

Reviewed Big Horn County Commission journal from beginning of 1903 through end of 1905 via ArcaSearch. Also checked for recorded right-of-way in T55N R104W, nothing in the Big Horn County records.

1903-09-03 – Big Horn County Commission Journal J1_436-437

The viewers appointed to view the Road from Kirwin and Duboise. Report that they examined several routes and found all to be impracticable. (signatures of the three viewers)

Commissioner Russell instructed to view and, if practicable”, a road from Cody to Sunlight Basin and Paint Creek.

1905-02-01 – “Golden Anniversary – Shoshone National Forest” page 8.

The forest reserves were transferred from the Interior Department to the Department of Agriculture February 1, 1905, and their real administration started from that date. Prior to this, the reserves had been administered from Washington by the General Land Office of the Interior Department, with an inadequate number of largely unqualified men in the field force.

That action was under the Transfer Act of 1905. “...under the leadership of Gifford Pinchot, the National Forest Reserves were transferred from the Department of Interior to the Department of Agriculture. Gifford Pinchot was the head of the Division of Forestry which was part of the Department of Agriculture.” Also, “In March 1905, the Division of Forestry was renamed the United States Forest Service.” From Wikipedia page “Transfer Act of 1905”.

1905-03-05 to 1905-03-10 – “Big Horn County Roads 55-104-1.pdf”

Russell Kimball surveyed route of “proposed wagon road on Dead Indian Hill. . .”.

1905-03-07 – Big Horn County Commission Journal J1_552-553

Comes now Martin Ranmael and others and petition the Board of County Commissioners for the establishment of County Road down Clarks Fork Canyon. Same considered and is hereby rejected.

The newspaper articles found below are from Wyoming Digital Newspaper Collection (wyomingnewspapers.org). The initial search phrase was "Dead Indian Hill".

1905-05-04 - The Cody Enterprise, Volume 06, Number 38, May 4, 1905

**TO IMPROVE
DEAD INDIAN HILL.**

**Mr. John R. Painter is Meeting With
Success in His Efforts.**

For several months past the above named enterprising and prominent citizen of Sunlight has been putting forth energetic efforts in order to get assistance for reducing the grade and rendering this great natural obstruction less difficult for teams to ascend. The people living in the flourishing mining camp naturally regard this town as the best as well as the nearest trading point, and surely our people should assist and encourage the movement in every possible way.

It has been established that the mines situated in the Sunlight district contain minerals of a very high grade and as the work of development goes on the population is increasing and as Cody is the most convenient outlet and supply depot for that growing country our citizens should endeavor to render every assistance possible to enable them to reach here.

Mr. Painter has devoted several weeks of his time in pushing the matter and deserves considerable credit for what he has accomplished. During the present week he appeared before the county commissioners at Basin and laid before them the necessity for an appropriation for the work and received the assurance of the officials that the same would be granted.

A subscription paper has been placed in circulation for helping to build the road to Cody and as the proposition is one that would result in direct and important benefits to our town it should receive liberal aid.

1905-05-10 - The Wyoming Stockgrower and Farmer, Volume 03, Number 33, May 10, 1905

Dead Indian Road.

After much labor and planning Mr. Painter has been successful in securing the co-operation of the business men of Cody and Red Lodge, the mine owners of Sunlight and the board of county commissioners in establishing and building a county road over Dead Indian hill to Sunlight basin.

Strange to say Mr. Painter has encountered some opposition from one or two parties in Sunlight, but the commissioners have now taken hold of the matter in earnest and have appointed A. J. Bun as road supervisor for that district.

About \$600 have been raised by subscription and this amount will be increased to at least \$1,000, and the county fathers will do what they can. They will apply for a right-of-way across the forrest reserve and everything indicates the speedy construction of a much needed outlet for the promising mines of Sunlight.

1905-06-07 - The Wyoming Stockgrower and Farmer, Volume 03, Number 37, June 7, 1905 (also later editions)

Call For Bids.
Bids will be received by the undersigned up to noon, July, 1, 1905, for the construction of four miles, less 300 feet, of road, on Dead Indian hill. Plans and specifications can be seen at the Cody Trading Co's store, Cody, Wyo., where bids may be filed. June 7-28. J. R. PAINTER.

1905-06-08 - The Cody Enterprise, Number 43, June 8, 1905 Edition 03 (also later editions)

Notice to Road Constructors.
Bids will be received by Mr. John R. Painter for the construction of 300 feet less than four miles of wagon road over Dead Indian Hill. Plans and specifications concerning same can be seen at store of Cody Trading Company. 43-23.

1905-07-06 – Big Horn County Commission Journal J1_579

It is hereby ordered that the road surveyed by Russell Kimball that is known as the Dead Indian Hill road be advertised according to law.

1905-07-06 – Petition (??) for Big Horn County Road 52. From “Big Horn County Roads 55-104-1.pdf” and “Rd 71 Plat Map Index 1.pdf”.

1905-07-13 - The Big Horn County Rustler, Volume 17, Number 06, July 13, 1905 (from commissioners' proceedings)

sec. 22, tp 52 n. r 93 w.
It is hereby ordered that the road surveyed by Russell Kimball that is known as Dead Indian Hill Road be advertised according to law.
Commiss. now Paul S. Clark and asks

Road Notice.

To all whom it may concern:

The Board of county commissioners have decided to locate a road commencing at the summit of Dead Indian Hill, in Big Horn county, Wyoming, at station zero, a hub driven eight inches in the ground, whence the old road is s 11 deg 30 min w., 140 feet and a ledge of rock bears n 85 deg w. 65 ft. (No definite bearings available.) Thence first course s 11 deg 39 min w 135.35 feet; thence s 41 deg 10 min w 900 ft thence s 33 deg 18 min w 100.75 ft; thence s 58 deg 54 min w 85.85 ft; thence n 10 deg 10 min w 32.95 ft. Whence a rock chiseled x bears s 18 deg 36 min e 50 ft; thence n 28 deg 48 min e 91.35 ft; thence n 16 deg 15 min w 75.50 ft; thence s 8 deg 18 min e 78.45 ft; thence n 6 deg 54 min e 78.45 ft; thence n 8 deg 45 min e 118.65 ft; thence n 8 deg 16 min e 117.65 ft; thence n 10 deg 30 min e 90.75 ft; thence n 4 deg w 95.25 ft; thence n 10 deg e 144.25 ft; thence n 0 deg 38 min w 249.65 ft; thence n 0 deg 52 min w 142.85 ft; thence n 8 deg e 98.35 ft; thence n 8 deg 13 min w 105.25 ft; thence n 0 deg 38 min w 127.05 ft; thence n 4 deg 18 min w 175.45 ft; thence n 5 deg 35 min w 159.85 ft; thence n 5 deg 18 min w 198.25 ft; thence n 6 deg 52 min w 187.45 ft; thence n 6 deg 52 min w 144.75 ft; thence n 8 deg 30 min w 154.65 ft; thence n 13 deg 50 min w 122.05 ft; thence n 15 deg 55 min w 197.25 ft; thence n 20 deg 33 min w 207.25 ft; thence n 26 deg 48 min w 184.25 ft; thence n 13 deg 3 min w 187.50 ft; thence n 37 deg 27 min w 104.25 ft; thence n 68 deg 24 min w 127.95 ft; thence n 59 deg w 131.90 ft; thence n 36 deg w 137.25 ft; thence n 2 deg 30 min e 110.65 ft; thence n 2 deg 50 min e 85.05 ft; thence n 0 deg 8 min w 99.75 ft; thence n 64 deg w 26 ft; thence s 40 deg 30 min w 144.85 ft; thence s 58 deg 30 min w 120.05 ft; thence s 39 deg w 68.55 ft; thence s 73 deg 30 min w 119.75 ft; thence n 82 deg 30 min w 98.25 ft; thence n 78 deg 20 min w 194.25 ft; thence n 70 deg 55 min w 139.85 ft; thence n 74 deg w 100.25 ft; thence 59 deg 50 min w 115.15 ft; thence n 82 deg w 100.25 ft; thence s 65 deg 33 min w 92.25 ft; thence s 74 deg w 89.45 ft; thence s 30 deg w 103.25 ft; thence s 1 deg 55 min w 68.55 ft; thence s 31 deg e 73.55 ft; thence s 35 deg e 353.65 ft; thence s 38 deg 15 min e 135.15 ft; thence s 46 deg 20 min e 187.05 ft; thence s 64 deg 8 min e 80.45 ft; thence s 58 deg 35 min e 362.25 ft; thence s 36 deg 47 min w 116.05 ft; thence s 33 deg w 127.95 ft; thence s 27 deg 50 min w 121.95 ft; thence s 35 deg w 340.85 ft; thence s 41 deg 14 min w 379.55 ft; thence n 56 deg 25 min w 42 ft; thence n 12 deg w 272.55 ft; thence 19 deg 5 min w 221.05 ft; thence n 52 deg 30 min e 75.45 ft; thence n 29 deg 50 min e 70.55 ft; thence n 79 deg 50 min w 90.35 ft; thence n 70 deg 23 min w 115.05 ft; thence n 61 deg 30 min w 210.05 ft; thence n 60 deg 27 min w 276.45 ft; thence n 85 deg 50 min w 216.05 ft; thence thence n 84 deg 5 min w 529.85 ft; thence thence n 70 deg w 149.75 ft; thence n 53 deg 30 min w 39.85 ft; thence n 45 deg w 85.35 ft; thence n 41 deg 33 min w 74.55 ft; thence n 36 deg 20 min w 89.45 ft; thence n 28 deg 55 min w 122.15 ft; thence n 21 deg 40 min w 357.65 ft; thence s 29 deg 50 min w 40 ft; thence s 5 deg 55 min w 429.65 ft; thence s 22 deg 55 min w 375.45 ft; thence n 73 deg 10 min w 90.65 ft; thence n 42 deg 50 min w 997.65 ft; thence s 30 deg 25 min w 411.85 ft; thence n 85 deg 24 min e 40 ft; thence n 30 deg 4 min w 233.65 ft; thence thence n 13 deg 43 min e 222.95 feet; thence n 10 deg 18 min w 206.55 feet; thence n 52 deg 12 min e 153.75 feet; thence n 69 deg 24 min e 41.85 ft; thence n 81 deg 40 min e 68.55 ft; thence n 56 deg 50 min w 250.75 ft; thence n 81 deg w 121.75 ft; thence s 85 deg 45 min w 120.05 ft; thence n 86 deg 15 min w 224.95 feet; thence n 57 deg 53 min w 91.30 ft; thence n 19 deg 30 min w 229.90 ft; thence n 14 deg 40 min w 278.45 feet; thence n 9 deg 8 min w 340.85 ft; thence n 86 deg 43 min w 40.85 feet; thence s 45 deg 30 min w 220.55 ft; thence s 20 deg 30 min w 89.45 ft; thence s 16 deg 10 min w 115.15 ft; thence s 79 deg 50 min w 110.15 ft; thence n 2121 deg 5 min w 117.95 ft; thence n 31 deg 20 min w 222.45 ft; thence s 04 deg 4 min w 273.65 ft; thence s 51 deg 18 min w 378.65 ft; thence s 79 deg w 170.55 feet; thence n 79 deg w 77.35 ft; thence n 84 deg w 153.75 ft; thence s 23 deg 35 min w 875.80 ft. Whence monument on Trout Peak bears s 27 deg 12 min w Talus in gap bears n 51 deg 30 min w thence n 1 deg 30 min e 479.80 ft to the old crossing on Dead Indian Creek.

All objections thereto or claims for damages by reason thereof must be filed in writing with the County Clerk of said county, before noon of the first of August, A. D. 1905, or such road will be established without reference to such objections or claims for damages.

P. I. Rice, County Clerk
By Frank James, Deputy.
Dated July 8, 1905
First pub. July 13—Last July 27, 1905.

1905-08-02 - Big Horn County Commission Journal J1_585

It is hereby ordered that the roads advertised during the month of July and recorded in Commission Journal at pages 579 and 580 be and the same [are] hereby declared county roads.

1905-08-02 – Big Horn County Road 52 allowed. From “Big Horn County Roads 55-104-1.pdf” and “Rd 71 Plat Map Index 1.pdf”.

1906-06-11 – “Golden Anniversary – Shoshone National Forest” page 9.
Act of June 11, 1906 aka Forest Homestead Act passed.

1906-11-22 - The Wyoming Stockgrower and Farmer, Volume 05, Number 09, November 22, 1906

So soon as J. R. Painter finishes work on the Dead Indian hill road he will start on a business trip to New York and Philadelphia. It is hoped this trip will result in a smelter for Sunlight basin.

1907-03-04 – As part of the Agriculture Appropriations Act of 1907, the forest reserves were renamed national forests. It is believed this change was made to indicate that these lands were to be used instead of being preserved.

1908-06-27 - Big Horn County News, Volume 13, Number 47, June 27, 1908

U. S. Surveyor Brant has been awarded the contract to survey the homesteads located in the Sunlight Basin country, and expects, with his party, to take a running jump from Dead Indian Hill and land near Gust La Fond's claim at the initial point.

Roads Systems for National Forests

The Office of Public Roads of the Department of Agriculture is to cooperate with the Forest service in drawing up plans for comprehensive systems of roads and trails on National Forests.

For the last two years Congress has provided funds for permanent improvements on National Forests; and a large part of the money thus made available has been and is being used for road and trail building. The amount is too small, however, in comparison with the total area of the Forests, to make possible more than a very small beginning. With thicker settlement and increasing use of the Forests, good roads will become more and more a crying necessity.

The object of securing the help of the Office of Good Roads is to make the work take the line that will not merely serve temporary convenience, but also count for most in the end. By building each year with reference to a carefully worked out plan the danger of indirected effort will be escaped.

During the present an engineer of the Office of Roads will go over the ground on several of the Forests, and draw up plans which will be submitted to the Forester, and will serve to guide subsequent work. Where the roads planned for cannot be built, trails will, so far as possible, be made to follow the courses laid out, with the expectation that later they will be converted into roads.

The roads, trails, telephone lines and fire lines already constructed on National Forests are proving of great value both in the work of fire protection and in serving the convenience of the public. The further this work can be carried the greater will be the usefulness of the Forests to the surrounding regions.

Milt Benedict and his telephone construction gang are away this side of Dead Indian hill, with the new line which the National Forest officials are having constructed from Sunlight basin to Cody. This line will be a great convenience not only to the Forestry department but also to the ranchmen and miners in Sunlight.

1909-02-15 – Park County created

1909-(spring) – Work started on lower end, mentions “Forest Service surveyed” and “a Forest Ranger contributed his services all during the time the road was being graded” and “No county assistance was given on this initial piece of road.” From Rollinson 1935

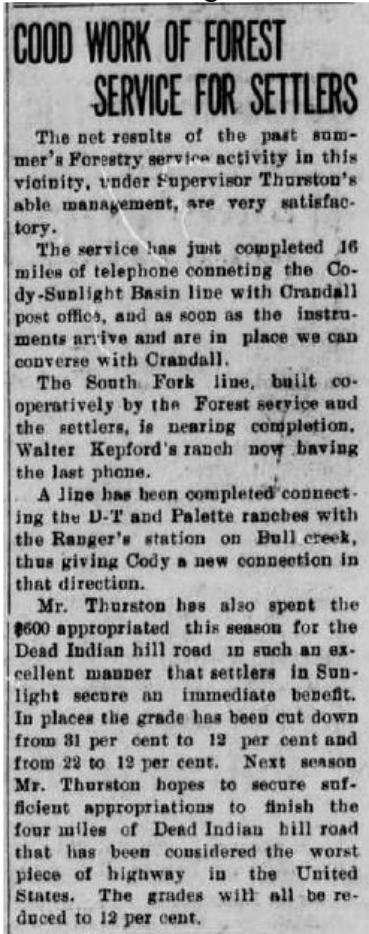
1909 __ - __ - “It was in 1909, however, before any attempt was ever made to permanently improve the old dangerous Dead Indian Hill road. That year the few original settlers in Sunlight Basin organized, established a grade from the foot of the hill at the creek on up to the top of the old “Beaver Slide”, which had been the worst of several bad places. This new grade was surveyed out with a spirit level and a sixteen-foot straight edge. The road was about three-fourths of a mile long, and is still in use on the same grade as originally built, and today a good graded road has been completed to the top of the mountain, where the altitude is 8,000 feet.” Also, “The county and the United States Forest Service made possible the later road building, but the first work was done entirely by the settlers without outside help of any kind.” From Rollinson 1940.

1909-__ - __ - In his book *Pony Trails in Wyoming* (copyright 1941) J.K. Rollinson describes how he and Uncle Billy Campbell surveyed the new road around the Beaver Slide and how he worked on the actual grading.

1909-__ - __ - “Golden Anniversary – Shoshone National Forest” (August 1941) page 24.

John K. Rollinson served for several years as a forest guard on the Shoshone National Forest, and from April 1, 1907 to 1912, he was ranger in charge of the Sunlight Basin and Clarks Fork District. Mr. Rollinson helped to build the first ranger station in Sunlight Basin. He says that the Government reimbursed him for two windows and a pair of hinges. During this period he supervised the construction of a portion of the dangerous and difficult Dead Indian Hill road, particularly that known as the Beaver Slide.

1909-11-05 - Stockgrower and Farmer, Volume 08, Number 07, November 5, 1909

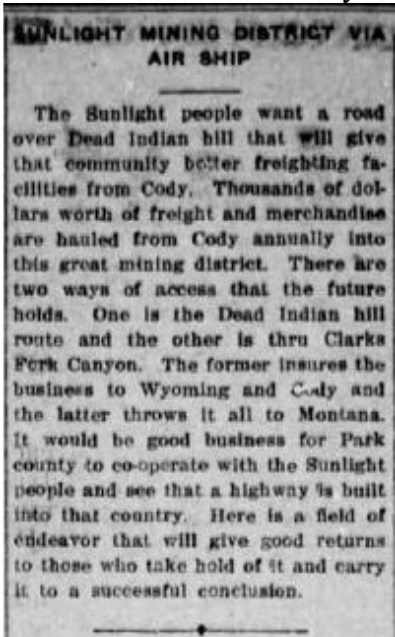


1911-01-09 – Park County organized

1911-__ - __ - “the Forest Service let a contract to Sanford Kaples (?) of Crandall Creek (Sanford Kaple is shown as the patentee for HES 50 on Crandall Creek) for the construction of approximately one-fourth mile of road which started at the very top of Dead Indian Hill and switched-back until it reached the so-called Rocky Pitch. This construction eliminated the dangerous Berry Grade heretofore in use.” From Rollinson 1935

1911-09-30 – Clyde W. Atherly, Big Horn County Surveyor, signed map 55-104-1. From “Big Horn County Roads 55-104-1.pdf”.

1912-__ - __ - “In 1912 the Forest Service let a contract to H.G. Marvin of Sunlight for the construction of a grade from the end of Kaples road crossing the old road at Rocky Pitch and following a grade not to exceed 12% to terminate at the beginning or top of the first road as constructed by the local people of Sunlight and the Forest Service, which is heretofore mentioned. This last mentioned grade as built by H.G. Marvin was approximately one and one half miles in length.” From Rollinson 1935



1912-06-01 – Petition for road work on Dead Indian Hill, did not specify a precise location. From “71a 1912 Petition for Road Work.pdf”.

ACTION PROMISED AT LAST IN IMPROVEMENT OF DEAD INDIAN HILL

COUNTY COMMISSIONERS APPOINT ROAD SUPERVISOR IN SUN- LIGHT DISTRICT WITH POWER TO BUILD NEW ROAD ON HILL

As the first step in the improve-
ment of Dead Indian Hill, the big
grade that must be descended by
the traveller who would visit Sun-
light Valley, the county commis-
sioners Tuesday appointed Burt Marvin
as road supervisor of the Sunlight
District.

Reduce the Grade.

At that time, Mayor W. J. Deegan
and Mr. Marvin appeared before
the commissioners, with a map
of the proposed new road over
Dead Indian Hill, as drawn by sur-
veyor Kimball. The new road is
four miles long, as compared with the
two miles and a half of the present
road. The new road will have a
maximum of only 12 per cent grade
and would be passable to wagons,
automobiles and any kind of vehicle.

The Dead Indian hill has a de-
scent of 2100 feet from the top of
the hill in the direction of Cody
down to Dead Indian Creek. At
present it can be descended safely
only on horseback.

Settlers Will Help.

The speakers informed the com-
missioners that every resident in
the Sunlight Valley is strongly in fa-
vor of the road and will contribute
largely to its construction. They
ask the county to give the sum of
\$1,000 as a starter and they will
pledge the balance needed in labor.

They would like to have the work
start as soon as possible, while they
have the leisure after putting in
their crops and while the ground is
soft and easily worked.

Advantage of Improvement.

For a long time, there has been
talk of a road being built up Clarks'
Fork canyon to penetrate the Sun-
light country. The effect of that
improvement would be to turn the
trade of the Sunlight region tow-
ards Belfry, Bridger and Red Lodge.
If the road is improved towards
Cody first, it is likely that the road
through Clarks Fork canyon will
not be built for years.

The Sunlight region is bound to
increase in importance, as it fills
with settlers and as its great miner-
al wealth of copper, sulphur and
gold is developed. It will be to Co-
dy's advantage to tap this region
first.

