ground just back of the hotel at Old Faithful, and you can spend several enjoyable days there.

From Old Faithful we went to Yellowstone Lake, which with one exception, Lake Titicaca, in Peru, is the largest in the world at its elevation of 7,741 feet. It has a shore line one hundred miles long, and is a beautiful sheet of ice cold water. Its sole outlet is the Yellowstone River; thus it is a never-failing source of supply for one of the Missouri's greatest tributaries.

### WELL STOCKED FISHING GROUNDS

In 1889 the United States Fish Commission began the distribution of fish in the Park waters. In recent years there has been an annual distribution aggregating hundreds of thousands of trout, so that most of the lakes and streams in which fish can thrive are now stocked with one or more varieties. Approximately 10,000,000 young fish have been placed in Park waters. These comprise grayling and Rocky Mountain whitefish; black spotted or native trout; rainbow, Loch Leven, lake, eastern brook, and Von Behr, or brown, trout.

Practically all the waters within easy distance of the Park hotels and camps are kept fairly-well stocked with fish, and many of the more remote streams and lakes are even better supplied owing to their being less visited by anglers.

Visitors who do not take their own fishing equipment can supply themselves at any of the hotels or camps upon payment of a small rental.

Yellowstone is a paradise for the expert angler. Almost any of a hundred streams can be successfully whipped by an adept, while an amateur can catch lake trout from Fishing Bridge which spans the River just a short distance from where the Lake empties into it. The current is very strong, the water ice cold, and filled with trout. You can stand on the bridge and see thousands of them. Fish if you like. Every fisherman is allowed ten fish each day, but they must be caught with hook and line, and be over eight inches in length. No license is required.

As hunting and poaching is prohibited, and the animals — with the exception of Coyotes and Mountain Lions — are protected, there are thousands upon thousands roaming at will all over the Park.

From the Lake we went to the Grand Canyon of the Yellowstone, and if there was only one thing to be seen, and that the Canyon, it would be worth the trip.

Go to Artist's Point, climb the stairs to the lookout platform, and drink in the wondrous beauty spread at your feet. No artist can paint, no pen describe, what God through the ages has prepared for you to look upon.

Rudyard Kipling wrote: "All that I can say is that without warning or preparation I looked into gulf 1,200 feet deep, with eagles and fish-hawks circling far below. And the sides of that gulf were one wild welter of color — crimson, emerald, cobalt, ochre, amber, honey splashed with port wine, snow-white, vermilion, lemon and silver-grey in wide washes.



The sides did not fall sheer, but were graven by time and water and air into monstrous heads of kings, dead chiefs — men and women of the old time. So far below that no sound of strife could reach us, the Yellowstone River ran, a finger-wide strip of jade green. The sunlight took those wondrous walls and gave fresh hues to those that Nature had already laid there.

"Evening crept through the pines that shadowed us, but the full glory of the day flamed in that canyon as we went out very cautiously to a jutting piece of rock — blood-red or pink it was — that hung the deepest of all."

The famous artist Moran said: "Its beautiful tints are beyond the reach of human art." And General Sherman, referring to Moran's painting of the canyon, added: "The painting by Moran in the Capitol is good, but painting and words are unequal to the subject."

Folsom, connected with the private expedition of '69, and who first wrote of the canyon, said: "Language is entirely inadequate to convey a just conception of the awful grandeur and sublimity of this most beautiful of Nature's handiwork."

The canyon is vast. A cross-section in the largest part measures 2,000 feet at the top and 200 feet at the bottom, with 1,200 feet of depth. The Upper Fall is 109 feet, the Lower or Great Fall, 308 feet in height. The canyon and Lower Fall — a composite picture — are seen to the best advantage from Artist Point and Inspiration Point.

Upon leaving the canyon the tourist has the choice of two routes if returning to the Gardiner entrance. One, the Canyon Road, runs west to Norris Geyser Basin and thence north to the entrance. The other, the Chittenden Road runs north to Dunraven Pass, where it branches. The one to the left goes through the Pass and is the shorter more direct route without the heavy grades of the road to the right which takes you up and over Mt. Washburn. If you have the nerve and a fairly good car, by all means take the latter, as the wonderful view from an altitude of 10,388 feet, will more than repay for the effort.

After a number of never to be forgotten days spent in the Park, we headed for the Gardiner entrance and Livingston, to again take the trail that leads into the land of the "Setting Sun."

This year the road from Livingston to Gardiner was very bad in some places, and the Livingston Chamber of Commerce collected a fund to put it in first class condition for the summer of 1922, so remember this motorists, the business men of Livingston are doing everything in their power to make your trip a pleasant one, and you should reciprocate by purchasing your supplies in their city.

That the Livingston-Gardiner Road is the most popular entrance to the Park was proven by the State Highway Commission's check of traffic last summer. In one day 1295 cars passed a given point.

The government should hard-surface and maintain this principal artery to our National Wonderland.