The commissioners seem to rea-
lize this, too, and Mr. Marvin's pro-
position was received with approv-
al. He was appointed road supervi-
sor of the district and given to un-
derstand that the county funds, to
the extent of the amount asked, will
be forthcoming on condition that the
settlers of the region perform the
labor they agree. Mr. Marvin ex-
pects to enter upon the work next
week and will set a scraper to work
on the hill.

DEAD INDIAN HILL TO BE

An agreement was reached Tuesday between the County Commissioners and the people of the Sunlight district looking to the improvement of the notoriously bad piece of road over Dead Indian Hill. It is generally known that whoever has to drive over Dead Indian Hill usually stays at home or else walks. There will be little complaint over the expenditure of \$1,000 by the County Commissioners in reducing the grade and improving the surface. The residents of Sunlight, on their part, are to give their services in labor on the improvement.

Hurt Marvin was appointed district supervisor for the Sunlight section and will try to get the work started at once.

This work will be a great boon to the Sunlight residents by unlocking the door that has shut them off from the world, and also to Cody by making it the gateway for the marketable products of the rich mineral region of Sunlight.

SUNLIGHT BASIN TO HAVE ROAD ON DEAD INDIAN HILL

The board of county commissioners met on Wednesday, June fifth with the full board and clerk present. A petition was received asking for viewers of the Crandall creek road. The petition was granted and the following viewers appointed, Martin Ranmael, William Campbell, and Henry Kitchens.

Sanford Capel was appointed road supervisor for the district. A petition was received praying for a road on Monument Hill, which was laid over till a future meeting.

A motion to allow an estimate of Gagnon and Company for \$1,765.15, on account of the court house construction was accepted and ordered paid. Martin and Fouse voting Aye, and Kepford Nay.

A petition was received asking that work be at once commenced and pushed on the Clarks Fork road. The petition was granted and O. C. Bevelhymmer, supervisor of the district was instructed to proceed with the necessary work.

The official bond of H. C. Wales, treasurer of school district number

12, was received and approved. The following rebates on taxes were allowed:

C. S. Jones, District 6, \$3.86.
Mark Kaufman, District 12, \$9.61.

A number of bills were also allowed.

On June twenty-fourth the commissioners will meet as a board of equalization.

Sunday at Churches

Christ Church.

Holy Communion, 7:30 a. m.
Sunday School 10 a. m.
Morning Prayer, Litany and Sermon, 11 a. m.
Memorial services—Knights of Pythias, 2 p. m.
Evening Prayer and address on the Prayer Book 8 p. m.

1912-07-?? – Resolution to spend \$1,000 on “construction of the road on Dead Indian Hill”, was not more specific as to location of work. From “71a 1912 Resolution to Spend \$1000 on Rd Construction.pdf”.

1912-07-06 - Park County Enterprise, Volume 13, Number 91, July 6, 1912

Rapid Work On Road to Sunlight

Good progress is being made on the rebuilding of the highway over Dead Indian Hill and road supervisor Burt Marvin, upon his visit to this city this week, reported that over a mile of the road at the lower end has been completed. Nine men with five 4-horse teams are now engaged in the construction work.

The men of the Sunlight neighborhood are assisting in the road building in every way possible. They have been liberal both with subscriptions and work and the amount of money subscribed and furnished by the county commissioners has been so large that the road will likely be rebuilt as far east as the Jobe ranch, there to connect with the Paint Creek-Cody road.

1912-08-16 - The Northern Wyoming Herald, Volume 05, Number 48, August 16, 1912 (from county commissioners' proceedings – essentially duplicated in Park County Enterprise, Volume 13, Number 103, August 17, 1912)

C. D. Berry, road work Dead Indian hill	31.00	lowing resolution was introduced and on motion carried, was adopted, all members voting affirmatively.
Leo Brottersky, road work, Dead Indian hill	32.00	
J. A. Jellison, road work Dead Indian hill	30.00	RESOLUTION.
H. W. Thurston, road equipment Dead Indian hill	15.00	Resolved, that the road known as Cody-Clarks Fork and Paint creek road, be and the same is hereby declared a county public highway and that the road supervisor of said district accordingly be ordered to open up the same for the use of the public.
H. W. Thurston, road supplies Dead Indian hill	15.95	On motion duly carried Al Beam was appointed to inspect for the county, Dead Indian hill road work and authorized to accept the same in conformity with arrangement for construction of said road now in process, also to require any changes in said road to put it in acceptable condition and suitable for public travel. His report to be filed in the office of the clerk of the county.
The Newton Co. road supplies, Dead Indian hill	187.41	
Cody Trading Co. road supplies Dead Indian hill	160.20	
H. G. Marvin, road work on Dead Indian hill	191.34	
A. Conla, road supervisor, road work	130.50	
T. W. Michael, road supervisor road work,	81.00	
G. C. Michael, road work	41.50	
Geo. Tunison road work	97.50	

DEAD INDIAN HILL ROAD IS COMPLETED

The rebuilding of the highway over Dead Indian hill into the Sunlight Basin was completed last Saturday at a cost somewhat less than first estimated. Road Supervisor Bert Marvin, who was in charge of the work, believes that the whole cost will be less than \$1,400, of which the county pays about \$900 and the residents of Sunlight and Cody the rest. The work was in progress about two months and eight men and five teams were the largest number engaged in it at any one time.

The road down Dead Indian hill was lengthened from two miles to four and a half and the grade was increased from an average of twenty per cent and a maximum of 33 per cent to an average of 6 to 9 per cent and a maximum of ten in a very few places.

Mr. Marvin is being praised for the economy and promptness with which he built the road and the residents of Sunlight are rejoicing that their community can now be reached by wagon or automobile.

DIGGING FOR YELLOW METAL

DR. HOLMES VISITS SUNLIGHT
BASIN.

SPLENDID OUTLOOK

Capitalists Agree to Finance Winona
Gold-Copper Mine—Complete
Electrical Equipment.

Dr. H. P. Holmes, one of the original four stockholders in the Winona gold-copper mines, has just returned from the Sunlight Basin country, where he has been inspecting the company's property. He expresses himself as being greatly pleased with the outlook, and believes that Winona gold-copper has before it a glorious future.

"The question of transportation is the hardest problem we have to solve at the present time," said Dr. Holmes, "and even on this point we are in better shape than we were some time ago. The completion of the new grade on Dead Indian hill has been a great benefit to us. Of course this does not take the place of a railroad, but that, we hope, will come later.

"The big grade over Dead Indian was built with funds furnished by the county and contributed by private individuals. The work was done under the supervision of Bert Marvin, son of W. H. Marvin of Sheridan, and as a road builder he has shown himself to be one of the best in the country.

"The old road up Dead Indian rose 2,200 feet in 1½ miles. The new grade up this hill is now four miles long and the ordinary grade is only 8 per cent, with a 12 per cent rise in a very few places. Our big four-horse team was formerly able to haul only about 1,000 pounds up this hill, but it can now easily haul a load of 3,000 pounds. Automobiles can easily negotiate the hill at a light rate and go down with the horses in a trot. Formerly a good rough log, or a pine tree 16 to 18 inches in diameter used as a drag, was necessary.

"The same trouble existed in the Sunlight that exists in the Big Horns—the efforts of the mine owners are scattered over too much territory and not enough work is being done in one place. It seems to me that these owners should combine, pick out the most favorable locality and make a real mine. As it is now, most of the mines are simply shallow holes in the ground, the owners are always broke and the mines are unproductive.

"There are millions of dollars' worth of treasure to be had if we only go after it, but it cannot be uncovered in a day without spending money.

"The Winona gold-copper is perhaps the best equipped metal mine in the northern part of the state. We have a complete electrical equipment and use electricity both for power and for lights. We have a well equipped blacksmith shop and our facilities are much superior to those of other mines, still we expect to find it necessary to spend a good deal of money before we begin to take out the rich treasure that we know is awaiting us.

"I was told that not less than 22 eastern capitalists have visited the Winona mine recently and among them were four millionaires. All these men were favorably impressed with the outlook and have promised that they will see to it that the company is properly financed."

**NOTICE OF PROPOSED LOCATION
OF ROAD**

TO ALL WHOM IT MAY CONCERN:

The Board of County Commissioners of Park County, State of Wyoming, have decided to locate a road commencing at a point in the Cody Clarks Fork Road, from which the S. E. Cor. of the north crib of the Schull Creek bridge, bears North 14 degrees 25 minutes W. 109 ft., thence following in a general way, the direction of the present traveled road, through the Allison Ranch, along Blaine Creek, to a point below the Luce Ranch, thence in a Northwesterly direction to its intersection with an old road, known as the Cooke City, Red Lodge trail, thence in a Southwesterly direction to the top of Bald Ridge, thence in a Northwesterly direction to the top of Dead Indian Hill, thence following the present grade down Dead Indian Hill to Dead Indian Creek, thence following an established grade through the pass between Dead Indian and Sunlight Creeks and to the Sunlight Creek bridge, thence on a grade to the top of the West bank of Sunlight Creek thence turning to the right from the present traveled road and along the lower bench and following the general course of the Clarks Fork River, joining the present road at the foot of what is known as Greased Hill, thence following the present road to the East side of a large swamp, thence along the South side of said swamp to a point ¼ mile, more or less, below the East line of Olson's Ranch, thence in a Northwesterly direction to the Crandall Creek bridge, thence following the general direction of the present road to the Montana-Wyoming, State Line, in Park County, Wyoming, said road to be 60 feet wide, 30 feet on each side of line above described.

All objections thereto or claims for damages by reason thereof must be filed in writing with the county clerk of said county before noon on the 1st day of November A. D. 1913, or such road will be established without reference to such objections or claims for damages.

Dated September 8th, 1913.

James W. Rousseau,
County Clerk.

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COMMISSIONERS TAKE UP ROAD MATTERS. REPAIR DEPOT ROAD

Viewer Appointed to Inspect Proposed Road Across D. P. Ingraham Ranch. Dr. Perry's Bill Rejected.

The County Commissioners met Tuesday at the court house and finished the session Wednesday evening. Beside allowing bills several road propositions were taken up. An application by G. S. Sanborn for road across D. P. Ingraham's ranch south east of town was considered, and John Corliss appointed viewer to report at the next meeting. Mr. Sanborn and others claim that this road is a necessity, they having no other way to get out except by crossing a bog. Mr. Ingraham made formal objection to the opening of this road.

Claims for damages by residents of the Crandall creek section on account of the opening of the road across their respective places were presented. The commissioners, however, considered these claims exorbitant, and the matter was laid over pending investigation. The matter of damages in the proposed Monument Hill road was laid over for further instructions from the state regarding a school section.

The commissioners have authorized certain necessary repairs on the road to the depot. A fence will be built to prevent the west bank from sliding down onto the road, and to keep stock from climbing the bank. Pipes will be laid on the other side to take care of the seepage. The precautions will probably place the road in good shape.

Dr. Perry of Billings had presented a claim for \$300 for medical services rendered a boy from Powell who had broken his leg by falling off the school house. This bill never having been authorized, it was rejected.

Following are the minutes of the meeting:

Commissioners' Proceedings

THE PROCEEDINGS OF A REGULAR MEETING OF THE BOARD OF COUNTY COMMISSIONERS OF PARK COUNTY, WYOMING, held in their office at Cody, Nov. 4 and 5, A. D. 1913.

The Board met pursuant to adjournment, there being present Noah Farlow, chairman, Fred Houston, W. H. Fouse, Commissioners, and James W. Rousseau, clerk.

The minutes of the previous meeting being read, were by a motion, made and carried, approved.

The following accounts were examined and by a motion made and duly

E. D. Johnson, road signs, ..	5.50
Geo. R. Winchester, work on road,	3.75
W. H. Hocking, work on road, ..	5.00
Longley-Templeton Lumber Co. Lumber for road,	13.43
Longley-Templeton Lumber Co. Lumber for road,	14.46
F. B. Connelly, Plow and Western for road,	54.25
Albert Hartung, Road supervisor, work on road,	15.00
J. J. Bevelhymmer, road supervisor, work on road,	8.00
El. A. Jefferson, work on road, ..	37.00
Geo. S. Pyatt, work on road,	41.90
T. W. Michael, road supervisor, work on road,	171.50

CLARK'S FORK ROAD WORK TO PROCEED

At the last meeting of the county commissioners of Park County it was voted to devote the remainder of the sum appropriated for the Clark's Fork road work toward the immediate prosecution of the project. Of the original amount set aside by the county, consisting of \$1,600, about \$200 remains. There is also about \$100 left from the forest service fund, and the contributions of the settlers brings the total sum now available up to about \$1,600. Instructions were issued to ranger F. O. Spachawk to supervise the work.

Immediate activities will be directed toward constructing a bridge across the Rocky Ford swamp. Owing to the impossibility of successfully grading this piece of the road, a bridge is necessary. The latter will be what is called a "king truss" bridge, and will be about 40 feet in length.

The donations made by the settlers was to be worked out by them, and the latter are now busy under the direction of Spachawk.

1916-09-27 - Park County Enterprise, Volume 17, Number 85, September 27, 1916

**SOME RECORD TRIPS MADE
CODY AUTOMOBILE DRIVERS**

Cody has some very efficient motor drivers, but one of the best of them is conceded to be Hon. J. M. Schwoob. Proof of his driving is evidenced every day, and some trips he makes are truly of the "pathfinder" variety.

Last Thursday, accompanied by Dudley Scribner, Mr. Schwoob made a trip over into the Sunlight Basin country in his Studebaker-4. This is the first time a car has ever went into this beautiful basin, Dead Indian hill having been the barrier that scared the drivers out.

Mr. Schwoob said the 45-mile trip was most delightful and the roads were not exceptionally bad, only a few places being encountered where rocks and other obstructions proved troublesome. With the ranchers of that section contributing a little work and some funds in conjunction with the county the road could be fixed up very easily so that any car could go into the basin with ease, was the opinion of Mr. Schwoob.

Returning, the two men were accompanied by Mrs. Johnson and daughter, who reside on a homestead there and wished to go to Powell; Mrs. Sanzenbacher, and Miss Margeurite Painter.

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(found in "Rd 71 Comm Record Road Established.pdf")

Upon motion that part of the Cooke-Crandall, Sunlight Road, embraced between the Eastern boundary of the National Forest Reserve, and the Wyoming-Montana state line, was established; this road having been advertised September 10th, 1913.

1917-09-12 - The Northern Wyoming Herald, Volume 11, Number 44, September 12, 1917

BETTER ROADS DAY GIVEN BOOST BY OFFICIALS AND BUSINESS MEN

Plan Proposed is to Enlist Every Man, Woman and Child in Park County for Work on the Roads October 4, with Every Foot of Highway Given Attention by Captains Responsible for its Condition, the Day With Picnic and Social Time

"YOU HAVE TO PAY FOR GOOD ROADS WHETHER BUILT OR NOT"

Proposing that not a single rock nor one chuck hole in all of the roads of Park county exist on the evening of October fourth declared "Better Roads" day a campaign was launched at a meeting of business men last night at the Cody cafe, which is calculated to enlist the interest and efforts of every man, woman and child in the county on that day and secure from them seven hours of actual work on the roads.

Outlines the Plan

The suggestion came from a visit of S. C. Parks, J. M. Schwoob and L. L. Newton to the Sunlight district in an automobile on Sunday and Labor day in which the time the car was held up in getting over high centers and out of creek beds, the balance of the party with pick, loosened rocks the size of nail kegs and rolled them out of the track. So much was accomplished by these men in so short a time that the suggestion that a day be set apart in October for everyone to participate in the work and see that Park county's roads received a good grooming by her people had much force.

The Sunlight people, completely hemmed in against the practical use of the automobile feel the need of outside communication. Four horse outfits under favorable circumstances make the round trip with a load in five days. This is but an example of the cost of such a road to these people and it is no wonder that a resentment arises when the subject of roads is mentioned in their presence.

With the cooperation of the community and the help of the people of adjoining sections a road may be built there which will place them in town in four hours, forty-two miles away.

County to be Organized

To make possible the working of every road in the county an effective organization is necessary and to that end an executive committee with full power to act in any direction they see fit was named composed of D. J. Jones, J. M. Schwoob and John Ward, with L. L. Newton as ex-officio chairman.

The committee decided to place a captain over every stretch of road in the county acting upon the advice of the leaders of the several communities and to this end the first section to be organized was the Sunlight district and Dewey Riddle was placed in the lead of the road boosters of that valley. The territory assigned was from the head of the ranch section of the valley to the top of Dead Indian hill.

Clark's Fork was next given attention. From the Montana line to the Huguenot corner W. H. Fosse was made responsible; Earl Carlson from the corner to the E. N. Clark bridge; from the bridge to the Clark post-

office and on to the head of Bennet creek, C. C. Bever was placed as captain; from Clark postoffice south to his ranch, Willard Hogan; from the Clark bridge to the Pat O'Hara bridge on the river, George Berry was selected; from that bridge up Paint creek valley, August Shultz was chosen; Blaine creek and Skull creeks from the divide on the Cody road to the mouth of Blaine creek was given to Walter Hoffman; and from the mouth of Blaine to the Pat O'Hara bridge to George Head.

What the Captain Do

It must not be understood that the captains are to do all of the work. As soon as they read this article or such other matter sent them they will at once begin to organize the people of their section for action.

A week before the day they are to make a trip over their roadway and lay out the placing of men, women and children along the road. Among other things they are to consult the captains of connecting stretches and arrange for a community picnic of all the workers on the evening of Better Roads day.

The general superintending of the day's work is given to them and it is understood that the general plans are so elastic as to accommodate themselves to the requirements of each of the many neighborhoods.

Schools Asked to Close

In line with the endorsement of the day by the county commissioners, Miss Nellie Underwood, superintendent of schools, has prepared a letter to all of the school directors of the districts asking that the schools close on that day to enable the teacher and the pupils to work the roads. Her letter expressed in no uncertain terms that the day was one of work and in no sense to be regarded as a holiday. Pupils who did not enter into the spirit of the day were to remain in school and pursue the regular studies and would have no part in the project.

Women to Help

The plan to include the ladies has met with a ready response. Many have signified their desire to get out and do their bit and it will be a not uncommon sight for women to be as hard at the task of repairing the roads as the men. In fact it has been demonstrated that the ladies are better rock pickers than men and more thorough in their work. Certain ladies of each section will be designated by the captain to prepare the picnic dinner.

Children Not Overlooked

The outline makes use of the children who will work under the direction of their teachers or the road captains, selecting a special task for them wherever it is found practicable and the report of the day to lay stress up-

on what the school children have accomplished.

Picnic a Big Feature

It is expected that the workers on the road by eight in the morning with picks, shovels, rakes, teams, plows and wagons and such other tools as needed. At noon pocket lunches will be eaten and a short afternoon's work undertaken. At four-thirty a picnic supper is to be served in some place selected and to this each family is to contribute.

A suggested menu is that each family bring plenty of sandwiches, cold chicken, cream, and either a salad or cake. Trimmings added as thought best. Each family will also provide plates, forks, spoons and linen. Coffee will be donated by the merchants.

Towns will Organize

The towns of Powell, Meeteetse and Cody will do their share to make the day a success, getting right out onto the roads in organized groups to assist the rural population in working the roads.

On Friday evening the Cody committee will meet the business men of Powell road district. This meeting has been called by W. A. Longley, chairman of the Powell commercial club and such notice been given that community as the short time will permit.

Cody and Meeteetse will follow in turn and see that a full cooperation is had with the folks who live along the highways.

Business Suspended

The usual vocations of everyone as far as is possible will be suspended. At the meeting last night every man present agreed to either close his place of business that the entire force might get out for road building or reduce the number who had to remain to the minimum and see that all possible were there to represent them. It is more than likely that all of the business interests in the county will agree to the program and as usual do their full share in making a community effort a success.

Commissioners Endorse Plan

The county commissioners endorsed the plan at their monthly session on Wednesday and a resolution to that effect appears in the minutes of the board. All agreed that the project will have the effect of creating a feeling of ownership and interest in the roads of the community and a tendency of furthering a better community spirit among the people.

Weather Max Present

The day was obscured on Thursday in that a case of a lead storm prevented operation the following day may be used, when the program will be carried out with the same force and energy as though it were the regular day. Should both days be too stormy the following Monday will be designated as Better Roads day.

Will Join Country Picnics

Each town committee will designate car owners to visit the communities of each section the cars to carry a full load of workers and these to join with the country folks in the evening picnic.

Plans Elastic Throughout

It is desired that the plans be made to accommodate the needs of every community and to that end the captains and town committees are urged to vary them to suit the occasion.

Success is Assured

The plan has met with instant favor wherever it has been explained. No opposition is expected as the roads are the only thing that belongs to the people free of charge and everyone uses them. Only personal feeling toward individuals interested in boosting the projects in each community can give rise to any objection and it is believed that the greatness of the cause will overshadow all differences of opinion.

Tells of Success in Montana

Dr. Way of Livingston was a guest

of the Cody dinner and in his happy way told of how enthusiastically the boosters of the Yellowstone trail from Minneapolis to Gardiner took hold of a similar project. The business men of the towns in that campaign got out and worked the roads and such farmers as heard of their plans. The main work was done by the towns and he said they not only did thousands of dollars worth of actual work but a better feeling was developed among the workers and a greater interest created in the highways. He liked our plan and gave it hearty endorsement.

M. A. JOBE TURNS BANKER

WILL LOCATE AT CHEYENNE

M. A. Jobe, prominent stockman and rancher in this section for 20 years is closing his business affairs preparatory to the removal of himself and wife to Cheyenne, where he will be connected with the Bankers' & Shipmen's Trust company as vice president.

This new financial institution has a capital stock of \$500,000 and will open for business November 1. It is located at the corner of 17th and Carey avenues.

W. A. Skinner of Cheyenne is president; Mr. Jobe vice president, and Thos. B. Fahy, secretary and treasurer. An advisory board is composed of A. A. Spangh, Manville; W. K. Jones, Cheyenne; James C. Shaw, of Douglas; George Pollock, Orio; Henry Petz, Lusk; Louis Severson, Rawlins and W. T. Wolfe, Lusk.

Mr. Jobe has amassed considerable wealth in Park county. Leaving the Paletto ranch twelve years ago he became manager and later a partner in the Allison-Jobe ranch on Pat O'Hara creek which last year was sold to the Gangett & Barth company for a figure said to be \$175,000. Mr. Jobe has a large ranch well stocked on the upper Greybull as well as owner of Cody city property. He has closed his interests in the Enterprise, the purchaser said to be Gov. Frank L. Houx of Cheyenne.

Mr. and Mrs. Jobe will be greatly missed in Cody where they have lived for the past year and made their market center for some time.

DRY CAMPAIGN TO OPEN

IN PARK COUNTY SUNDAY

The opening of the campaign for a dry Wyoming will be made in Cody Sunday with F. L. Crabbe and W. L. Wade, superintendent and assistant superintendent of the Anti-Saloon league of Wyoming as speakers. The former will occupy the pulpit of the Methodist church Sunday morning and Mr. Wade at the Presbyterian at the same hour. A union service will be held at the Methodist church Sunday evening with Mr. Crabbe as speaker and his address will be illustrated with stereopticon views.

The former appearance of Mr. Crabbe in Cody will guarantee a large crowd to hear him and the state press reports on the work of Mr. Wade indicate that his work is of a very high order.

The week will be spent in Park county. Mr. Crabbe will address audiences on the Greybull and Mr. Wade will fill dates on the Clark's fork. Mr. Wade will speak at the Paint creek school house on the evening of the 17th; at Clark postoffice on the evening of the 18th, and at the Pioneer school house the following evening.

EDITOR'S NOTE

The Herald is addressed this week to every tax payer of Park county and carries the two big features, "Better Roads Day" and Park County Fair. For this reason much local and county news is omitted. No apology is offered, the importance of the two projects overshadowing many interesting items.

Park County Soldier Boys Now at Camp Greene North Carolina

Camp Greene, September 11, 1917

Dr. W. S. Bennett, Cody, Wyoming.

Arrived in Charlotte at noon today. Had fairly good trip. Men and self all well. We are at work on our camp. Think it is going to be fine. We are all to be in tents. Address us at Camp Green, Charlotte, N. C. Would like to see you all tonight.

BERT

The boys of Co. K left Cheyenne Friday for Camp Greene, N. C., where they will be in active training for several months before going to France.

The leaving was attended without demonstration. It was according to the rules of the present war. None knew when they would go save the officers, there were few goodbyes and the taking of the train was like going to drill—a part of the day's duties.

For a week the Cody people who were in Cheyenne knew the orders were coming. Farewells were said from day to day. Company after company with the last week marched to the station and took the train.

The safe arrival at Camp Greene, comes as welcome news to Park county. Companies K and C are there, the men are well and busy in preparation for their part in the world's conflict. Thus far they are safe.

1917-09-12 - The Northern Wyoming Herald, Volume 11, Number 44, September 12, 1917

Bert Marvin of Sunlight was a Cody visitor the last of the week and will welcome the day of better roads into his country. He made the road down Dead Indian hill three years ago which has been a blessing to the large number who traverse that section yearly and is ready to get into the collar for another cooperative effort.

ALL READY FOR BETTER ROAD DAY TOMORROW

Park County's Population Will Swarm onto the Roads Tomorrow and Give Them a Much Needed Dressing

Tomorrow, the Better Roads day, holds the center of interest. Every car has been solicited and will be loaded bright and early with an army of workers which will swarm out on the highways and give them a good dressing.

On Monday morning, the Uncle Jim grader, drawn by the county tractor started for the Greybull on the freight road and will return to Cody after making a trip to Wood river. Then it will worm its way to Meeteetse again by the Coyote canon road. The road crew is in charge of Chas. Enochs and the south end of the project is financed by popular subscription of the Greybull people.

J. M. Schwoob will go to the top of Dead Indian hill with a couple of cars and a number of men. Bert Marvin is shooting the rocks there today and these workers will snake them out of the track. This will be followed by racking the rocks out of the circuitous descent of Dead Indian hill on the other side and a picnic dinner will be enjoyed with the Sunlight people on Dead Indian creek.

Frank Thompson has volunteered three cars and a truck to get out on the Burlington road with a number of good huskies. They will leave at an early hour tomorrow morning and expect to accomplish a lot.

Sheep dipping in the lower country has pulled a few away from the program. E. E. Dunn has volunteered to take L. W. Pearson's part and is organizing the community of Upper Sage today.

O. D. Marx will head a strong delegation to the Southfork country. Some of these going as far as the Majo and Marx ranches will leave this evening to enjoy a trout supper prepared by George, the dean of newspaper men of the county, and stay over night to be ready for a bright and early in the morning.

Equipment is one drawback and the town people are asked to furnish picks and shovels, as well as rakes for the

use of those who get out to do service. Fred McGee will start early with a load of workers for the Paint creek district to do valiant service there. This is a neglected stretch because of its remoteness and the interest felt by the town in that part of the county will be well evidenced in the spirit of Mr. McGee.

G. W. Schwoob and S. F. Peterson have organized to grade up the alkalie swamp which destroys the road in the Peterson lane on the Meeteetse road and will be assisted with car loads of workers headed by Dr. F. A. Waples and Earl Lipscomb.

E. E. Newton and G. A. Holm have announced their picnic at noon and will have teams and men to haul gravel from the McCoull place onto the road between the cemetery and the corner to fill in that bad section.

AUTO THIEF IS CAUGHT HERE

Sheriff E. S. Hoopes and Under-Sheriff Walter Barber picked up J. W. Weber of somewhere in Wyoming on Friday evening just as he was getting into a Dodge car owned by a Mr. Rousche of Casper which had been stolen at Shoshoni the day before.

The sheriff's office had been notified to look out for the Dodge car with Wyoming tag No. 6211. Someone reported in town that a car had been parked on the bench above the city and with this slender clue the officers went out to investigate. Just as they flashed their light the guilty man was getting into the car to pull for Powell with a laborer whom he was to take there for a consideration.

The man was locked in the county jail and the sheriff of Natrona county notified. The deputy, John Smart, of Shoshoni, came for the man and left with him Monday morning. Mr. Rousche left this morning with his Dodge for home.

BETTER ROADS DAY MADE BIG SUCCESS BY WORKERS

Day of Cooperative Effort in Building Park County Roads

Call Made to Effect Permanent County Good Road Organization

Park county's Better Road Day got a hearty response from every quarter and resulted in many hundreds of dollars worth of work being done without cost to the county and develops a spirit of cooperation and good feeling in every neighborhood. The success of the campaign is better told in the reports of the captains.

A rousing good roads meeting was held at the Lindquist grove following the day's work and a sumptuous picnic served by the ladies. The neighbors brought in provisions which were supplemented by hot baked potatoes and coffee served by Mr. and Mrs. Lindquist.

The speakers were Dr. J. O. C. Seigfreid of Bear Creek, president of the Black & White trail and road booster of the first order, and L. L. Newton of the Herald. The men urged a definite organization and cooperation and their remarks were greeted with hearty applause. C. C. Bever presided.

Everybody Worked

Clark came nearer making Better Roads day unanimous than any other section. They all worked and worked hard. The roads show it and now instead of feeling your way around the high rocks in the road you spin along at thirty miles an hour. Literally hundreds of tons of rock were moved and while the people over there say they have just started to build roads the first day's work made a great showing.

The Herald is unable to treat them as fairly as they deserve for the reason that in returning over some of the loop-the-loops of Paint creek section the editor lost some of the reports of the work and the names of the workers from his inside pocket.

Bennet Creek Section Out

C. C. Bever reports the following workers: John Staib, Peter Rackvan, Harry Temple, S. F. Weatherman, Hosea Parker, James Hunter, Oscar Lindquist, John Matson and David Parker. Mr. Lindquist, the merchant locked his store and with a rake carried a hillside leaving it as slick as a to-boggan slide.

South from the store a great amount of huge boulders were removed and up Bennett creek rocks were thrown up the track. Bridge material was hauled to cover several ditches and streams and these will be put in place by the men in a few days.

Berry Makes Quaint Report

Geo. L. Berry who was assigned the road from the Clark to the Pat O'Hara bridge had a jolly crew and in his own way makes this report.

Workers with teams: Ed. Garrett, Elmer Garnett, Max Yoeman, Emerson Bunn, Edgar Vickery, Ben Ecklof, Ed. Ferguson, Leo Bradsley, Perry Clark for Mrs. Carrie Chapman, and Frank Calinsky for J. R. Truax. Single handed workers: Judge J. E. Ricketts,

Rev. J. C. McCorkle, Mr. and Mrs. Ed. Brown, Mr. and Mrs. O. C. Bevelheimer, Mr. and Mrs. Willard Hogan with two men, Tom Dolan, Mrs. Joe Brown, Judy Brown, Roy Brown, Lavina Schmitzer, Owen Schmitzer, Miss Nohr, teacher, her sister and the school children and one Missourian who couldn't give his name in English.

"The team workers in the lane north of Bennett creek bridge, graded up and drained the road. They did a remarkably big day's work. Ed. Garnett was in charge of this crew.

"The single handed workers cleaned out rock all between the two bridges. We moved tons of rock and made several miles of good, smooth road. We worked eight and one-half hours and everyone worked steady and hard. All were good natured and seemed to enjoy the work.

Preacher Walks 7 Miles to Work

"Rev. McCorkle walked seven miles and was the first man on the job, worked like a pack rat all day. He was the only man on the job to be reprimanded for profanity but as he only slipped eleven times it was overlooked. "Everyone was out with the exception of Otis Gould, better known as 'Crabapple Dick.' Early in the morning he got sight of Miss Nohr and her school children throwing out rock and thought it was a meteoric shower and went into hiding for the day.

"Mrs. Willard Hogan while shoveling dirt to fill a hole where a rock had been snaked out, couldn't get results fast enough with one foot on the shovel so tried it with both feet. This was too much and she shovelled jack-knifed and she went down and we all thought her badly hurt.

O. C. Bevelheimer hot-footed it to the river a mile and a half away and in a jiffy returned with a cap full of water. A few copious draughts from the cap put her back in trim and she finished the day with a garden rake. "What we want is more good road days."

Northfork Activities

Henry Dahlem and Lee Upton assisted by a car of men from Cody headed by Dave Jones took the cross road which connects the south and north forks above the Shoshone lake for their project.

Mr. Dahlem reports that Mr. and Mrs. George Yates and three children, and Harvey Hoopes assisted him. Mr. Jones says his work was from the

Upton boulevard south. He was assisted by C. F. Scholes, R. A. Edmister, Charles Gawthrop and Frank Jones, all of Cody.

In reporting the amount of work done, Mr. Jones says, "cleared Half Mile hill of 8752½ tons of boulders, each man working seven hours and twenty-five minutes. The only item of interest to others was work, nothing but work." He signs his report "Willing Workers."

N. P. de Maurice and F. M. Shanbaker of the Trout creek ranch and Walter Wilson and William Barnhardt of the Kaye ranch filled up chuck holes, removed imbedded rock and cleared the loose stones from the Northfork road in their section. They made a complete tour of the road in an auto truck and gave the road a splendid dressing.

School Folks in the Canyon

Supt. A. A. Slade had a fine crowd of willing workers and reports as follows:

The canyon road was worked from one end to the other. Girls worked faithfully with rakes and with their hands and at the end of the day not

they would furnish drags for such sections of the county as they would be used, the Herald took them at their word and suggested that the county be organized for the dragging campaign somewhat as follows:

Farmers living along the highways would make application to the county commissioners for a drag. This application would describe the stretch of road proposed to be dragged and be signed by the farmers who would club together and pledge themselves to use the drag whenever it would do good work. The application would be approved by the road captain of the district in which the road is located and signed by the road director of the road district.

The commissioners would place in their room at the court house a map showing all of the roads of the county and upon receipt of these applications would draw a colored line indicating the road described and across it mark the number of the application made. The application would then be filed with the county clerk and be for reference in case the commissioners desired to get in touch with the parties concerned in the application.

Business Men to Entertain

Arrangements are being perfected for the business men of Cody to be the hosts of the captains at a big dinner to be served in the evening of Monday, November 5. Further details of the event will be published from time to time in the papers of the county.

A stone was left in the road. The first two or three hundred yards at the west entrance was generally conceded to be the worst part of this wonderful highway because of the many jagged and sharp pointed rocks projecting at that place. Dr. C. J. Fhoads furnished two teams and three men and with the able assistance of the high school boys and Judge Donley most of this bad stretch was either covered with gravel or the stones were moved by means of picks. Mr. Hefty started at the east entrance with a shovel and walked through moving stones that were too heavy for the girls and filling ruts.

175 hours would be conservative estimate of the number of hours put in by all workers. This does not include the use of the teams and automobiles used in transporting the crews.

Pocket lunches were eaten at noon. The workers had each contributed 25c toward a picnic supper. This was turned over to Mrs. R. L. Donley who, with the assistance of Miss Hester and Paul Peterson, served a meal that was a fitting climax to a day's work well done. The supper was eaten at the entrance to the box canyon. At forty-three the workers gathered at that place where they found a blazing camp fire and Mrs. Donley and her assistants putting the finishing touches on the feast. Keen appetites were ready for hot sausage, sandwiches, baked beans, salad, cookies, hot coffee, fruit and other articles too numerous to mention. How such a feast could be prepared at 25c per is a problem that the high school representatives have not been able to solve.

Dr. Rhoads and Dwight Hayden proved to be experts with the picks. During the noon hour many of the workers visited the Shoshone dam and made the trip through the spillway.

During the supper hour a business meeting was held and L. L. Newton was elected director of the Park county Good Roads association for Cody. Gravel, just right for road purposes was found on the shore of Shoshone lake.

List of workers follows:

Ethel Erickson, Irene Wilson, Phy-

(Continued on Page Four)

Campaign for Memorial to Buffalo Bill and Organization with Assured Success

wide publicity in speaking of the local organization work now under way in this state said:

"I already feel sanguine of an unqualified success for this praiseworthy and laudable undertaking on the part of Wyoming's citizenship. I like the democratic atmosphere of Cody. I admire the spirit of its people. Here everyone seems to be estimated by what they are and can do—not by what they wear or possess. Everybody seems to know everybody else and in this democracy of friendship, civic pride and patriotism it would be impossible for this campaign to be anything else but a big success.

"Everywhere I go I meet some outstanding citizen who tells me 'we're in this fight to win.'

"Governor Houx in closing his selection for a state wide committee wished the association unqualified success and assured them that he would be glad indeed to cooperate in every manner possible in raising the money for a statue to his old and honored friend, Col. Cody.

L. R. Ewart, L. L. Newton and Dave Jones expressed similar sentiments. Judge W. L. Walls, for nearly twenty years the legal advisor of Col. Cody was very outspoken in praise of the project. Every member of the executive committee is lending both moral and active support.

Lawyer Simpson said today "there are no knackers in Wyoming, we are all boosters, this campaign is bound to win." H. B. Robertson said "ev-

ery inmate of every home in the state and nation know and loved Buffalo Bill and all will help. Senator Schwoob said "we are all ready to do our bit to put the campaign across." Ex-Mayor Owens said "when you want me, my time is at your disposal.

"The splendid assurances are echoed and re-echoed every where I go and I am proud of Cody and her patriotic citizenship.

"In American history there is no more picturesque and interesting figure than 'Buffalo Bill.' Bold, dashing, adventurous and patriotic; loyal to friends, to country and to the interests of society, his work was singularly effective in the advancement of American civilization.

(Continued on Page Two)

BETTER ROADS DAY MADE BIG SUCCESS BY WORKERS
(Continued From Page One)

his Jordan, Gladys Jordan Dorothy Hiseock, Katherine Thord, Gertrude Hows, Alice Noren Vera Jones, Grace Bowermaster, Flora Slade, Dr. C. J. Rhoads, A. J. Smith, R. L. Donley, Mrs. R. L. Donley, Olive Hester, Thomas C. Hetty, Bert Godfrey, Jo Davis, Fred Kaufman, Jo Patchell, Virgil Hayes, Dwight Hayden, Emma Wright, Elmer Faust, Paul Peterson and A. A. Slade.

Andy Muri headed a bunch of workers from the DeMaris springs and trimmed the Trail creek hills in good shape. Their work made a good showing and greatly improved that bad section.

Filled Bad Bog
H. C. Fritzer directed the energies of a willing crew of workers who made a great showing with teams on a bad bog on the west side of the A. Nelson ranch. He reports as follows: Joe Freiburg, Arthur Lindholm and H. C. Fritzer, each with Fresno, D. H. Peery, plow and split team, Sam Peery, Arthur Fuqua, Clarence Miller, all single handed. Time 7 hours of work. I would recommend that the road grader be used by the county on this piece of road for one-half day. It will then be in good condition as the most it needs now is crowning.

Cody-Meeteetse Road
E. E. Newton makes this report: All put in full school hours on G. A. Holm, W. S. McCorkle, A. E. Abbott, S. E. Paine, Major E. S. Hoopes, Wm. Harhall, John Abbott, Frank Bushnell, John McEachern, Archie Main, and E. E. Newton.

Hauled close to 100 loads of dirt in the low place near the cemetery and four loads on to the bridge across the lake ditch.

F. A. Ingraham worked all forenoon on Alger avenue but came up and ate dinner with us.

Had his fine bunch of boys as ever one wanted to work, not a shikier among them. They were Clifford Holm, Muri Coe, Ora Sommers, Daniel Ingraham, James Isham, Alden Ingraham, Howard McEachern, Harold Newton, Judd Newton, Don Newton, Willis McCorkle and Billie Weiser. A few of the smaller boys could only help store away the dinner, but they did it well. The other boys changed off in driving teams at the dump wagons and in loading.

At noon the boys entertained the crowd by riding a bunch of calves just in from the range. The Southforkers will soon have to divide the honors with them.

Last but not least the girls. Under the supervision of G. A. Holm they put in about six hours at picking up rocks and raking them out of the road, clearing off four loads between Cody cemetery and the foot of the hill. They gave us a little music at noon but their fingers were so sore to play much.

Mrs. G. A. Holm, Mrs. Frank Weiser and Mrs. E. E. Newton furnished the dinner at noon which they ate at the Newton home.

Yum, Yum, Yum! Get this
They had roast beef and chicken with gravy, creamed potatoes, apple pies, pickles and several kinds of sandwiches. The coffee with real cream was fine. It was kindly furnished by the Newton company. The seven those seven dozen cookies and seven apple pies vanished before Mr. Ingraham furnished apples from home orchard for the crowd. All agreed they had a pleasant time and enjoyed the hard work and ended up by appointing E. E. Newton as a committee of one to confer with the county commissioners to keep the road in good condition in the future.

Work on Soda Bog
George W. Schwob was captain of the stretch south of his place on the Meeteetse road and makes good account of his stewardship. He was only assisted by S. F. Peterson in organizing his crews and reports the following workers: Carl Johnson and team, Will Johnson of Iowa, S. F. Peterson, Lawrence Peterson and team, Will Hiss, Marvin Cavdill and team, Wayne Schwob, Frank Schwob and G. W. Schaub.

"We repaired two bridges on the Meeteetse road near the Newton ranch and repairs being of a temporary nature but the best we could do with the material at hand and the limited time. We hauled 32 loads making 45 yards of dirt on the bog from the north line of the Schwob ranch. The second bridge repaired is in a dangerous condition and travel should keep to the right on the old road until the bridge is either repaired or abandoned as it should be."

New Bridge Across Sage Creek
Paul Thompson directed the energies of his crew in putting in a new bridge across Sage creek on the Meeteetse road. The structure is a 24-foot bridge with dirt approach on the west and three feet deep and twelve feet long and sixteen feet wide. They also did some leveling near Sage creek. He reports the following workers: Elba Eaton, Martin Christensen, Ted Miller and Bill Hemson of the Eschbach Oil & Gas company and Paul Nelson, J. N. Goodair and Paul

Thompson of the Wiley ranch. They used plenty of teams and slips and men for the work.

Kurtz Goes to Meeteetse Rim
F. W. Kurtz with a load of willing workers left early for the Meeteetse rim and worked toward the Greybull and were met by Chas. Webster with a crew from the river direction. With Mr. Kurtz was Ben Weiser, Seotly Clark and Joe Kurtz.

Greybull Valley Folks Respond
The good people of the Greybull valley were out en masse, according to the reports which have come to the Herald office. W. H. Pearce gives a glowing account of the road accomplished and Mrs. Henry Sayler says the people along their section did an immense amount of work.