That night we spent in Livingston, and started early the following morning for Butte, passing through Bozeman and Three Forks. At the latter place we were advised to leave the Yellowstone Trail, and take a new road to Whitehall that would shorten the distance thirteen miles. This is called the White route and was not very well marked, but we managed to keep on it, and after a long hard climb, began a descent. The grade was a steep one, and soon we were on a road just wide enough for one car, with precipitous walls rising- higher and higher on both sides. On we went,



### DOWN DOWN DOWN

apparently into the bowels of the earth. By this time it was getting late. The sun was low and the deeper we went into the canyon the darker it grew. I admit it was a little spooky. A strange road just wide enough for one car, with an occasional pocket hewn from the rocky wall as a passing point. Now there is a rushing, roaring stream on one side of the narrow road; it is quite dark, the lights are burning, the horn sounding at intervals of a few seconds, and as we slip around curve after curve, always on the descent, with the precipitous walls rising higher and higher, the stream roaring louder and louder, we shivered a little, and wondered if we were ever going to reach the bottom. But at last it grew lighter, and with a sigh of relief, we drove into the open, just as the sun sank to rest beyond a distant mountain. We were told this was Boulder Canyon, and advise all tourists to take this route; but do it in daylight. We stopped at Whitehall that night, and got an early start for Butte the next morning. This was to be a drive that I had worried about for a long time. Several motorists had told me the climb to the Continental Divide — elevation 6,950 feet was a hard one, and the hill leading down into Butte was so steep and bad I would have to engage a man familiar with it to pilot my car. Naturally, not being a seasoned mountain driver I was worried, and wondered what I was "up against." but found that the incline on the east of the divide was a long, gradual one, with just an occasional steep grade. When we arrived at the top, I shifted to low gear and started for the bottom of the hill. That was pretty slow, so I changed to second. About half way down is a sign that reads, "Change to low gear." There I stopped, made the change, and continued the descent. A little further along we came to the iron work of a big Winton touring car that had been destroyed by fire; all that remained to tell the tale of the tragedy of the day before. I understand the driver of this car, like some others who have attempted to negotiate this hill depending on brakes instead of compression, met with disaster. Just to prove to my own satisfaction, that any careful driver can descend this hill without mishap, I brought the car to a complete stop several times on the way down. The divide is about eighteen miles east of Butte, and if you are traveling east, is a steep climb to the top; but all kinds of cars make it without trouble, so don't let anyone tell you it is impossible, or that you have to engage a man to drive your car.



Anyhow Mr. Motorist by the time you reach Butte going in either direction, you will have had mountain driving experience enough so that the Continental Divide or the Camel's Hump they never fail to tell you about, won't worry you in the least.

One of the bug-a-boos nearly every motorist will throw at you is the "Camel's Hump," between St. Regis and Cabin City, about thirty-five miles east of the Idaho line. Well it is some hump I admit, but the road leading up and down is a very good one, and you need not worry about it. I was rather amused when we went over the "Hump." We reached the top and had started down the western slope without knowing we had accomplished the wonderful feat, When we met a chap who was doing some fixing on his car, and I asked him where the "Hump" was. He looked at me rather suspiciously and answered. "H---- you just came over it."

There are a lot of other experiences you will have had by this time also. For example; you may have been high up on a shelf road; one of those Roads cut in the side of a mountain. It starts on terra firma, but in a short time you are away up among the clouds, a sheer mountain wall towering over you on one side, and — a drop of hundreds of feet — on the other. This road may be just wide enough for one car, perhaps there are no logs or masonry to prevent you driving into the chasm; and you are keyed up to a high pitch. With both feet on the pedals, a death grip on the wheel, you are swinging in and out around short, sharp curves, and suddenly on a jutting rock that obscures the road ahead, you see a sign that reads, "PREPARE TO MEET THY GOD" or "DEATH AWAITS YOU JUST AROUND THE CORNER." Well, I don't care how nervy you are, your first experience of this kind will send a shiver up your spine, and you proceed with caution.

After dinner at Butte, we drove to Deer Lodge and camped for the night. This was the best camp ground we have stopped at for a long time. Don't overlook it.

The following night was spent at Missoula. There you will find a splendid camp ground a short distance out of town, in a magnificent pine forest.

Montana is a big state. It is about eight hundred miles drive to cross it, and the larger share of the road is very bad. However, when you size up the country through which the trail passes, you will readily understand the reason. They told me they had not had a crop for four years, and many homes are deserted. There are no funds to keep up good roads.

We started from Missoula expecting to reach Wallace, Idaho, a distance of only one hundred and twenty-nine miles that day, but owing to bad roads and tire trouble, covered just sixty-three miles, and stopped in Superior that night, and were lucky to make Mullan, Idaho, fifty-nine miles the following day. The last ten miles of Montana road, from Saltese to Summit, the top of the Divide and on the Montana and Idaho line, was bad, and the grade very steep. Just before we reached the top, we passed a man with a team, who gives motorists a pull up the last stretch for \$2.00. We did not need his help, but were told many others do.