In making report for the Spogegate to the Weber school house we give the following: J. F. Thompson, O. Gilmore, Will Schultz, Hugh Houas, Alex Johnson and P. G. Smith. He says: "We were on the road at 7:30 and everything moving. Finished at 4:30. We had two split teams and one team we had used as ditcher."

"We filled all chuck holes, made a round-trip with grader and picked up all rock in road. We spring as well as in the fall, then everyone would get the benefits of the improved roads during the summer months. The more the better."

Henry River Has Big Crew
Henry Rivers was assigned the stretch from Meeteetse to Wood River and got fine cooperation. Among the workers were Mr. and Mrs. John Faust, Jack McBlain, Mr. and Mrs. Henry Rivers, Frank Rivers, Cecil Rivers, Rev. C. J. Hazen, Fred Schaub, Jay Moore representing the Whitneys, Max Thayer, Jeff Starkey, Bob Ferguson, Ruth Fenton, Leta Fenton, J. W. Deane, John Nickols representing Lars Nelson, Thomas Hogg, Irvin Walker, Dwight Reynolds, and Mr. and Mrs. E. P. Bowman. They all worked valiantly filling chuck holes, clearing rocks and dressing up the highway. The day was a big success with them.

Worked South of Meeteetse
Edward McGuire gathered Billie Thompson, Leo Price, Angus McDonald, Roy Starkey, Mr. People and Harry Bryant into his outfit to the Therapolis five mile post. Harry Bryant, livyman, furnished three teams and Adam Drummond another team. The men worked with a plow, ditcher and road grader and accomplished a great deal. Mr. McGuire in making report says he appreciates the spirit of the men and believes they did fine for one day's effort.

Permanent Pitchfork Work
At Pitchfork a large representation put in the day from sunrise to sunset laying out and constructing a new road from the county bridge at Dad Pearce's for one mile towards Meeteetse. It was decided that one mile of road constructed in a permanent manner would be far more productive of results than scattering attention over several miles of roadway, and leaving it in a partly finished condition. From Papapo Butte at the Pitchfork gate, large slabs of stone were hauled to the several gulches and were used in making culverts two and a half feet square and eighteen feet wide. This idea seemed to work out very satisfactorily and the finished culverts have certainly a very business like and permanent appearance. They will be watched with considerable interest for it is the first time that this type of culvert has been used in the district. Plenty of dirt was graded in on top of the culverts so that the weight of traffic would be well distributed on the stone slabs.

A number of teams were furnished by W. H. Pearce and L. G. Phelps and the following Pitchforkers wielded shovel, bar and pick: Lester Bryan, Emil Backley, Russell Crane, Homer Hardie, Harold Hill, H. T. Newell, Sydney Pearce, Leon Powell, Arthur Porter, V. W. McElheny, George Sanderson and M. B. Van Petten.

The Pitchfork school children under the leadership of Miss Sylvia Thompson did "their bit" by picking rocks from the road. Those who answered the roll were Fern Sanderson, Junieta Amos, Linville Amos, Gay Sanderson, Levona Harlowe, Joe Brown, Gilbert Brown, Tommie Cassidy, Lonnie Amos, Faye Frederick, Flossie Frederick.

Sunshine Men Make Showing
Frank Blackburn led the forces to victory over Sunshine way and makes the following most report, back of which readers can see more work than they take credit for.

"The upper Wood river district of which Wm. May was captain, was represented by Henry Larsen, William Stark, Lane Stump representing Mrs. Abaton, and Frank Blackburn. The captain not being present we heard they worked where they thought work was needed most and did a creditable day's work."

Don Adams' Fine Report
"Here is a brief report of the day's work on the road from Rivers' to Sunshine on the Wood river road.

"Number of hours worked, eight. We fixed a bad piece of road which was a very dangerous place in front of the Bension ranch. This is the place a team belong to May Bros. jumped off a year ago, wrecking the rig and killing a valuable horse and the occupants barely escaped with their lives. Nothing had been done to fix the place until Better Roads day. This would have cost the county at least \$50 to repair."

"We cleaned out the rock and filled up several bad holes. We accomplished a good day's work and are feeling well repaid for our efforts."

Workers who assisted Mr. Adams were Charles Watson, Sarah Watson, Roy Bension, Dick Bension, George Harbutt, Richard Taylor, William Rice, James Rice, Virginia Rice and Mrs. W. P. Rice.

Schwob Travels Far
J. M. Schwob headed a party for Dead Indian Hill, the great barrier between Cody and the Sunlight valley. In his party were Mrs. A. T. G. Orr, Fred Worris, Earl Poaman, George Shepherd, Chas. Starrett, Ed. Heald, Loren Schwob and T. S. Riddle.

The previous day Bert Marvin had shot the rocks from the east slope of the hill and the workers removed them from the trail for a distance of a mile and a half. Finishing this the

party raked the rocks down the three miles descent of Dead Indian and joined with the Sunlight people in a celebration on the creek below. The party had a good time, did lots of work and want to take another day for another attack on this difficult road.

Southfork Gets Surprise
Never before had so many people poured upon the back of the Southfork road in the history of that valley and given it such a scratching. Many cars loaded from Cody left early that morning and it is regretted that all the reports are not filed that proper credit may be given.

Deer Creek Gets Its Needs
I. H. Larom was captain and in his report of work which has needed attention since that country was discovered. Roads which were practically inaccessible to automobiles can now be made on high. He gives a list of workers to include Carl Hammit, Paul Mills, J. Dayer, John Winter, Ernest Rice, McLanahan, John Toban, P. J. Goudreau, Henry Goudreau from Cody and I. H. Larom, W. H. Brooks, Mac Anderson, Bill Straw, Ad Smith and Bill Peavey from the Valley ranch; Mac Garvin, R. Wallace, Miss Hoss and Miss Overstreet from the Simon Snyder ranch; Scott Lyall from Spencer ranch; Mr. Corryell and Paul Roche from the NE ranch; C. R. Snyder,

Dutch Snyder, Clarence Snyder, Harold Snyder, Charles Workman, Dave Olds, Gus Holts, Frank Culp and Charles Pearce.

Deer creek crossing was made good for cars; stumps were chopped out and fills made between Valley and Marx ranches; road graded and filled in at the corner of Valley and the Spencer ranches, rock and dirt fill made near Spencer corner and rock dug out of the road all the way to the school house; Soggy creek graded and road bed made; Snyder spring confined to one channel and fills made and school house bridge repaired.

Valley School to Aldrich's

Ben Holman was captain and in his list of workers who assisted are the names of Charles Workman, Bill Johnson, Henry Smith, Frank Culp, Eli Jernberg, Mrs. Eli Jernberg, Alva Jernberg, Ernest Billings, Mrs. Collins, Buster Billings, Bert Coe, David Overstreet, John Overstreet, Jennie Overstreet, Leona Overstreet and Tom Overstreet. G. W. Cogswell, Mrs. Mary Siggins, Bert Lampitt, Charlie Pierce, Dave Olds, C. P. Jewett, Florence Jewett, P. A. Holtz, Warda Smith, Wm. Jernberg, Chris Jernberg, Eva Jernberg, Lorain Pierce, Margaret Pierce, Leona Overstreet, Harold Snyder, Donald Snyder, Violet Coe, Raymond

Siggins, Harold Siggins, Donald Siggins.

Bert Coe and Eli Jernberg brought teams and plowed, leveled and filled in the bad places between the bridge and the Billings' place. Ernest Billings with a team hauled rock and brush and filled in the chuck holes along his place as far as Corral creek.

The rest of the crew accomplished a great deal in raking and picking rocks.

A splendid cooperative spirit was shown and an immense amount of work was done.

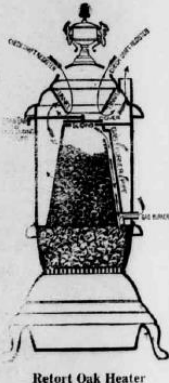
Sam Aldrich Crew Report

"My crew began work about 8:30 and stopped at 3:50. Since we had been assigned the part of the road which included both the Rock creek bottom and Billings' lane, each of them a good day's work for a good large crew, we decided to concentrate our efforts for the day on the Billings' lane, because of the trouble it had always have given everybody. We had several teams and wagons and a dump cart. Hauled gravel from the hill below the lane, thus widening the hill while filling the mudholes. Then thoroughly cleaned off the hill. Graded down the steep pitch at the bottom of the lane, filling the holes on it with gravel, and built a drain ditch on each side of the pitch. Picked out all the

A Good Range or Heater is not an Expense but a Permanent Investment



THIS is especially true if you buy a Majestic range or a Retort Oak heater. The best possible argument we could make is to publish a list of owners of these stoves to whom we take the liberty to refer for recommendation. They bought because their neighbors liked them and we confidently believe you will be more than satisfied if you install one in your home



A Partial List of Majestic Range and Retort Oak Heater Owners

- | | | | |
|---|--|--|--|
| Majestic Range Owners
Allen, R. W.
Aldrich, S. W. | Hogg, Adam, residence
Horner, Jake
Horner, George
Hollister, C. E.
Hayden, D. H.
Howe, Dr. L.
Holm Lodge
Hargraves, R. C.
Hurley, M. L.
Heald, Ed.
Heald, Geo. | Robertson, E. V., residence
Rankin, Wm., ranch
Rader, W. A., ranch
Standard Restaurant
Starrett, Chas.
Schwab, J. M.
Shaw, E. F. | Ebert, Fred
Eldred, S. A. |
| Buchanan, Mrs. J. D.
(There's nothing like them)
Beck, Geo. T.
Bennett, Dr. W. S. | Jones, Dave
Jobe, M. A. | Tyler, C
Thompson, F. O. | Faust, Wm.
Forrest, Mrs. J. E. |
| Cody, Mrs. W. F.
Chamberlin, Mrs. A. B.
Coe, W. R., Carter Ranch.
Coe, W. R., Frost Ranch.
Coe, W. R., Coe Lodge
Cavender, J. W. | Kirkpatrick, J. S. | Walls, W. L.
White, O. L.
Watkins, S. A.
Weiser, Mrs. Henry
Worst, Fred | Gleehon, Geo.
Gloekner, Mart |
| Darrach, H. W., Saw Mill
Darrach, H. W., Residence.
Doores, Henry
DeMaris, Mrs. Nellie
Junn, E. E. | Lane, Dr. F. M.
Lieb, Wm., Jr.
Lambert, C. W. | Hotels and Restaurants
Experienced Chefs buy the stove that is the most efficient | Horner, J. E.
Hart Mountain Inn
Koenig, Otto |
| Ewart, L. R.
Evans, C. A.
Eldred, S. A.
Edmister, R. A. | Methodist Church
Manlove, Dr. C. Grant.
McGee, Fred
Marx, Mrs. O. D.
Markham, P. E.
Nordquist, Nels | Ima Hotel
DeMaris Springs Hotel
Chamberlin Hotel
Standard Restaurant
Cody Cafe
Pahaska Teepee
Holm Lodge | Manlove, Dr. C. G.
Marx, O. D. |
| Fulton, H. J.
Fritzer, H. F. | (Has Majestic he bot of J. D. Buchanan 10 years ago and it had been used 20 years then, total use 30 years.)
Newell, H. T.
Nuckols, Ben
Newton, L. L.
Nelson, Hans | Retort Oak Heater Owners
Arnold, Chas. | Nelson, Hans
Oskins, W. |
| Gawthrop, Chas.
Gokel, Blanche
Goodman, Mrs. Julia
Gangett & Barth | Painter, Mrs. Evelyn T.
Primm, Mrs. Katie | Blackstone, Alex
R. Coe, Foster Ranch
W. R. Coe, Carter Ranch
Cavender, Mrs. J. W. | Poole, Henry
Pearson, Arthur
Robertson, E. V.
Rivers, Henry
Rotter, Mrs. E. V. |
| Hendrickson, Jake
Hogg, W. T., residence
Hogg, W. T., ranch
Hogg Co., Sheep Pen | | | Schwob, H. H.
Smith, J. Y.
Sanborn, Harry
Schwob, J. M.
Schultz, L. W.
Stewardson, Samuel |

J.M. SCHWOB Mgr.
CODY TRADING CO.
IT PAYS TO PAY CASH

rocks that bothered all the way up the lane and filled the holes. Cleaned off the Rock creek hill and picked out the rocks from it down to the first Lakeview canal bridge. Extended the snow fence at the top of the hill.

The rest of the Rock creek bottom is to be another story. We plan to get all the owners of cars who live above Rock creek, and who have to use the road a good deal, to choose a day soon, before the ground freezes, when each one will fill his car with neighbors and implements, and come down to that piece of road and spend a long day on it. Of course it will be necessary for several of the ladies to come for us found the 4th that they are just about as much interested as the men. They are there with the goods, particularly with the campfire dinner. And some of them are not at all slow on the end of a shovel handle or bar either. We intend to get Charlie Marston out for that day too, for he said in the evening that it was the first day's work he had done since his car bucked him off last fall, and that with one more such day he was sure he could get around as well as ever. And H. K. Barbee also deserves honorable mention. He came by and tested out our picnic dinner pretty thoroughly, and then spent an hour or so working with the crew.

There were eighteen workers, and all together put in about 126 hours of good solid work. We all had very important work on hand at home, but we all felt that a good road is just as necessary as getting in the crops and is as important to the man who goes to town in a wagon as to one who travels in his car. I think we would all be willing to have a good roads day each spring and fall.

The following workers were out and did "their bit":

Mont Jarrett, Jack Volkenburg, S. W. Aldrich, Mrs. S. W. Aldrich, Miss Florence Stevenson, Tom Collins, Dieb Marker, S. I. Cairns, C. A. Marston, L. G. Thompson, Mike Billings, Arthur Capron, W. E. Billings, Ralph Sterman, Nels Osher, George Osher, Mr. Vaughn and F. J. Orr.

Have Dinner and Dance

Report of Jay Blood on road from Belnap to top of Martin hill. Names of workers: Jay Blood, Mrs. Jay Blood, Evan Holman, Mrs. Evan Hol-

man, Lute Jones, Mrs. Lute Jones, Roy Blood, Clarence Nelson, Sam Smith, Wm. Lieb, Sr., Walter Oeland and son Arthur, Walter Raymond.

These people were on the road about nine in the morning and worked until noon. Mr. Blood and Walter Oeland brought the workers in their cars to the Blood ranch for dinner, which was served by Mrs. Blood Mrs. Lute Jones furnished the chicken. After dinner a picture was taken of the workers and by one o'clock they were taken back to work and at seven returned to their homes.

L. K. Johnston and son Dewey drained the road by their mail box.

A. J. Hartung and J. M. Spaulding could not conveniently work the road on this date but have promised to fix the road from their homes out to the stage road, it being a county road. A dance was given at the Ishawooa school house by Lee Spawn which completed the day.

Make a New Road on Southfork

A. J. Martin says he makes his report with a great deal of pleasure. "We worked nine hours and had six teams. At noon just as the cow house clock struck twelve bells there appeared on the scene Mrs. Ed. Martin and Mrs. A. J. Martin, Elizabeth Martin with enough grub to feed a company of soldiers and we cleaned up the works.

"We began our work at the bridge across Southfork on the road to the Northfork and worked as far as the Jernberg bridge, filled the ends of the bridges and started a new road west of the Wilder ranch, where the road was so rough and muddy when it rained. As you know it rains sometimes up here. Here is wishing success to good roads day and hoping we will see many more."

The workers are Ed. Wilder, John Bessimer, G. W. Hope, W. J. Legritt, J. B. Stevenson, Alex. Andreen, Ed. Martin, Charley Tilston and A. J. Martin.

Powell Workers Loyal

Better Roads day had a wider influence than was first supposed. The reports indicate a general observance of the day in that section although with the beet harvest in full swing, the grain threshing in several neighborhoods, potatoes that had to be dug and

some hay cutting it was too busy a time for the campaign.

D. E. Powers, George Marks, Watson Elder and L. L. Laythe, county agent, made up a Powell party which worked the Powell-Cody road as far as Corbett.

O. K. Anderson had charge of the work and two had three-quarter miles east of the Powell creamery. He was assisted by Henry Kolmyer, Oliver Scott, Ray Claffin, Geo. Kagi and L. Loomis. He says they graded one and three-fourth miles of road and will considerable more when the other men of the neighborhood get through a rush of farm work.

Theodore Hansen with H. O. Bitts, A. Farren and S. E. Mills worked seven hours with four teams from Mr. Hansen's place to Ralston.

Guy Gorrell with E. N. Young, Clyde Young and Lee Gorrell worked from Eagle creek to the canal west and reports a good day's work in spite of the busy season for many. They made a fill along the Lloyd Seward place on the main road to town for the farmers on that part of the project.

This road has been impassable to loads all summer. Those who could not get out will respond later and do their "bit".

M. E. Moore had charge from Eagle Nest creek to Ralston and says:

"Five men put in about one half day each making minor repairs upon this stretch of road. The hill one and one-half miles from Ralston will continue to give trouble until road is properly relocated. The ground formation being such that proper drainage will be difficult if not impossible. This in connection with a dangerous curve makes relocation of this piece of road a very urgent matter."

George Fessenbeck with Messrs. Sherman K. Miller, Peter Althoff, Chris. Althoff, James Watson, Kris Fessenbeck and Frank Niehaus looked after the road from Powell west to Lateral A and made good use of the time.

W. W. Shepherd in making the report on the road work north of Powell on the Billings road gives the following list:

A. R. Sitton, J. C. Harper with team, A. B. Beacham with team, J. Winkleman with team, J. H. Tuggle, Geo. Nelson, Jr., with team, W. W.

Shepard with team, Geo. Nelson, Sr., Wm. Dieker. The last two men are visitors from Ewing, Mo., and give us a good day's work on the road.

We put in one culvert and graded quite a piece of road that was almost impassable last spring.

More work is promised later.

C. F. Mercer with Jason Stites, C. J. Funk and Ed. Holstein put their energies on the road from the Billings highway to the Frammie canal. With teams and slips they filled up three bad bog holes and did numerous repairs. He says if the season had been later so that more could have been out and shown the enthusiasm of those who did work the road would have been placed in first class shape from beginning to end.

Fred Biesemeier with W. A. Bounds, J. F. Cook, J. C. Van Horn, John Biesemeier and Landis Biesemeier did 30 hours of work for the public welfare, filling three low places in the road and clearing the weeds on each side for a mile. One of the neighbors furnished the cement and we repaired a bad culvert.

Show Spirit of '76

G. E. Cowey in submitting his report says the whole force came out with the spirit of '76 and a passerby would have thought we were fighting the German army by the punch we gave the roads. The work accomplished was very gratifying and will be highly appreciated by all who use the roads.

"Mr. and Mrs. James Cleuss donated the use of their pretty bungalow for a banquet hall and the ladies furnished us a big and delicious feed at seven. It was very acceptable and we sure did justice to the goodies.

"It was a very enjoyable time and we all parted feeling the day was well spent and the social part more than paid for the labor of the day. All wished that Better Roads day would soon return."

He reports the following out on the job: Fred Snyder, Louis Lutnosky, Oscar Singer, E. E. Frey, Chas. Gerber, Albert Lutnosky, Earl Beecham, Jas. Cless, C. W. Maloy, D. H. Bagley, Edgar Swallow, Harold Williams, A. A. Keyser, Wm. Shaulis, W. H. Baker, P. M. Peterson, Harry Tingleff, Arthur Young, C. W. Hill, Luella Morish. (Continued on Page Eight)

BETTER ROADS DAY MADE BIG SUCCESS BY WORKERS
(Continued from Page One)

Home Lumber company man, Ed. Gunther, Nort Whittet, Don. G. McGruder, W. A. Longley, two men from Globe garage, Edgar Daniels, Rev. Ryland, Dr. Humphreys, and Mr. Watson.

George Weinzeth Report

"A couple more days like Better Roads day and we would sure have a fine road," wrote Mr. Weinzeth. With him worked Walter Flower with team, William Murphy with team, Ralph Pickle with team, Ransom Glenn with team, W. W. Phillips with team, Mr. Austin with team, and Messrs. Atkins, Chas. Smith, Lawrence Glenn, Louis Virnig and two men furnished by Mr. Austin.

Missouri avenue claimed a quote of workers composed of J. B. Wright, captain, John C. Burch, Harland Burch, J. C. Van Horn, Walter Bounds and J. F. Cook.

Work Near Cody

Henry Haid and H. B. Robertson with a crew worked north of the station toward Clark and did a lot of good work. The hill beyond the station has not a single rock and many a chuck hole that was no more.

Gravel Depot Road

E. D. "Kid" Wilson organized the forces which graveled the road to the station and their work is receiving much commendation. Since making the report many more loads of gravel have been placed there and the teamsters assert that there will be no leup until that road is gravel surfaced.

C. D. Prante hauled four truck loads of gravel, Mrs. Liddiard's trucks driven by Orian Neff and Geo. Benedict hauled 15 loads of gravel and one of dirt, Roy Holm five loads of road material, R. N. Wilson and Robert Wilson with two teams 28 loads. Designated as muckers with a capital muck, Guy Leesor, Tom Kane, Earl Pulley, J. B. Winters, T. C. Foard and A. C. Newton kept the shovels at blood heat.

The day resulted in the graveling of 300 yards of road, widening the Oskins hill five feet and making minor fills in chuck holes.

Menacing Rocks Removed

Six men assisted by five students cleared the rocks around the Siggins' and Siddle carner on the Powell road and made culverts which loomed up several inches above the grade easier to approach. Among the workers reported by Robert Siddle were Albert Lutonsky, of Powell, field man for the sugar beet company, Sam Forrest, F. O. Thompson, S. A. Watkins, C. J. Siggins, A. P. Libby, Jeannie Wilson and Laurence Elbert and Robert Siddle of Cody.

Goes to Irma Flat

John Ward with Edith Ward, Ida Ward, Mable Ward and Irene Bates directed their efforts to the Irma Flat roads and did good service.

Big Feed at Wiltse Home

The work started promptly at seven on the Cody-Powell road from the Horner corner toward Cody with a crew of twenty men and two women under the efficient direction of I. N. McGuffey. The picks and shovels kept up a merry clatter all day with the exception of a short respite at noon when Mrs. Ralph Wiltse with the assistance of several ladies served a dinner of sumptuous menu.

A new culvert was put in near the W. S. Owens home and a big fill made near the Noble ranch. Rocks which have elicited profanity for ages were lifted from their places and raked far back to leave a good smooth road. Mrs. James Rousseau and Mrs. W. S. Owens worked the entire day and did as much as any man on the job.

Among the workers on the road that day were: Mrs. Jas. Rousseau and Mrs. W. S. Owens, I. N. McGuffey, captain, Ralph Wiltse, Geo. Horner, one team, Jesse Horner, two teams, Harry Sanborn, three teams, Roy Meyers, one team, Wm. Felsheim, A. R. Larson, James Rousseau, W. S. Owens, Lou Woolery, Ed. Patterson, Jim Brown, James Ratliffe, Bailey Ricketts, Jack Lawrence, E. F. Shaw and Ira Olson. Children who worked: John Kauffman, Robt. Kauffman, Buster O'Mara, Frederick O'Mara, Robert McGinnis, Hurley McGinnis. Lunch committee: Mesdames Ralph Wiltse, Harry Sanborn, Bailey Ricketts, Wm. Felsheim, Ed. Patterson, Jim Edwards, Lou Woolery, and Misses Enid Olson, Hester, Margaret and Frances Wiltse and Irene Felsheim.

Those working with Gus Holm near the Lambert place were Gus Holm, capt., George Chase, Mr. Kauffman, A. L. Alberg and Pete Evert.

DeFoe Fenton did considerable work on Lower Sage between the bridge at Corbett and Cody filling chuck holes and fixing culverts.

Tackled a Tough Road

Paint creek, said to be the worst road in Park county had a great amount of work done upon it Thursday by a group led by A. W. Schultz, captain, Fred Schultz and children, Leona and Lorene, Alberg, Hilton, Robert Hilton and two children, Dorothy and Claude, Mr. and Mrs. A. W. Schultz, F. F. McGee, H. H. Schwoob, and A. S. McClain.

In commenting upon the work, Mr. Shultz says: "The work was started about eight o'clock in the morning between Paint creek and Pat O'Hara creek, clearing the rocks on a right-of-way where the road is to be changed for about four hundred yards, and continued to pick rocks down to Pat O'Hara creek and again picked rocks on another right of way where road is to be changed through the Barth and Gangett fields on Pat O'Hara creek. This was our day's work. The Cody boys sure done their part for a good many rocks were moved. Paint creek is rather slow about getting out. They have talked roads here for years but that is all. You probably know the circumstances in regards to roads on Paint creek. I thing the commissioners should take action on this road, and put it through to benefit the people of the lower country. I am for good roads at all times.

More Districts to Report

The reports are not all in. Up to the time of going to press several places are yet to report and these will be given space next week.

From many including Captains E. V. Rotter, Adam Hogg, Thos. Osborne, Jr., C. B. King, W. H. Fouse and others came the word that the busy season of gathering in the crops prevented the people from getting out and

that they will work tomorrow or some day later.

Enthusiasm of the highest order continued throughout the campaign and there are a thousand more good road boosters in Park county than there were before the cooperative effort was made.

Classified

FOR SALE—Davis property, Beck avenue, facing court house square; \$1,000 takes it. Mrs. E. C. Blakeslee, Roberts, Mont. 8-22tf.

ROOMS WANTED—Furnished for 2 people, for light housekeeping. Permanent tenant. Inquire Carl Hammitt. 11*

LOST—Brown corduroy coat, leather lined, reversible, size 42, new, from the Southfork stage on Friday trip. Driver knows parties passed but have been unable to see them. Please leave at the Cody Trading Co. and save further investigation. H. K. Barbee. 11*

FOR SALE—Three hundred head of pure bred Hampshire Ram Lambs born in February and March; in fine condition for service October and November. For all particulars and prices write to Malcolm Moncrieffe, Polo Ranch, Sheridan, Wyo. 10-10 17-24

It would appear that the possession of Yellowstone park had passed into the hands of one of Cody's progressive merchants. A sign recently erected at the bridge reads: "Yellowstone park, 58 miles, buy it of Dave Jones."

Patronize our advertisers.

This Doubt in the Road Do
Do - Wah - Jack
BRUNDAGE HA

1920-08-25 - Park County Enterprise, Volume 22, Number 03, August 25, 1920

WILL BUILD ROAD DEAD INDIAN HILL TO SUNLIGHT

R. B. Sims, road engineer from the Denver office of the Forest Service, arrived in Cody last night for about ten days survey work in the country from Dead Indian Hill to Sunlight Basin with the view of making plans for a road through that section. Mr. Sims will leave in the morning for Sunlight Basin.

1922-04-05 - The Northern Wyoming Herald, Volume 17, Number 18, April 5, 1922

A force of Sunlight men are camping on Dead Indian hill, shoveling snow to make roads for driving over. There is very much snow in the pass.

1924-01-30 - The Cody Enterprise, Volume 26, Number 25, January 30, 1924

ROAD THROUGH CLARKS FORK CANYON WOULD GIVE PARK NEW AND BEAUTIFUL ENTRANCE

If the United States Forest Service can be induced to build 8 miles of road through Clarks Fork canyon near Paigter, Wyoming, it will give Billings and Cody, Wyoming, and all points east and south another route to the Yellowstone National park, according to A. E. Evans, a cattleman of the Sunlight basin, located in the Clarks Fork country of northern Wyoming. Opening this piece of road, he says, would give Billings a short cut to Cooke City, near the northeast corner of the park, and he says would open to general tourist travel what he declares is the most scenic section of America.

Sunlight basin is now cut off from the rest of the world by Dead Indian hill on one side and Bald Ridge on the other, two hills which automobiles do not care to tackle. If the road were built through Clarks Fork both of these hills would be eliminated and cars could get in and out of the Sunlight country at all times of the year. The whole area lies within the boundaries of the Shoshoni National forest,

Eight years ago, Mr. Evans, then a reporter on the New York Sun, and before that a member of the New York City staff of the Associated Press, came west to spend his vacation on a Wyoming "dude" ranch. During his wanderings he climbed Dead Indian hill and took a peek over into the Sunlight basin. When he descended the hill it was on the basin side where he bought a little cow outfit. He has been there ever since.

He came to Billings Wednesday to meet his wife, who has been visiting in the east. While here he called on Secretary Shoemaker of the Commercial club to lay before the organization the proposition of the Clarks Fork canyon road and ask for moral support in an effort to induce the forest service to act. He has already visited Cody for the same purpose and the residents of the Sunlight country are now planning to carry their project to Denver organizations.—Billings Gazette.

SETTLERS DEMANDING NEEDED ROAD UP THE CLARKS FORK CANYON

Editor Enterprise: I surely agree with Mr. Evans of Sunlight that the time is ripe and past due for a road up Clarks Fork canyon. There is several good reasons for this road: First —The Sunlight people have only a summer road over Dead Indian hill, snowed in all winter and too muddy in the spring to get over until late. The ranchers must lay in a big supply or pack it on horses over the Clarks Fork trail. The Crandall Creek people are also isolated from the world. These people are all heavy taxpayers and are entitled to a road that isn't impassable half the year. The people up there want cars the same as other felks but pulling Dead Indian is almost an impossibility, while a good road up Clarks Fork can be made and never snowed in. Then there is the natural resources a good road will open up. The rich mines and a sulphur mill could be put in there and sulphur could be hauled out on trucks profitably.

Enough timber could be sold out of that country to pay for the road and never miss it. Scenery? Well Clarks Fork has got them all skinned!

The writer was at Cooke City last summer when the dddes could hardly be restrained from coming down Clarks Fork.

The public demand for a road will eventually get so strong that there will be no getting around building a road. Just think of Cook City with over 200 patent claims right at our door and not a road to it! Right now the Western Power & Smelting Co. incorporated for \$5,000,000 have their smelter ready to work this summer. The people of Park county could find a market for lots of their products at fancy prices if they had a road. Can you show me any place in the United States where such a condition exists? I dare say not.

The Clark Fork, the Bennett Creek, the Paint Creek, the Sunlight Creek and the Crandall Creek people are all willing to cooperate with the county and forest service to put a road in there.

A few years ago Bert Marvin, an old-timer in Sunlight, took a paper around to see if the people would help them out. He wasn't long getting \$1,000 subscribed. Then it was reported that the forest service and county would build it. After that it all went dead. There is many good reasons why we should have a road up Clarks Fork, but no good reason that I can see why we should not have one.

There is no finer place on earth for dddes than Clarks Fork. It has good water and fine climate and good fishing. Just tickles 'em all over.

If the county and forest service wont help let's appoint a man with tact and talent to solicit money enough from the rich dddes that pass through Cody next summer. They say where there's a will there's a way.

Yours for road up Clarks Fork,
OLD-TIMER.

Mrs. Simon Snyder of Sunlight, her small son and her aunt, were guests over Monday night at the O. F. Lindquist home. Mrs. Snyder has been east for a couple of months and her aunt returned with her to spend the summer in Sunlight. As travelling over Dead Indian hill was impossible John Simpson met them at the Two-Dot ranch on their way out from Cody, bringing them to Clark, and Mr. Snyder met them at the mouth of the Clarks Fork canyon the next morning for the home trip.

Mrs. Henry Sitrine, who has been east, spent a few days of this week at the F. L. Clark ranch where Mr. Sitrine met her to accompany her home by Crandall through the canyon.

1924-05-21 - The Cody Enterprise, Volume 26, Number 41, May 21, 1924

Some pack outfits have gone over the Dead Indian hill but report that it will be July before teams can travel the road if snow is not shoveled out in some places.

KIMBALL & KIMBALL
Mining, Mechanical and
Civil Engineers
Cody - - - Wyoming

**THE RUSSELL KIMBALL
ENGINEERING CO.**
(Incorporated)
Casper - - - Wyoming

1924-06-11 - The Cody Enterprise, Volume 26, Number 44, June 11, 1924

**BABY BORN ENROUTE
UP DEAD INDIAN HILL;
ALL DOING FINE**

**THREE FINISH TRIP WHERE
TWO START—ALL CON-
VENIENCES OF HOME**

A good many unusual happenings have taken place on Dead Indian hill but none of the quite come up to the stirring event which took place last Thursday, June 5th, when Mrs. Arthur Braten of Sunlight gave birth to a boy half way up the hill or along what is called the "drift fence."

It came about in this wise: Mr. and Mrs. Braten were going up the hill, noted throughout the country for its steepness and length, on their way to the home of Mrs. Braten's mother, Mrs. Brough, on Paint Creek.

About half way up the hill they met Mr. and Mrs. H. Ward, of Crandall Creek, coming down. While they were exchanging news Mrs. Braten became ill. She grew rapidly worse and it soon became apparent that it was time for action.

Fortunately, Mr. and Mrs. Ward had a bed on their wagon and what was still more fortunate Mrs. Ward had been a trained nurse so they improvised a hospital along the aforesaid drift fence and in twenty minutes Mr. and Mrs. Braten were the surprised parents of a healthy boy.

At the moment known as psychological to fiction writers, along came Bert Marvin, Jess Dunn and Ed Wogoman, who coached from the sidelines, on horseback, and will probably act as godfathers to the infant who, according to all western tradition, should be christened "Dead Indian" Braten.

At last report mother and youngster are doing as well as if it all had transpired in St. Vincent's hospital.

1924-09-03 - The Cody Enterprise, Volume 27, Number 4, September 3, 1924

**WOMAN DRIVES FOUR
HORSE TEAM OVER
DEAD INDIAN HILL**

Mrs. M. V. Salinger, Uncle Sam's remotest settler in the Sunlight land, was a welcome visitor at the Forest Service office on Tuesday. Like many others who have lived the over-civilized life of the cities, Mrs. Salinger has the courage and vision of the west, and took more pride in the fact that she drove a 4-horse team from her ranch near the headwaters of the Sunlight river than in the days when she charmed New Yorkers from the other side of the Shubert footlights.

FOREST SUPERVISOR GETS APPROPRIATION FOR THIS DISTRICT

Conference at Sheridan Outlines
Vigorous Road-Making Pro-
gram for This Year.

Forest Supervisor J. N. Langworthy has just returned from Sheridan where he spent a week in conference with other forestry officials. District Forester Allen J. Peck, of Denver, Assistant District Forester C. J. Stahl, Ross Phillips, of the engineering department, and J. I. Buckner, fiscal agent, were among those in attendance. Representatives from the Black Hills and Harney forests of South Dakota, and of the Washakie, Big Horn and Shoshone forests, also took part in the conference.

Appropriations for running expenses, improvements, and other outlays for the present year were made. Supervisor Langworthy procured money for the improvement of the Dead Indian Hill road, and also for the Crandall Creek road in the Clark's Fork district. An additional appropriation was obtained by him for the upkeep and improvement of the forestry department's share of the South Fork road.

Following recommendations made by Supervisor Langworthy, the con-

FOREST ALLOTMENT CONFERENCE HELD AT SHERIDAN

The annual allotment conference for the five national forests in this district was held at Sheridan last week, commencing January 29th and continuing until Monday night. Those present were Col. A. S. Peck, district forester, with headquarters at Denver, Colorado; J. Stahl, assistant district forester; J. I. Buckner, fiscal agent; Rest Phillips, of the road engineering department, and the supervisors of the Black Hills forest, the Harney forest, Shoshone forest, Washakie forest and the Big Horn forest.

The matter of allotment of funds for each of these forests was taken up and acted upon at the conference, with the result that J. N. Langworthy was able to secure several thousand dollars for road improvement in Park county on roads within the forest boundaries.

Funds will be available for cooperative maintenance with the county on the Southfork road, \$1,000 for improvement on Dead Indian hill and \$1,000 for improvement of the Crandall creek road. Mr. Langworthy states that there will also be funds for considerable work on the Shoshone trail, which is a saddle horse route connecting the Washakie national forest, the Shoshone forest, and continuing to Cooke City, Montana. The trail crosses the Shoshone pass at the head of Southfork, down the Southfork, across Table mountain, up Trout creek, down Dead Indian creek, over Lodge Pole trail to Crandall creek and up the Clarks Fork to Cooke City.

Mr. Langworthy said the meeting was a very enthusiastic one and much road development will be made in all of the national forests represented at the conference. \$90,000 has been made available for the completing of the road over the Big Horn mountains from Sheridan to Lovell. This will be a real connecting link for northern Wyoming and will bring much motor travel into the Basin.

1926-04-15 - The Powell Tribune, Volume 18, Number 5, April 15, 1926

**County Overseer of
Roads Busy With
Country Road Jobs**

Colonel Wright, county road overseer, having confined his attention for several days to the cemetery road near Powell, has now gone to the Two Dot ranch where he will remain for several days getting a crew of workmen started on the road over Bald Ridge, a new inlet to the Sunlight basin country. The colonel believes that when completed this road will be worth a whole lot to the people up in that country. Further on the forest service has done much work on the Dead Indian hill road which greatly improves the traffic possibilities of the Clark Fork valley.

Before leaving for the upper country Colonel Wright was intent

1926-08-04 - The Cody Enterprise and The Park County Herald, Volume 26, Number 51, August 4, 1926

**FOREST OFFICIALS TO
STUDY CLARKS FORK
ROAD POSSIBILITIES**

C. J. Stahl, assistant district forester, of the Denver office, arrived in Cody Tuesday evening, and this morning, in company with Supervisor J. N. Langworthy went to the Clarks Fork and Sunlight section to study the possibilities of a road up the Clarks fork into Sunlight. The Forest department has already had a survey of a road up thru the canyon and the report was far from being satisfactory, and the plan is now to decide whether or not a road can be practically made over Bald Ridge.

Montana road men are also very much interested in a road into Sunlight and on to Cooke City and Yellowstone park. Recently a road bill to construct a road over the Beartooth to Cooke City and the park was defeated in Congress, and now the Montanans are talking of a road up the Clarks fork, thru Sunlight to Cooke.

They propose to make a tour of inspection over the Sunlight road Sunday, at which time they will be joined by a representative of the Cody club. The improvement of the present road over Bald ridge and down Dead Indian hill, thence following the Clarks fork river to Cooke City seems to be the most practical route at this time.

1927-07-27 - The Cody Enterprise, Volume 29, Number 50, July 27, 1927

J. L. Brownlee, Rocky Mountain District Road Engineer of the Forest Service, arrived in Cody Monday evening, after a tour of Big Horn Forest Highways. He left yesterday morning with Southgate Freeman, to meet Supervisor LANGWORTHY in Sunlight and inspect the Dead Indian Hill road. Wednesday will visit the North Fork Road to see the maintenance work done by the Bureau of Public Roads.

1928-03-28 - The Cody Enterprise, Volume 28, Number 33, March 28, 1928 (from Crandall news)

The road over Dead Indian hill is improving fast. It sure makes it better for the mail carrier.

1929-05-08 - The Cody Enterprise, Volume 19, Number 42, May 8, 1929

**FIRST AIR MAIL
OUT OF CODY TO
SUNLIGHT TODAY**

For the first time, the mail left the Cody post office by air route today for Painter, Wyoming, an inland postoffice located about 45 miles northwest of Cody, over Dead Indian hill in the Sunlight valley. Painter is one of the most isolated post offices in the state, and with roads in none too good condition at their best, and most impassable during the winter months, this method of carrying mail and supplies into Sunlight may become a regular practice.

W. O. Sanzenbacher, who came out in the plane a week ago, returned today. The plane used is the Cody Airway Eaglerock, piloted by Floyd Buchanan.

1931-08-05 - The Cody Enterprise, Volume 31, Number 52, August 5, 1931

Before the days of the Cody road, travel from Cody to the Park was via Dead Indian Hill and the Clarks Fork. A manuscript written by Frank O. Sparhawk, an old time ranger, has the following to say of this latter road:

"This is the history of the road into Cooke City, Montana, from up the Clarks fork of the Yellowstone River over Bald Ridge into Sunlight. Some freighters left the Yellowstone River where the supplies were freighted up the river by steamboat, and they succeeded in completing the trip after a number of weeks of hard labor on both men and wagons, by working their way up Bald Ridge on the south side of the natural coral and across the top of Dead Indian Hill and into Sunlight by cutting their way through a patch of on Dead Indian Hill, over to Russell Creek, and through the timber on the south side of Clarks Fork all the way into Cooke City. They went ahead of the teams viewing the route, and returning and cutting a trail merely wide enough to get their wagons through and at last arriving at Cooke with these loads and supplies. The dates I do not know except they were in the seventies.

The road has been used ever since by the first settlers and prospectors and maintained by each traveler carrying tools to just get through, cleaning up the fallen trees and making bridges to get across the streams at high water time."

1931-09-16 - The Cody Enterprise, Volume 32, Number 6, September 16, 1931

From "Notes from the Cody Club"

Mr. Bandy, surveyor, who has been surveying the boundaries of the Yellowstone park for the passed few months, was introduced to the club. Mr. Bandy spoke briefly of his experiences in an interesting way.

J. N. Langworthy announced that the Forest service was going to do considerable work on Dead Indian hill road this winter, and other work to the Crandall and Sunlight ranger stations later.

1931-09-23 - The Cody Enterprise, Volume 32, Number 7, September 23, 1931

From "Out Sunlight Way"

Plenty of blasting on Dead Indian hill road these days; looks as tho our Basin will be spoiled sure enough now.

From "Locals"

Mr. and Mrs. Glen Trusblood returned from Sunlight Wednesday, where they spent a week at the Sanzenbacher ranch. Mr. Trusblood reports the Forest Service doing some fine road improvement work on Dead Indian hill at this time, but making traveling in and out of the Basin almost impossible.

1932-08-04 - The Powell Tribune, Volume 24, Number 22, August 4, 1932

**FOREST SERVICE BUILDS
MUCH IMPROVED ROAD
TO CRANDALL COUNTRY**

Travelers into the Crandall creek country these days find a much improved road over Dead Indian hill. All the way from the forest line on Bald Ridge to Russell creek to three miles the other side of Sunlight bridge the forest service has built a standard highway, enabling motorists going up that way to negotiate Dead Indian hill with far greater ease. At the top of Bald Ridge, always a hard pull, the road now winds about at a much easier grade. There is yet an unfinished portion of 15 miles up above that point to Crandall yet to be completed. From there another 15 miles of road construction would be required to get to the Nordquist ranch, where a connection would be made with the Red Lodge-Cooke City highway, where there is a good road the twelve miles on into Cooke City.