At the top of the divide we entered Idaho on a splendid road, and immediately started down a steep grade. If you should make this trip, about two city blocks from the summit you will come to a hair-pin turn. Don't attempt to take it without stopping and backing the car. Many a fellow has,

to his sorrow. Go down slowly. STOP! Back the car! Play safe!

The road in Idaho was much better than any we had covered for a long time, but after passing through Wallace, Kellogg, and the Fourth of July Canyon, with Coeur d'Alene about twenty miles ahead, we came to a long, winding, steep, shelf road, cut in the side of a mountain. At first the road rises gradually, then rather abruptly. It is wide enough for two cars, but most of the outside is unguarded. Going west the mountain wall was at the right, and the cars we met had to take the outside, and while I was sorry for the other fellow, I was glad for myself. In spite of all the experience I had had crossing the Rockies, it was a ticklish job. The road kept rising, it seemed as though we would never reach the summit. To our right the mountain wall; to the left Lake Coeur d'Alene spread at our feet for miles. I am sure to a man in a boat our auto must have looked like a fly, away up there on the side of that mountain. At last we reached the top, took a turn to the right, congratulated ourselves, and began the descent; and in a short time arrived at the bottom, only to begin climbing another mountain that was higher than the first. Again the lake lay shimmering at our feet. Oh! what a sight. But brother if you want to enjoy that wonderful scene, do as I did, STOP THE CAR! Otherwise keep your eyes glued to the road. Don't look down!

After reaching the summit of the second mountain, we were soon in Coeur d'Alene, and would have stopped over night in this pretty little place, but mail awaited us in Spokane, only thirty-four miles away, so we continued our journey to the metropolis of the Inland Empire; the last seventeen miles over a fine cement road called "The Apple Way."

Spokane has one of the finest and most complete camp grounds we have found on the entire trip, and it was filled to overflowing with a conglomerate, heterogenous, cosmopolitan crowd. All kinds of cars from the palatial limousine with the back of the front seat cut and hinged so it can be let down to make a bed; to the lowly flivver that made racket enough to raise the dead, were there. Some of these cars, particularly the flivvers, carry enormous loads. Grips, trunks, tents, cooking utensils, bedclothes and bed springs; piled and heaped upon every available inch of space; front, back and sides, with as many as six people on the inside. One family carried a goat so they could have fresh milk for the children. Is it any wonder that these poor little flivvers grunt and groan and rattle and squeak enough to raise the dead? You marvel how they stand up under the load and get anywhere. But they do. Sometimes you see the wife and children out behind helping the motor on an extra steep grade, but usually they reach the top and on they go.

It was on this ground we met Mr. and Mrs. Homer Arter. Mr. Arter is the owner of a very large citrus ranch in Cuba, and being a native of Ohio, decided to "See America First" and by auto. So he came over to Florida and purchased a Reo Speed Wagon chassis and had a "real regular house" body made for it. He did not have to put up and take down a tent every day. They could stop at the side of the road anywhere or drive onto the lot, have supper, and go to bed in a few minutes. And they were surely "Seeing America" when we left them in California to return east.

We liked Spokane so well we stayed ten days, instead of one, as we first intended. Provisions were much cheaper in



this city, than at home or anywhere along the road. Stores and markets filled to overflow with finest fruits and vegetables, meats and sea foods, at, to us, extremely low prices. Strawberries that had disappeared from the eastern markets long before, were very fine and plentiful, and selling at 25c per quart. Boiling beef at 10c, and good steak at 20c to 25c. Salmon and halibut steaks at 17c per pound, and everything else at proportionate prices. It seemed like a poor man's paradise.

Leaving Spokane, we continued west over the Sunset Highway to Hartline. Wilson Creek, Quincy and Vantage Ferry to Ellensburg. This is over the National Parks Highway and considerable shorter than the Yellowstone Trail which leads south to Walla Walla and from there to Ellensburg. At this point the two great trails again converge and continue west through Cle Elum and Snoqualmie Pass to Seattle.

**An online copy of this book can be found at:**  
<https://archive.org/details/triptopacificcoa00bett/mode/2up?ref=ol&view=theater>



## THE YELLOWSTONE TRAIL ASSOCIATION IS:

a charitable and educational organization within the meaning of 501(c)(3) of the Internal Revenue Code with the following purposes:



**1) Public Education:** to increase public knowledge of the Trail and its importance in both local and national history,

**2) Historical Research:** to acquire information and stories about the Trail and its historical context,

**3) Historical Preservation:** to promote the preservation of appropriate sections of the Yellowstone Trail and buildings or other artifacts along the Trail,

**4) Communication:** to provide a medium of communication and support among its members,

**5) Heritage Tourism:** to promote heritage tourism along the Trail to support the above purposes, and

**6) Related Events:** to sponsor or support various events related to the history of the Trail to support the above purposes

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