1933-06-28 - The Cody Enterprise, Volume 34, Number 48, June 28, 1933

Crandall Bridge Started

Work on the bridge across Crandall creek on the Clarks Fork has been started. The steel material is now in Cody and Roy Archer has the contract for hauling it over Dead Indian hill. Some of the strips of material are more than fifty feet long and will present a problem in getting around the sharp turns on the Sunlight road.

During the absence of Marshall S. Wright, mapping engineer, who has been doing work on the Clarks Fork canyon, George Rickle, his assistant, is busily engaged in putting out flags on the high mountains and prominent points of ground for use in the aerial pictures to be taken later.

1940-05-16 - The Powell Tribune, Volume 32, Number 11, May 16, 1940

**WORK TO BE RESUMED
ON DEAD INDIAN HILL**

Operations are being resumed this week to widen and finish the switchbacks of the road on the west side of Dead Indian hill, Shoshone National Forest Supervisor Carl Krueger announced Saturday.

The work was begun last fall but due to early snowfall it could not be completed. The job will take about three weeks, according to present estimates. Val Staley, formerly employed by the forest service on the Crandall creek highway, will supervise the work.

1940-__ - __ - "Golden Anniversary - Shoshone National Forest" page 4.

Cody and the Wyoming road system connected with the Red Lodge - Cooke City highway through the construction of the Crandall Road by the Forest Service.

Auto-Sled-Stretcher Trip Saves Stricken Ranger

CODY, Wyo., Nov. 28.—(AP)—A “do or die” trip by automobile, sled, stretcher and truck was credited today with saving the life of Forest Ranger Stanley R. Zeger after he was stricken with appendicitis in the snow-banked Shoshone National Forest.

Zeger had been ill several days when, on the advice of a physician with whom they fortunately could talk on a Forest Service telephone line, three of his companions started for Cody with him. They managed to make the first leg of the journey by automobile to Dead Indian Hill.

There, in the rugged Sunlight country, deep in, unusually early snow, they were forced to trans-

fer Zeger to a sled and trudge through the high-walled country to a telephone box on a Forest Service road where by prearrangement they met other Forest Service employees. There he was again transferred, to a stretcher in a truck which fellow workers eased down the unimproved road to Cody where an emergency operation was performed.

BATTLE DEEP DRIFTS TO OPEN SUNLIGHT ROAD CAR TRAVEL

MOUNTAIN VALLEY RESIDENTS POUR INTO CODY FOR SUPPLIES

Heralding the county's successful five-day battle in opening the snow-choked Sunlight road, residents of the mountain valley country poured into Cody, Sunday night and Monday morning to do their Christmas shopping and get much-needed supplies.

The road was made passable on Sunday evening when "Doc" Snyder, operating the county caterpillar and bulldozer, smashed thru five and six foot drifts on Dead Indian hill and left a narrow path behind him. He returned Monday to complete his work of clearing the road to ground level.

For five days the county equipment has been fighting its way from the forest boundary up, often encountering drifts much higher than a car. In places, residents say, the snow is drifted four and five feet deep on the level parts of the road, and much deeper in low spots.

With clear weather the first of the week people living in Sunlight made every effort to get their supplies and shopping done for there is no hope of keeping the road open should another storm develop.

The road has been closed since early in November when early snows clogged the mountain areas.

Among those in Sunday were Mr. and Mrs. Simon Snyder and Mr. and Mrs. Don Snyder. They report the elk have taken two of their hay stacks completely. On other stacks they are using electric fences with success.

Mrs. Presley Riddle, in today from a round trip taking grain and supplies, said the road was in "excellent" condition and that their truck had gone thru without chains.

"You can tell everyone for me," she said, "that they did a grand job in opening the road and every one of us appreciates it more than he can tell."

ROAD THROUGH CLARKS FORK CANYON MAY BE POST-WAR JOB

Would Service An Ever-growing Section of County and Aid Future Development

The possibility of including the Clark's Canyon road project in the post-war planning program was discussed at some length at the regular meeting of the Cody Club on Monday noon, with T. O. Cowgill, member of the State Highway Commission, and Roy Williams, supervisor of Shoshone National Forest both having something to say regarding the value of such a road.

The matter of building a road up the Clarks Fork canyon, is a subject that is more than twenty years old. The necessity of such a route was felt some thirty years ago, with the development of the Winona mines on upper Sunlight. Lack of transportation facilities at that time was the real retarding factor in the mining development.

About twenty years ago, the matter was revived in the Cody Club and efforts were made to secure federal funds for the construction of the route. The cost was deemed excessive at that time and a long-range program of improving the road over Bald Ridge and down Dead Indian Hill was initiated. This road has eventually been placed in a very good condition, but owing to its location, can never be maintained as an all-winter road.

According to figures disclosed by the Forestry office, the route through the canyon would approximate the mileage of the present road, and could very easily be kept open during the entire year. The route now in use, connects with the Cooke-City-Bear Tooth road at about 75 miles northwest of Cody. It is about 40 miles to the mouth of Clarks Fork Canyon, and from that point approximately 35 miles to the Cooke City road junction.

The new route, if completed in its entirety, would leave Cody via the depot, following the route down Skull creek and across Chapman bench, to the mouth of the Clarks Fork canyon. It would lead up the canyon a mile or two, cross the river, and climb out of the canyon on the south side of the Clarks Fork, intersecting the present Sunlight road at a point near the Sunlight bridge.

Mr. Williams pointed out that it would furnish a year-round outlet to about twenty ranchers and at least one sawmill which are snowed in at the present time for two to four months each year. He also

stated that there was a considerable amount of merchantable timber in that section that should be harvested, if it were practical to get the logs to the outside. The road would not only service the Sunlight country, but would furnish a much-needed connection for the county residents on the Clarks Fork to the county seat.

Last but not least, the building of a high-standard road into Sunlight would complete a splendid circle to Yellowstone Park and would be the shortest and best direct road to Park headquarters, at Mammoth Hot Springs.

NATIONAL PARKS ASS'N URGES LEGISLATION AFFECTING WYOMING

At a recent meeting the executive committee of the National Parks Association, meeting in Washington, D. C., approved for passage legislation designed to facilitate the administration of the new Jackson Hole Monument, in Teton county.

The bill was introduced on January 9th, 1945, by Congressman J. Hardin Peterson, and provides for rights-of-ways, including stock driveways, over and across Federal lands within the exterior boundary of the Jackson Hole National Monument.

The National Parks Association is the Jackson Hole Monument controversy, and is of the opinion that under existing circumstances, the enactment of this measure is essential for the proper administration of the monument and for the effective preservation of its historic and natural values. The Committee is urging therefore, that this bill, which is H. B. 1292, be enacted into law at an early date.

Wyoming congressmen and many

FORM GROUP TO PROMOTE ROADS

The Sunlight-Crandall Improvement association was formed on Sunday at a meeting held at the Paul Ritter-Brown ranch in Painter. The new organization's main purpose will be to secure an all-year road into the Crandall and Sunlight districts.

The committee appointed to promote the road improvements consists of Paul Ritter-Brown, Herman Elsbury and Mrs. Florence Stratton.

Residents of the area, which is shut off from the outside world each winter by heavy snow drifts and lack of snow removal equipment, recommended at the meeting that immediate steps be taken to have the present road within the forest boundaries redesignated as a forest highway. At present the road is classified as a truck trail and is not eligible for snow removal funds.

The group also unanimously voted to send a representative to Cheyenne to attend the state meeting of the state highway commission scheduled for later this month.

Reports from Sunlight indicate that at present the road from Pat O'Hara Creek to the forestry boundary is badly in need of repair as is the Pat O'Hara bridge. The stretch from Paint Creek around the Red Grade to the top of Dead Indian hill is described as the worst part of the forest road at present.

Dead Indian Hill Bids Are Issued

Bids were opened Tuesday in Denver on improvement of 2.8 miles of the Dead Indian Hill road leading to Sunlight Basin.

Vern Smith, Denver contractor, was the apparent low bidder at \$58,000. Improvements call for realignment and better grading of eight-tenths mile on Two-Dot ranch and two miles within the forest boundary. The project is a Park county-Forest Service cooperative matter.

Supervisor Rod Blacker said the Forest Service plans further improvement of the road leading up to the top of Dead Indian. This would be a Forest Service financed project.

Cody club studies rumored take-over by Park service

Elven Royer and Curt Whaley attended a meeting of the Cody Club Monday noon on invitation extended recently by Marlin T. Kurtz to hear Rod Blacker, Shoshone Forest supervisor, discuss rumored plans of Park service take-over of the Beartooth Plateau in Wyoming.

Blacker prefaced his remarks with some history of the development of the Cooke City-Red Lodge road. He said this road was authorized in 1931 to be extended a distance of 61 miles and to within four miles of Red Lodge. This program was heartily welcomed during the depression.

"Construction was started in 1932 and was essentially a Montana project. In 1942 the Park Service assumed maintenance and service of the road. Wyoming and Montana have been asked to assume part or all of the cost of maintenance with little interest or action shown by the two states," said Blacker.

Blacker said the Park Service has insufficient funds to keep the road in good repair and the road is badly deteriorated. He said estimated cost to put it in good repair would take \$2½ million. At present the Park Service is spending \$70,000 annually. Constantly earlier opening is urged by Montana groups. Blacker said he understood the Park Service was reluctant to continue present responsibility for the road upkeep under present fund appropriations.

Montana is concerned about the present status of the road. Change of the road's status to a Parkway is being urged. Mr. Blacker said a meeting was held July 23 with the Park Service, Forest Service and Bureau of Public Roads in attendance. At the meeting the Forest Service was reluctant to release any lands under its jurisdiction outside the present road prism.

He enumerated the water, recreation, hunting, timber and grazing functions of the Forest Service and said on the Beartooth Plateau were located three resorts, five campgrounds, five stock ranches,

three dude ranches and 20 summer homes. "Based on 1958-59 travel figures, a total of 100,000 visits will be made in that area; alone, in 1975," he said.

Blacker estimated 250 family units would need to be built in the Beartooth Plateau area by 1975. He said the three miles of road built by the Forest Service on Dead Indian Hill would give access to timber harvesting badly needed in the Sunlight Basin.

Atlas missile is brought to state

CHEYENNE (AP) — The first Atlas missile was delivered Friday to Warren Air Force Base — destined to be the nation's first purely operational intercontinental ballistic missile facility for use in case of war.

The 75-ft. long, 48,000-pound missile, arrived in Cheyenne at 2:40 p.m., completing a five-day truck convoy trip from Convair Astronautics plant at San Diego, Calif.

Cheyenne residents got a view of the missile as it convoy rumbled through the city's main street and then entered a truck route to Warren.

Military officials said the missile will undergo a visual examination to learn whether it was damaged in shipment. Then it will be cleaned thoroughly with a special cleaner and tests will be run on its various systems.

Later, it will be taken to Site A, 20 miles northwest of Cheyenne, where it will be used to test out facilities of the newly-constructed launching site. Construction of the structural portion of six missile launchers at Site A was completed only last week.

Congressman Keith Thomson and former governor Milward Simpson, present at the meeting, contributed considerably to the discussion period following Blacker's presentation. In response to questions, Blacker said the Forest Service had no plans at this time to release forestry lands adjacent to the Beartooth Plateau road to the Park Service. Congressman Thomson said the rumored problems of transfer of Wyoming lands to the Park Service had not been brought to his attention until his return to Wyoming.

"It requires a special act of Congress to take any more lands out of Wyoming for the Nat'l Park Service—I had no notice of this meeting last summer when I was in the area . . . it has not come to the attention of the appropriations committee in the House of which I am a member, and since it concerns this area of Wyoming I certainly should have been notified," said Thomson, who in his concluding remarks said such questions were typical of Conrad Wirth's operations. Wirth is director of the National Park Service. "I plan to have an understanding with Wirth on this problem early in the next Congress," said Thomson.

Milward Simpson, supplementing Thomson's remarks, cited the Jackson Hole country take-over by the National Park Service leaving Teton county with little taxable land within its boundaries. "We must watch these tactics, else it will diminish our livestock industry. Already grazing permits are being cut for Big Horn Mountain ranchers. I feel the Park Service has interests it is not making clear—this needs watching," Simpson said.

Thomson added that the National Park Service appropriations had been upped from \$16 to \$83 millions in recent years and said on basis of other operations, a Parkway was but an opening to develop other parks adjacent.

Thermop by-pass looms

1960-02-16 - The Powell Tribune, Volume 51, Number 101, February 16, 1960

Wyoming funds given approval

Funds or authorization for four Wyoming projects are included in the Interior Department appropriations bill approved Friday by the House Appropriations Committee, Rep. Keith Thomson (R-Wyo.) said.

In a statement released at Cheyenne, Thomson said he was able to get a \$75,000 appropriation added to the bill to cover construction of a municipal center and jail at Fort Washakie on the Wind River Indian Reservation. Thomson said the appropriation would be matched with tribal funds.

Thomson said funds for completion of the forest access road from Cody over Dead Indian Hill into the Sunlight Basin areas are provided for in money allocated for the Forest Service roads and trails program.

The funds cover only location survey plans for fiscal 1961, but Thomson said it will

be a start on a project to construct the road into substantial timber stands north of Cody.

The bill also included earmarking of \$60,000 for reconstruction of Route 32 in Grand Teton National Park and provisions for the Bureau of Mines to review during the next year the feasibility of consolidating the Bureau of Mine's oil and petroleum research projects at Laramie with related coal research activities now being carried on in other Western states.

Powell news

Mr. and Mrs. Byron Day were in Billings for the week-end and were guests of Mr. and Mrs. C. F. Severson.

Mr. and Mrs. Oliver Moore spent a recent evening in Greybull visiting his brother and wife, Mr. and Mrs. Bill Moore.

Begin Preliminary Survey on Cody to Sunlight Basin Highway

Preliminary survey and design work on the Sunlight Basin road has begun, according to Rod Blacker, supervisor of Shoshone National Forest.

Engineer Roy Saunders of the Regional Office at Denver arrived in Cody last week to do the preliminary survey and design work on the Dead Indian Hill road from Paint Creek to Dead Indian Creek. Additional members of his crew plan to report for work on June 1.

Full completion of an all-weather road from Cody through Sunlight Basin was granted in appropriations this spring by Congress. Of \$30-million in forest roads and trails, the Sunlight Basin, or Shoshone Forest development road No. 1513 will receive highest priority, according to Rep. Keith Thomson.

In granting the funds, the appropriations committee directed that the road into Sunlight Basin be constructed to the highest possible standards, both as to width, grade and base construction.

It was felt by Thomson that the road would become so popular in use that it will be transferred to the Federal highway system by demand of the people through their use.

Park County is cooperating in the construction of the lower part of the proposed road, from Cody-North road to the Forest boundary.

County Committee On Problem of Aging Asks Cooperation of Those 65 Or Over

The Governor's Committee on the Problems of Aging brought a special plea to Park County residents 65 years or older this week. The local committee seeks the aid of these persons in gathering basic information.

Those in the 65 to older age group are asked to answer the following questions on a separate sheet of paper and mail the answers to the County Committee on Problems of the Aging, 2131 Shoshone Trail North, Cody.

The committee urged that every one age 65 or older answer the following questions:

1. What is your age and sex?
2. What is your marital status?
3. How many dependents have you?
4. What are your present living arrangements?
5. Are your housing arrangements satisfactory?
6. Are you employed at present?
7. If unemployed or retired, are you looking for work?
8. Are you self-supporting?
9. What was your approximate income last year (before taxes)?
10. What do you consider your most pressing problem?



The educational director of the Gregg Publishing Company will be a featured speaker at the University of Wyoming's annual business education workshop, stated this year for June 20-24.

Mrs. Madeline S. Strony, who will be at the workshop June 23-24, will speak on classroom pro-

Wyoming Explains Stand On Yellowstone Road Work

CHEYENNE (UPI)— Wyoming does not favor maintaining its portion of the Red Lodge-Cooke City highway to Yellowstone Park until another road is completed to it through Wyoming.

A spokesman for the Wyoming Highway Commission said it was "practically impossible for us to get to that road. There just isn't a road up there."

Monday, members of the Montana Highway Commission declined to take over maintenance of the spectacular highway, which is the northeast entrance to Yellowstone Park.

Montana commissioners said Wyoming will "never do anything" on the highway, which runs from Red Lodge in Montana to Cooke City in Montana but

dips into the northern fringe of Wyoming for 41 miles.

The Montana Commission turned down a U.S. Forest Service request that it and Wyoming maintain the 70-mile section with \$130,000 in national park and national forest funds.

The Wyoming Commission earlier this year turned down the same proposal. The commission said then it would be willing to give its part of the \$130,000 to Montana providing it were used on the Wyoming section of the road.

The Wyoming Commission said it was not in favor of maintaining the Red Lodge-Cooke City highway until the Dead Indian Hill road, a forest road, is completed to it through Wyoming's Sunlight Basin.

New Road Planned For Sunlight Basin

CODY (AP)— Bills are to be opened in August for a road to link Cody with the Red Lodge-Yellowstone Park Highway along the Montana-Wyoming border.

Forest Supervisor Rod Blacker said the project calls for a new road from the top of Dead Indian Hill down the north slope into the Sunlight Basin area. He said Congress has appropriated \$300,000 for the project.

Mapping work begun on Sunlight Basin road; \$300,000 appropriated

A six-man survey crew from the Denver regional office of the National Forest has begun work in mapping out approximately 10 miles of new road from the top of Dead Indian Hill down the north slope. The new section will connect with the present road at Dead Indian creek in Sunlight Basin.

Forest Supervisor Rod Blacker said this week that \$300,000 has been appropriated by Congress to Shoshone National Forest, for the Sunlight Basin construction. He anticipates bids will be let early in August for the grading of the nine-tenths mile stretch.

"These funds," Blacker said, "are exclusive of the regular road appropriations for National Forest lands in Wyoming. Other projects under way or in this fiscal planning will continue." At first it was thought that the Sunlight Road had been given priority over other projects in the state.

Roy Saunders, chief engineer, F.S., Denver, heads the survey crew now working on Dead Indian. The new construction will provide a 24-ft. road bed with 150-ft. radius curves on the north slope of Dead Indian Hill.

Bids will also be let in mid-July or early August for approximately five miles of improved road, graded and surfaced, from the area of Pat O'Hara Creek into the National Forest boundary.

This five miles is a cooperative project between the Forest Service and Park county. The county will provide approximately one-third of the funds with the Forest Service the remainder. This will also be a 24-foot road bed.

Under the urging of Con-

gressman Keith Thomson, the Sunlight Basin road was given every consideration when the House appropriations committee met on budget matters.

Thomson sees possibilities of a federal, all-weather highway from Cody through scenic Sunlight Basin to Cooke City. He also seeks to improve logging possibilities in Sunlight Basin where there are good stands of timber available, but not feasible because of poor, unsurfaced roads.

Prante files for county assessor



Louis Prante of Cody filed Wednesday for the office of Park county assessor on the



WORK WAS PROCEEDING ON SCHEDULE, despite the highly uneven terrain and strong winds on top of Dead Indian Hill, as Forest Service survey crews laid out the path of the new Cody to Sunlight Basin road. Above, Scott Tucker, Larry Hansel and Mike Smith work at staking levels for the new, wide and less dangerous road. When completed, the road down the slope of Dead Indian Hill to Dead Indian creek will be on an average 6% grade instead of the present 8 to 14% grade. The fifteen or twenty switchbacks curves will be reduced to five, with much wider radius. The entire new road will be twice as wide as the present. Work started out at progress of 2 miles a week, and is now down to about a mile a week due to the difficult timbered slopes. About six weeks is left on the survey job. —(Enterprise photo)



FOREST SUPERVISOR ROD BLACKER, outlined against Sunlight Basin, points to the new course of the Dead Indian Hill road. Instead of turning left at the top of the hill to descend into Sunlight Basin, the road will swing to the right, cutting through the rocky point on which Blacker is standing. Contracts for construction are planned to be let sometime in August. —(Enterprise photo)

Sunlight Basin road bidding goes to Denver firm, Forest Service says

Bids were opened last week on the construction of 9.6 miles of new road into Sunlight Basin, the Forest Service announced.

Apparent low bidder was Vern Smith, Denver, at \$331,996. Five bids were received: Porter Kewit & Sons, \$483,220; Taggart Construction of Cody, \$496,605; Hussman Brothers, Sheridan, \$593,814, and Gerald Ryan, Inc., Casper, \$795,381.

The new section will probably be started within the next month, and includes a 24-foot road bed starting at the new construction done last fall, running up over Dead Indian Hill down the hill to Dead Indian Creek.

The new grade will follow a different route, with approximately five wider switchbacks instead of the present 20 narrow, twisting turns.

The new section is part of a planned all-season highway running through Sunlight Basin to Cooke City. With such a highway, the Forest Service plans extensive logging activities in the area. Good timber is available in the area, but inaccessible, due to the difficult road conditions.

Work is expected on the new road within a month.

Terry Turner to address high school journalists



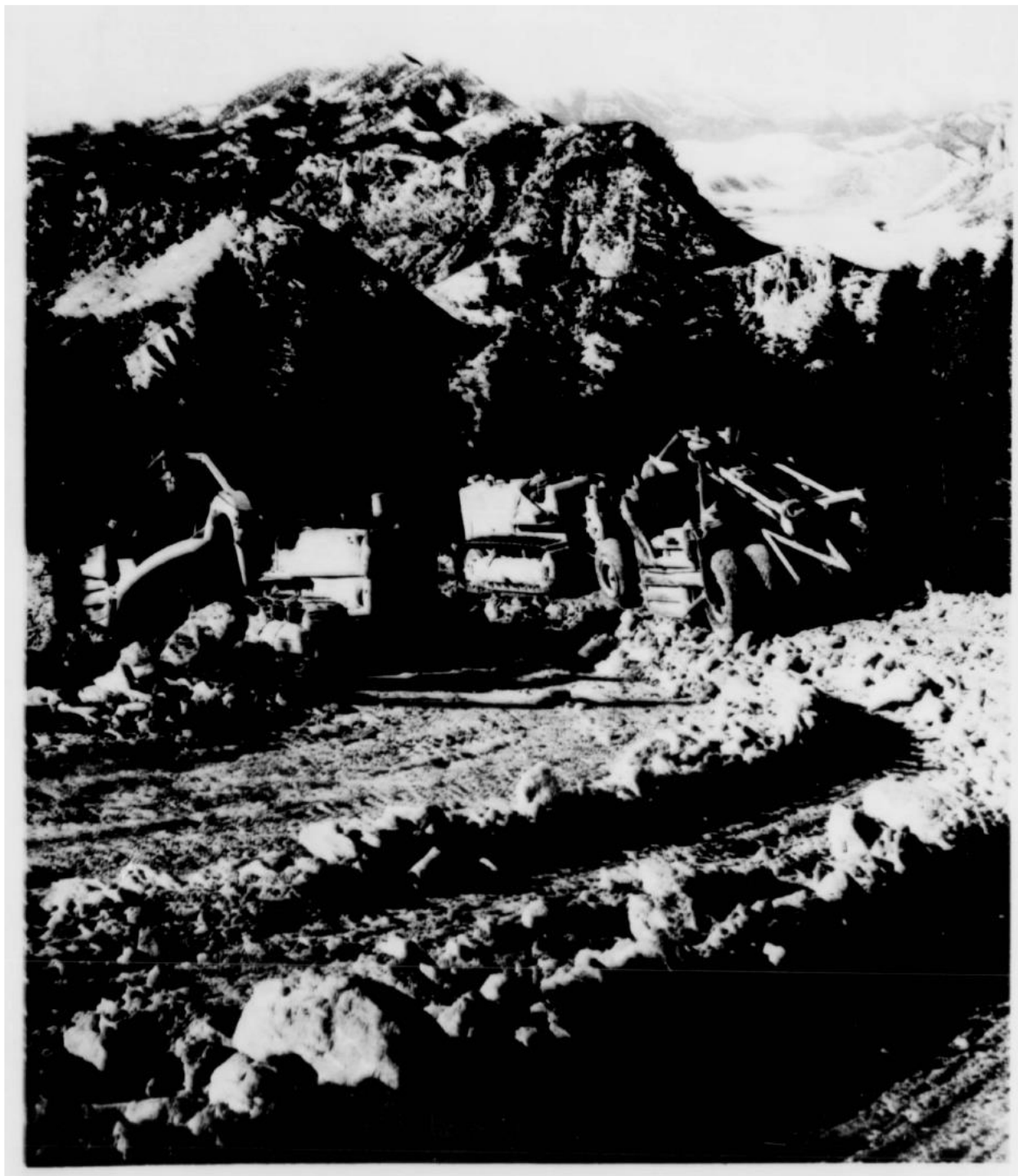
Terry Turner

Among the featured speakers at the 13th Annual Journalism Week-end on the University of Wyoming campus Oct. 14-15 will be Terry Turn-



COLD, HIGH WORK—Giant bulldozers are now slashing their way across timbered slopes on "Bald Ridge" toward the completion of the new 9-mile sector of the Sunlight Basin highway. A Shoshone National Forest project, the new highway is expected to provide all-weather travel over Dead Indian Hill to Dead Indian Creek. Future plans call for surfaced highway completely through the area to Cooke City from Cody. —(Jack Richard Aerial)

The scanned image is unusable, but this is a reminder to check Jack Richard archives.



The Cody Enterprise

CODY, WYOMING

The Cody Enterprise, founded by Buffalo Bill Cody in 1896, is dedicated to serve the best interests of the City of Cody, Park County and the State of Wyoming

Entered as Second Class Mail at the post office at Cody, Wyoming under the Act of March 3, 1879

Published every Thursday morning at Cody, County Seat of Park County, Wyoming
EASTERN GATEWAY TO YELLOWSTONE NATIONAL PARK



SUBSCRIPTION RATES

In State \$4.00 per Year
Out of State \$6.00 per Year

MIKE M. VUKELICH, Publisher
G. C. (Kip) HINTON, Editor
MARLYN KUPER, Advertising Manager



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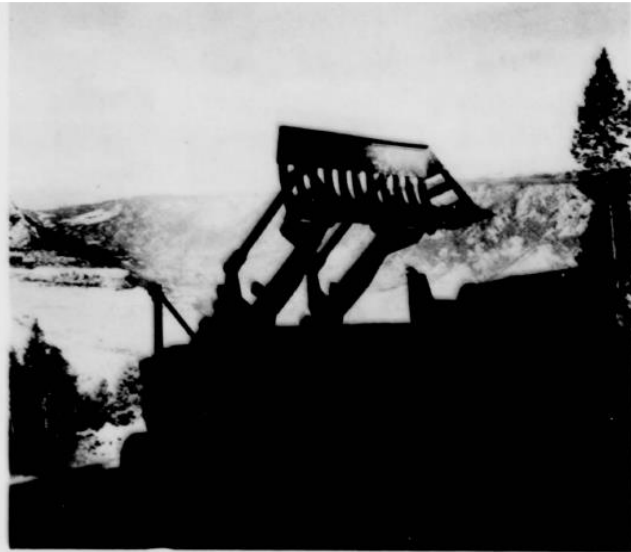
OUR COVER PICTURE

THE RUGGED, SCENIC BACKGROUND OF SUN-LIGHT BASIN is in constant view to construction workers now busy slashing their way across Dead Indian Hill in the construction of 9.2 miles of new road leading from the top of Dead Indian to the basin. Vern Smith, Denver, is the contractor in charge of the U. S. Forest Service road construction. His men are now building a pilot road, which will be the basis for the final job of removing the torturous hairpin turns and steep grade now encountered.
—(Enterprise photos)



WHERE THE SURVEYOR GOES, machines must follow. An example of the rugged inclines which must be cut away is pictured above. Camera angle does not tell all the story—just double the steepness and you will have the true picture.

Enterprise Ads Pay!



BY DAWN'S GREY LIGHT, the heavy, frosted equipment awaits its operators as another day begins on Dead Indian.



HEAVY EQUIPMENT OPERATORS appear to always be on the skyline. In preparing the new, safe grade, the operators must cut their way along the mountainside, through heavy timber and rocky terrain.



WORKING AHEAD OF THE CREWS, timber is cleared away and salvaged by Dave Menauy of Red Lodge. He cuts the timber along the road path, removes and burns all slash, and will use the timber for milling purposes.
—(Enterprise photos)

Longer but better—

Road improvements to Sunlight told to Kiwanians

L. B. "Lin" Bowman of Cody was the principal speaker during the Kiwanis club's Thursday meeting where he explained the nature of various improvements being undertaken on the Sunlight Basin road by the U.S. Forest Service.

Bowman's talk was clarified by three overlapping aerial photographs of the area between the Two-Dot Ranch and Dead Indian Creek, where the road

is being re-routed to avoid drifting snow, steep grades and several switchbacks.

"When completed," Bowman said, "the road will be much better than it is now."

The contractor has cleared most of the roadway for the new route on both sides of Dead Indian Hill and has done some earthmoving on the higher elevations. The lower approaches to the hill will be laid out this summer, Bowman said, and the entire route will be gravelled in about two years.

The new road will reduce the number of tight switchbacks between the crest of Dead Indian Hill and the Creek from 11 to seven and the grade will run about six percent instead of the present 15 percent. The total length will be increased about 2½ miles, Bowman said.

In addition, he told his listeners, preliminary surveys of the road between Dead Indian Creek and the junction with the Cooke City highway to the north will be carried out this summer with a view to future improvement there.

Bowman said prohibitive cost was the main reason why an access road to Sunlight Basin was not constructed up through the Clarksfork Canyon. The value of timber and mineral deposits thus far developed would not justify the construction of such a road, he said.

In another portion of the meeting, president Ken Vontz officially greeted Powell Jeweler Jerry Wilkins as the newest club member.

Gas tax refund exceeds estimate

The gasoline tax refund approved for farmers and ranchers in the 1957 legislature is costing the State Highway Department in lost revenue two to three times what the bill's sponsors originally estimated.

Wyoming Farm Bureau Federation leaders told the legislature in 1957 the gasoline tax refunds would run about \$250,000 a year.

The state treasurer's office reported Friday that \$569,137 was refunded to Wyoming farmers and ranchers during 1960 for their 1959 gasoline taxes.

Already this year, the treasurer's office has paid out \$350,000 in refunds for 1960 gasoline taxes and the Highway Department estimates it will reach \$650,000.

Farmers and ranchers have until Oct. 1 to file applications for the refunds.

1961-05-31 - The Laramie Daily Boomerang, Volume 81, Number 69, May 31, 1961

Sunlight Valley Will Lose Long Preserved Privacy

By JEFF GRIGSBY
United Press International
CODY, Wyo. (UPI)—The remote serenity of Dead Indian Hill north of here is being invaded for the first time since Chief Joseph's Nez Perce fought the skirmish which gave the hill its name.

And residents of the area have mixed emotions about it.

The oldtimers in the Sunlight Valley north of Cody will tell you that when Joseph, the great chief of the Nez Perces, was trying to take his people north into Canada with U.S. troops in hot pursuit, a group of government scouts was ambushed in the Sunlight Valley.

The Indians, hidden by boulders, suffered little but one brave was killed. His companions carried away the body in the wilderness, while the soldiers continued to

shoot at their attackers, who they thought were still hiding.

The Indians stopped to bury the body on a steep, forested hill before they hurried to join the main Nez Perce party and the attempt, which failed, to reach Canada.

Dead Indian Hill is the site of a road in the southern entrance to Sunlight Valley, one of the most beautiful areas in Wyoming. The Forest Service is rebuilding the road, reducing the grade and improving the surface.

Included are plans to enlarge and improve the Dead Indian camp ground at the bottom of the hill.

The road is being completed in three steps. Workmen are working on the nine miles from the top of the hill to Dead Indian Creek, and this is scheduled to be finished by Oct. 1. If appropriations allow, the road could be completed late in the season in 1962 or 1963. This would include graveling of all 16.2 miles of the Forest Service roadway.

The road, in addition to its recreational benefits, will allow greater development of timber and mineral resources. The Forest Service expects to take out 5 million board feet of timber a year. There has been some attempts at copper and silver mining in the area and there is a known deposit of sulphur.

Residents of the valley are not in accord on the encroachment of civilization in an area which is almost like it was when the Nez

Perces fought the horse soldiers on that day long ago. Guests at four dude ranches in the area have always commented on how isolated the valley is.

On the other hand, hunters and fishermen have often cursed the bouncing ride in low gear down Dead Indian Hill, and the narrowly-avoided accidents when rain or snow turned the road into a mire of wet clay.

The Forest Service also feels that in the future there will be need for another road into Yellowstone National Park to the west. The Sunlight road could be an access to U.S. 312, where it dips into Wyoming on the way from Red Lodge, Mont., to Cooke City, Mont., and from there to Yellowstone.

Murder Probe Continues

GREEN RIVER, Wyo. (UPI)—Sweetwater County authorities continued Tuesday to check the backgrounds of two men who were shot to death near here May 7.

"There is nothing new," said Sheriff George Nimmo. "We're still checking into their past."

Grover Logan, 43, and Logan Herzog, 44, were found shot to death in their car along U. S. 30 east of here. Both men were employed by a construction company in Rock Springs.

Crop Fieldman Exam Announced

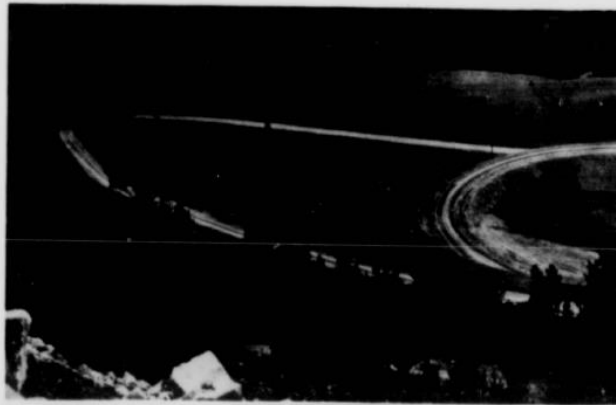
Examination for filling positions of crop insurance fieldmen GS-5 and crop insurance supervisor GS-7 and GS-9 at salaries of \$4345 to \$6435 a year was announced today by the Board of Civil Service Examiners, U.S. Department of Agriculture, Room 134 New Customhouse, Denver, Colorado. Vacancies in these positions will be with the Federal Crop Insurance Corporation, U.S. Department of Agriculture, in the states of Colorado, Idaho, Montana, New Mexico, Utah, and Wyoming.



FRANK McCLELLAN, CHAIRMAN OF THE PARK COUNTY BOARD of County Commissioners, turns the symbolic first shovel of earth on the new five-mile Bald Ridge road construction August 10, while a bulldozer waits its turn. Watching McClellan are, left to right, Lynn Bowman, Forest Service engineer; Jim Benson, Grosch Construction employee; P. E. Grosch, contractor; Earl Collins of Pasadena, Calif., and C. E. (Bud) Webster, chairman of the Cody Club road committee. —(Enterprise photos)
(See story elsewhere.)



ON THE OTHER SIDE OF THE MOUNTAIN, old and new roads criss-cross as Vern E. Smith, Denver contractor, works on the nine-mile Dead Indian Hill stretch with seven switchbacks that is slated to be finished in October or September. At the right corner of the photo is seen part of Smithville, home of the project workers. —(Enterprise photo)



NEW, OLD, AND ANCIENT ROADS LACE THIS PORTION of the Dead Indian road project. The wide-swinging hairpin curve is the old road, which is crossed near the curve by the ancient road (arrow). The new road makes the turn at the right of the old road.

1961-09-13 - The Sheridan Press, Volume 75, Number 98, September 13, 1961

To Dedicate Road
CODY (AP) — Mrs. Thyra Thompson, widow of the late Sen. Elect Keith Thomson, R-Wyo., will take part in dedication of Dead Indian Hill road Saturday. The Cody Club and U.S. Forest Service will sponsor dedication of the road which is near the Thomson Ranch.

1961-09-21 - The Cody Enterprise, Volume 63, Number 6, September 21, 1961



THIS NINE MILE PORTION on Dead Indian hill of the Cody-Crandall road through Sunlight Basin will be officially dedicated at a brief 10 a. m. ceremony Saturday, September 23. Mrs. Thyra Thomson, widow of Senator-elect Keith Thomson, will cut the ribbon. The dedication is a public ceremony presented through cooperation of Cody Club and Shoshone National Forest. The grade on the new portion of highway is no greater than seven percent. —(Jack Richard Aerial photos)



NEW CONSTRUCTION PLUS RAINS caused the field trip some delay and problems in ascending the red butte area on Telephone Hill. A grader made several trips over the road to permit easier travel for Sunlight residents.



WORK IS STILL UNDERWAY on the Bald Ridge-Telephone Hill sector of the Cody-Crandall road. This portion is a cooperative effort on the part of Park County and the Forest Service. Eventual plans call for a surfaced, all-weather road from Cody to the Cooke City-Red Lodge highway and new scenic route to Yellowstone National Park.



HUGH COX, Powell member of the Forest Advisory Council, checks new growth on the Telephone Hill watershed project with Staff Assistant George Gorsuch. The latter explained the watershed project to the group. He explained that the original gullies were caused by old wagon roads and that under proper control, the 75-acre project would yield 430 acre feet of water for irrigation purposes down stream.



MEMBERS OF THE SHOSHONE NATIONAL FOREST advisory council, a group of interested private citizens, toured the Cody-Crandall road Saturday. The group is pictured above at the "Show Window" curve on the Dead Indian portion. Here, Lynn Bowman, F.S. engineer, explained the road project. The new road offers wide turns, many photographic possibilities looking down into Sunlight Basin and the Clarks Fork Canyon. —(Enterprise photo)



THROUGHOUT THE TRIP the Advisory Committee saw evidence of road construction. This scene shows a new route which will be used on Bald Ridge. —(Enterprise photos)

Dedication of Dead Indian Hill Road Is Saturday

Mrs. Thyra Thomson, widow of the late Senator-elect Keith Thomson, will clinch the official ribbon at 10 a.m. Saturday, September 23, when the Dead Indian hill portion of the Crawford road is dedicated.

Among visiting guests will be David Nordwall, regional forester of the National Forest Service, Denver.

The ribbon cutting ceremony will officially open this portion of the road to public travel (see picture section).

Cody Club, in cooperation with the Shoshone National Forest, is sponsoring the dedication. The affair will feature a brief ceremony on Dead Indian summit and a trip over the completed road.

At Cody Club Monday, T. O. Cowdell, former member of the Wyoming Highway Commission, urged public attendance and participation in the ceremony. He hailed the new road as a step forward to promoting further tourist travel in the Cody country.

Supervisor Rod Blacker said transportation would be available to the dedication site at 9 a.m. Saturday morning. Those wishing a ride are asked to be at the Forest Service office, East Sheridan across from Sawyer's Thrift Mart, at that time.

Marriage Licenses

The following applications for marriage licenses were received by the office of County Clerk Eva Larson:

George N. Krmenacker, and Betty Jean Stokes, both of Miles City, Mont.

Larry F. Argento and Nancy Kaye Boier, both of Powell.

David DeVine, Meeteetse, and Karen Kay Davis, Powell.

Leopoldo Flores and Esperanza Carrizales, both of Powell.

1961-09-24 - The Rocky Mountain News (Daily), Volume 103, Number 155, September 24, 1961

Dead Indian Road Opened to Travel

CODY, WYO., Sept. 23—(AP)—Mrs. Keith Thomson cut the ribbon at the dedication ceremonies of the Dead Indian Road in Park County Saturday.

"This fine road is another finger in the welcoming hand Wyoming extends to people everywhere to share the scenic wonders and natural beauty," Mrs. Thomson said.

The late Sen.-elect Keith Thomson was instrumental in securing funds to build the road.

1961-09-28 - The Cody Enterprise, Volume 63, Number 7, September 28, 1961

Weather Cancels Dedication of Dead Indian Hill Road Section

Saturday morning's inclement September snowstorm caused cancellation of dedication ceremonies of the Dead Indian Hill portion of the Eight Basin. No new date has been established.

Mrs. Thyra Thomson, widow of Senator-Elect Keith Thomson, was to have cut the ceremonial ribbon. The late Keith Thomson is credited with progress on completion of an all-weather road from Cody to the Cooke City-Bed Lodge highway. Another guest for the ceremony was David Nordwall, regional forester of the National Forest Service, Denver.

The section of the road to be

dedicated is nine miles in length, beginning one mile east of Dead Indian summit and extending westerly down Dead Indian hill to Dead Indian creek.

Vern W. Smith Construction of Englewood, Colo. is the contract building on the \$311,000 project. The contract started January 1961, with an estimated completion date of October 15, 1961.

Supervisor Rod Blacker of Shoshone National Forest, said the current program anticipates surfacing of the Dead Indian portion and adjoining sections next year.

The new portion down Dead Indian is 8.9 miles compared to the former old road of 5.4 miles. The increased length stems from a reduction of grades and switchbacks. The former road had a maximum grade of 19 per cent with an average of 12 per cent. The new, wider portion, has a maximum grade of 7 per cent with an average of 5 per cent. There are seven switchbacks compared to the former 11.

According to Lynn Bowman, Forest engineer, the new road has a minimum curve radius of 150 feet compared to 35 feet on the old section. The minimum width of the new section is 24 feet compared to 16 feet on the old road.

Construction is now underway on another portion of the road through joint cooperation of Park County and the Forest Service. This section runs from the Two-Dot water tank at the foot of Bald Ridge to connect with the Telephone Hill section.

MAN SIZED
WEIGHT-FREE
WINTER WARMTH
— THE
"PARKA-JAC"
Fox Knapp
master
quality



1961-12-18 - The Riverton Ranger, Volume 55, Number 205, December 18, 1961

Highway Commission Studies Cody Plea
CHEYENNE (AP) — The Wyoming Highway Commission Thursday took under advisement a request of a Cody businessman for construction of a 28-mile stretch of road through the Sunlight Basin to connect Cody with the Red Lodge-Cooke City highway.
C. E. (Bud) Webster of Cody represented Cody and Yellowstone Park interests in urging the construction work. The park officials are also urging the Highway Commission to improve the Red Lodge-Cooke City road, which runs for about 50 miles in northern Park County.
Ross Stapp, secretary of the Highway Commission, said the proposed Sunlight Basin road would be costly construction as it is in mountainous country. Much of the road would be in the national forest. The Forest Service recently completed a small stretch of the Cody-Sunlight Basin road in the Dead Indian Hill section.

1964-05-05 – Rd 71 Card File.pdf

Resolution passed to improve road, lists Forest Service lands over which road was to pass by aliquot description. Generally agrees with current alignment.

1964-05-14 - The Sheridan Press, Volume 77, Number 304, May 14, 1964

Sunlight Basin Road Will Be Improved
CODY (AP) — The U.S. Forest Service and Park County have signed a cooperative agreement for improvement on 21 miles of the Sunlight Basin road north of Cody.
Harris Trucking Co., Cody, has been awarded a \$70,000 contract for building 1.8 miles of new road from State Highway 120 west toward Dead Indian Hill. Stever Co., Billings, Mont., was awarded a \$88,000 contract to gravel the balance of the road.
Bids will be called next summer for surfacing.

1965-07-06 - The Powell Tribune, Volume 57, Number 39, July 6, 1965

Traffic Moving on Sunlight Road
The Sunlight Basin Road was the victim of spring sliding last week, but "wasn't closed at all," Frank McClellan, chairman of the Park County Commissioners said.
A wire service story said last Thursday that the road to the popular fishing area was closed by a road slide.
A rain - weakened portion of the road did slide away near the bottom of Dead Indian Hill on the west side of the mountain. But traffic continued to move both ways without interruption, McClellan said.
County and Forest Service road crews Thursday inspected the approximately five feet of road which slid away and filled in the gully which the sliding caused. McClellan said "a lot more material" is going to be needed to permanently patch the slide damaged area.

1965-12-03 – The Powell Tribune, Volume 57, Number 82, December 3, 1965

All-weather Yellowstone Road Talked in Clark's Fork Canyon

A low - altitude, all - weather route to Yellowstone Park via Cooke City has been proposed in a \$3 million road construction project up the Clark's Fork River Canyon west of Clark, Wyo.

The 36 - mile road linking Clark with U. S. Highway 212 (the Cooke City Highway) was proposed — and received consensus support — at a meeting of representatives

from three states in Cody Tuesday. The road is being proposed as an alternative to the Dead Indian road as a year - round route to Yellowstone.

Up North Side of River
The canyon route would extend from the end of the present old secondary near the ranching community of Clark up the north bank of the river a distance of about seven

miles and then out of the canyon on top of the north rim and on west to a junction with U. S. 212 at the point the present Clark's Fork Road hits the Cooke City Highway.

Highway commissioner Bud Webster of Cody has been the principal architect in shaping plans for the canyon road, a road he says "would be worth more in one year to Wyoming than the efforts of the Travel Commission in the next 20 years."

The road as it was outlined Tuesday to Wyoming, Montana, and Idaho border interests on Yellowstone Park would be built at an elevation 3,000 feet lower than the Dead Indian summit. The elevation of the canyon floor is 5,000 feet — the same as the City of Cody.

No Snow Problem
Southern exposure and winds inside the canyon would make snow a minimum problem. There are no mountain passes for the road to traverse on its entire length.

Webster said the road will be engineered and built to 60-80 m. p. h. standards. The Dead Indian Road, at best, could only have been a 35-45 m. p. h. road.

The route would make the distance from Cody to U. S. 212 68 miles instead of 71 over Dead Indian. From Powell to U. S. 212, the distance would be 65 miles via the canyon.

Needed: \$2.6 Million

The first nine miles of the road from Clark west would be Wyoming Secondary Highway in Park County. The county commissioners have already placed the nine miles in their secondary road building program and assigned them priority.

The estimated cost of the nine mile stretch is \$4,000,000, a figure that chairman of the commissioners Frank McClellan says "we have to spend right now."

The balance of the 36 - mile proposed road — the costly portion — crosses Forest Service land and would cost an estimated \$2.6 million. The source of these funds is the question mark that decides the future of the road.

Beautification Money?
The all - weather route to the Cooke City Highway has the state's number one priority on federal highway beautification money when it becomes available. Webster feels this beautification money or other Bureau of Public Roads funds are the answer.

The Wyoming Congressional delegation, Sens. Milward Simpson and Gale McGee and Cong. Teno Roncallo, are behind the project. Support of Montana and Idaho Congressional delegations, all of which have previously requested year - round travel through Yellowstone Park, is being sought.

The Clark's Fork Canyon route, with its tie - in to Cooke City, would give the first all - weather access to the Park. The road from Cooke City to Mammoth is presently maintained through the winter. With the Park access that the Clark's Fork road would offer, people who want more of the Park open through the winter would have a talking point.

Orphan Road

Webster said Montanans and the Park Service should be pleased to learn that the Wyoming Highway Department will assume maintenance responsibilities of a 4 1/2 - mile stretch of U. S. 212 which dips into Wyoming if the Clark's Fork Road goes through and provides Wyoming access to the road.

Presently the 4 1/2 miles is orphaned by the State of Wyoming, which refuses to recognize it as a part of the Wyoming Highway system because of its inaccessibility. The Park Service maintains the road under present arrangements.

Montanans All For It
The delegations of Billings, Red Lodge, and Cooke City representatives at the Tuesday meeting all expressed favor with the road proposal.

Billings Mayor Willard Fraser said, "We had better accept what is going to help us all."

"The more we can bring people into the area, the more they're going to augment everyone. The potential of this road should excite the imagination of the whole area," he said.

Two Are Opposed
Two voices were raised against the Clark's Fork Canyon Road. Dr. Dewitt Dominick of Cody, secretary - treasurer of the Dude Ranchers Association, read the text of a resolution drafted by the dude ranchers at their Cody convention two weeks ago. It voiced opposition to "spilling primitive areas" and cited the proposed road.

The other protestant at the meeting was Randal Hrayton, foreman for John Bugas' Switch Back Ranch. Bugas is against the road.

They were the only two to publicly oppose the road. J. A. Martinek, assistant superintendent of Yellowstone Park, said the Park is making longrange plans to winterize facilities, but at present doesn't think a winter road through the Park is economically feasible.

Study Proposed
State Sen. Dick Jones of Cody proposed a factual study to find out "just what it costs to open the Park up." He said he didn't care which route was taken, but all - weather Park travel should be the group's objective.

A steering committee to follow up the Clark's Fork Road proposal was appointed by Webster. Tom Cowgill, former highway commissioner, will represent Cody; Keith Baird, Powell Chamber of Commerce president, will represent Powell; and a Billings representative will be named later.



ROAD TALK—The man who originated the Clark's Fork Canyon route plans, Highway Dept. engineer Bill Topper of Cody (right), and one of the backers of the proposed Billings Mayor Willard Fraser, discuss the road at its public announcement.

THE POWELL

THE POWELL

SEMI-WEEKLY ♦ 10¢ per copy ♦ FRIDAY EDITION

ISSUE 82 57th YEAR POWELL, WYOMING 82435 DECEMBER 3, 1965

Teachers Needed in Politics: McGee

"Politics is the life - blood of free government." Sen. Gale McGee, (D. Wyo.), quoted this statement from Thomas Jefferson at a lecture Monday evening at Northwest Community College, sponsored by the associated students.

He added that every phase of life in America is somehow connected with politics or government, and for that reason every citizen should get interested — and get active — in politics.

"If you and other decent citizens aren't active politically, politics is left to hacks. Let's take politics out of the hands of hacks and put it in the hands of the good guys," McGee said.

"Doctors should get into politics," he continued. "Lawyers should get into politics — and they have for many years. Businessmen should get into politics. Teachers should get into politics. Our political parties have need of them."

"I have just come from a small eastern college where I lectured on Viet Nam. One faculty member is a state committeeman of the Republican Party, and another is county chairman of the Republican Party. The president of the college told me they are actively looking for a Democrat on the faculty to be county chairman of the Democratic Party," the senator told students and townspeople in his lecture.

McGee said that our colleges and universities teach the philosophy of democracy. Teachers preach democracy. They should be free to show their students how to practice it, or they become hypocrites.

"Politics is the business of everyone; unless we make politics the highest profession in the land we fall in our mission to the world."

The senator's talk, titled "Whether America's explored where America is headed — in the world and on the

home front. Sen. McGee traced the history of the cold war from America's voluntary disarmament after World War II to the present. He said that America learned the hard way to approach Communism in Russia with an olive branch in one hand and military might in the other.

A line can be drawn from Finland down along Western Europe, above Greece and Turkey and India. That line must be extended on to the China Sea to achieve a worldwide balance of power. That is why we are in Viet Nam.

We have no reasonable choice but to stay there, the Senator said. This is our price for a chance for a better world. Because of the terrible price we paid in World War II, we have a natural and a moral obligation to see it through all the way, the former college professor said.

Now that the goal is so close, Sen. McGee suggested that we must rethink our foreign policy. He said that the monolithic world of Communism no longer exists.

"We must re - assess the world in terms bigger than just the Communist world. Its program has failed. We must take advantage of change around the world," he said.

Oops! We Goofed

A clue in this week's Who's Who in Powell contest left several contestants scratching their heads.

The clue, graduate of PHS, in the Powell Valley Cash & Carry ad, was left in from last week.

Please disregard it. It will not be counted if a contestant places it in their entry, or if it is left out.

Irrigation Gripes Identical All Over

Bob Fagerberg, superintendent of the Shoshone Irrigation District, recently returned from a year and a half in Thailand, traveled around the country to find irrigation problems are universal.

Fagerberg, who served the Thailand government in establishing an irrigation system in that southeast Asian country, said that he discovered Thai farmers have the same problems as Shoshone Project farmers.

"A Thai farmer complained to Fagerberg that "the district didn't turn the water in soon enough, when it did get turned in there wasn't enough, and what was there, his neighbors stole."

"That's just what I hear on the Powell Flat," Fagerberg said. The irrigation district superintendent spoke to the Powell Rotary Club Wednesday. Fagerberg, a longtime Powell Rotarian, was a member of a Bangkok Rotary Club

during his stay in Thailand. Fagerberg said it was wonderful to be back in Powell after his stay out of the country.

Fagerberg told some of his observations of Thailand and had a good word for Powell in a generally uncomplicated outlook on tourists (from the impression they make on the people in the country they visit).

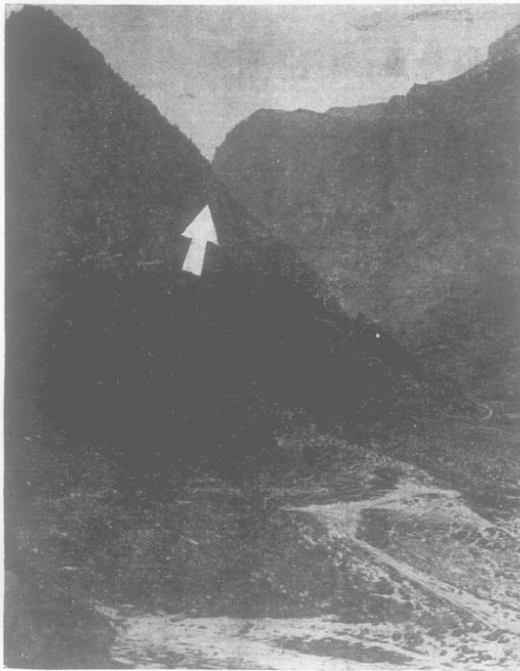
He said tourists can do a lot of harm in influencing the attitudes of the people about the country they represent. From his observations, Fagerberg classified the three main groups of tourists this way: Americans, loud and outspoken; English, overbearing and over formal; and French, downright obnoxious.

"But Powell can be real proud of its two tourists that we saw in Thailand, Glenda Lancaster and Edith Kopriwa," Fagerberg said. "Both represented America the way we would like it to be known."

WEATHER REPORT

	Max.	Min.
November 29	45	15
November 30	47	17
December 1	45	26

This Is the Spectacular Clark's Fork Canyon



CONSTRUCTION OF THE ROAD would involve some mountain-moving to get out of the canyon bottom and on top of the north rim to continue west toward the Cooke City Highway. The arrow in this

picture, looking back east down the canyon, shows the mountainside that will be chewed away as the proposed road climbs off the canyon floor.

When the push for an all-weather route to Cooke City was renewed this fall, talk centered on the Sunlight Basin Road over Dead Indian Hill.

Practically everyone conceded it was the logical route. There would be costly construction problems, but the Hill could be saddled with a road that someday would furnish tourists with a year-round link with Cooke City—and an important toe-hold for possible future year-round travel through Yellowstone Park.

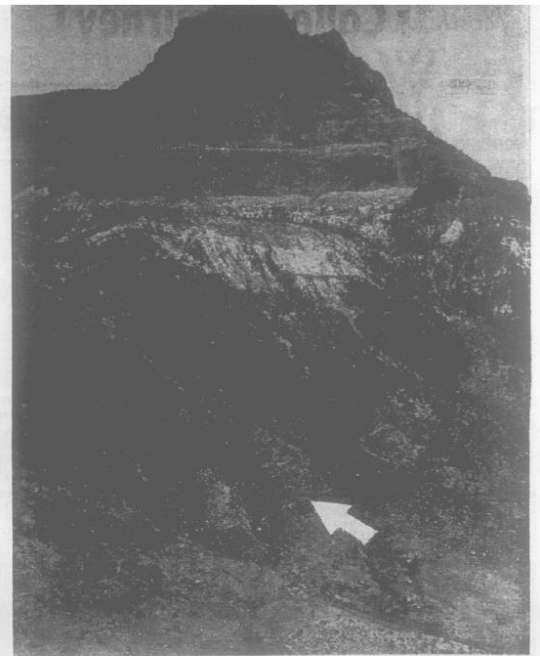
Everyone looked Dead Indian way that is, but a German Highway Department resident engineer in Cody, Bill Loper. Loper—like many oldtimers—said the only feasible route was through the Clark's Fork Canyon—up the north side where a road could be built cheaper, shorter, and with less winter maintenance problems.

Loper took key men into the canyon and showed them how and why it could be done. The idea "sold" and now it's a priority project with tri-state interest and support.

A field trip party of Powell and Cody men, with Loper and a Highway Dept. assistant engineer from Cody, Bud Brown, directing, inspected the canyon last Friday. The pictures on this page show the rugged, spectacular beauty of the canyon, and at the same time, the relatively open floor of the canyon where the proposed road would be built.



TRIP HALTED—The canyon inspection trip was halted on the switchback road by a locked gate and this sign which read, "This Road Leads to Private Property." The switchbacks, about seven miles inside the canyon, are at the point where the new road would leave the canyon and take to the rim.



CHIEF JOSEPH'S TRAIL, the route by which the chief of the Nez Perce Indians led his starving tribe on a daring run from the U.S. Cavalry out of the Sunlight country in the late 1800's, winds its way down the south side of the Clark's Fork Canyon,

across the river from the proposed canyon road. The arrow marks the trail, which would be in full view of the highway, and for which some supporters of the project think the road should be named.

1966-01-20 - The Cody Enterprise, Volume 67, Number 25, January 20, 1966

CLARKS FORK CANYON ROAD OKAYED BY BUREAU OF ROADS

The proposed all-weather route to Yellowstone National Park via Clarks Fork Canyon has been approved by the Bureau of Public Roads, according to C. E. (Bud) Webster, Cody, Wyoming Highway Commissioner.

Webster said confirmation of the proposed route was announced Wednesday by John M. Demmers, division engineer, Bureau of Public Roads.

Demmers wrote the Wyoming Highway Department: "We approve effective this date (Jan. 14) the revision of Federal Aid Secondary Route 1507 in Park County." This changes the secondary route from Dead Indian Hill to Clarks Fork Canyon, Webster explained.

"This doesn't mean that any money is available for the project," Webster said, "but it does mean that the federal government has approved the routing for possible future participation."

The highway commissioner said \$25,000 has been appropriated for the survey out of the secondary highway budget appropriations, and approved by the Park County board of commissioners. "No doubt the survey will start immediately," Webster concluded.

1966-10-04 - The Powell Tribune, Volume 58, Number 65, October 4, 1966

Road Construction, Maintenance Work Completed in Clark's Fork

By the end of September, a total of \$61,300 worth of road construction and maintenance work will be completed in the Clarks Fork District of the Shoshone National Forest.

District Ranger James Lees said that seven separate contracts were let for the work done this summer. The largest contract, for surfacing 6.9 miles of the road over Dead Indian Hill, was let to Harrington Bros. of Greeley, Colo. at a cost of \$21,730.

Other projects completed this summer include construction of 1.3 miles of road from the Beartooth Highway to the vicinity of Fantan Lake at a cost of \$11,875; repair of the slide area on the Dead Indian Hill Road at a cost of \$11,666; installation of 44 road culverts on the Sunlight Road at a cost of \$3,657; hydro-mulching of 40 acres of

raw cut banks over Dead Indian Hill at a cost of \$245 per acre; and blading 46 miles of the Crandall and Sunlight Roads twice during the summer at an average cost of \$28 per mile each time.

The project which has drawn the most comment is the hydro-mulching project on Dead Indian Hill. Lees explained that the recent green appearance of all the cut banks is the result of applying a mixture of mulch and grass seed to the slopes. The mulch holds moisture until the grass takes root.

Afternoon Coffee Series Fetes New Women of Community

A series of coffees at the John Tighe residence Thurs-

1967-05-19 - The Powell Tribune, Volume 59, Number 26, May 19, 1967

Forest Road Maintenance Bids Announced

The Forest Service is accepting bids for two road maintenance projects on the Clarks Fork District.

The first project is for supplying labor and equipment for applying gravel surfacing

to 8.7 miles of the Crandall Road over Dead Indian Hill. The gravel has already been stockpiled by the Forest Service. There will be a show-me trip leaving from the Supervisor's office in Cody at 1:00 p.m. on May 25. Prospective

bidders have until June 2, when the bids will be opened at the Forest Service Regional Office in Denver.

The second project is for maintaining 47.5 miles of road in the Sunlight Basin area. There will be a show-me trip

to the job site for interested bidders. The group will leave from the Clarks Fork District Office in Powell at 8 a.m. on Friday, May 26. Bids for the project will be opened in the Forest Supervisor's office in Cody on May 31.

1967-12-01 - The Powell Tribune, Volume 59, Number 82, December 1, 1967

Forest Road Work Totals \$85,418

A total of \$85,418 has been spent on the Clarks Fork District of the Shoshone National Forest in road improvement work this year.

District Ranger Jack DeVore noted that there were three separate contracts for work let this summer. The largest contracts included the resurfacing of nine miles on Dead Indian Hill and reconstruction of two miles between Dead Indian Creek and the junction of the Sunlight Road. This latter project will be completed next year with

the construction of a new bridge over Dead Indian Creek.

Other projects completed include graveling of five miles of road in the Beartooth area this fall and improvement of the Fantan Road, Island Lake Road, Beartooth Road and Lily Lake Road.

DeVore also noted that the newly constructed section of the Crandall Road, just west of Dead Indian Creek, was surfaced this fall. The work was done by the Park County road crew.

Heavy Opposition Voiced At Clark Highway Hearing

A sharp division of opinion regarding the future of the Clark's Fork Canyon road was evident Wednesday evening at a public hearing on the road conducted by the Wyoming Highway Department.

Vigorous opposition was offered by at least one-third of the 150 people present at the meet. Organized into two evidently overlapping groups "Let Sunlight Live Committee" and the

"North Absaroka Group," the opponents claimed that irreparable damage to the scenic beauty and wild game would occur if the highway were completed. They also contested highway department designs for the highway as "allowing for too-high speeds and being wider than necessary."

Freelance writer Mike Leon of Story, Wyo., and representative of the Sierra Club, expressed that

group's opposition to the road as detrimental to a pristine area. He asked, "Why should Wyoming try to be like everywhere else when everywhere else wants to be like Wyoming?"

Other opposition was offered by Cody businessmen with Herman Ellsbury presenting a petition signed by 60 business owners in opposition to the highway. He urged that the route be changed to coincide with the

present road over Dead Indian Hill instead of through Clarks Fork Canyon.

Backing of the proposal was voiced by chamber of commerce representatives from Powell, Wyoming and Cooke City and Gardiner, Mont., who offered the advantages of opening a vast scenic and potential winter sports area for use along with the advantages to area residents in a much shorter distance for travel in case of an emergency.

Bud Webster, former highway commissioner and long-time backer of the project, emphasized that less than two percent of the area through which the highway would go is privately owned, with only 39 individual taxpayers, summer home owners excepted, in the whole region. He also defended the concept of the highway and the advantages which would be realized by its completion.

Highway commissioner Lotus Stierwalt of Worland and Department Engineer Bill Ainsley of Cheyenne both emphasized that final disposition of the highway has not yet been made by the department. They stated that its route was still in the planning stages, with best estimates of 8-9 years before a decision would have to be made as to whether to go through Clarks Fork Canyon or over Dead Indian Hill.

Park Travel Gains 6.5%

Travel through the East Entrance so far this year is up 19,275 people over the number who entered last year through July 31, according to official Yellowstone travel figures released this week. The percentage gain is 6.5 percent.

The east entrance shows the second highest gain of all five park gateways. The south gate is up 15%, west 6.0%, and north 2.5%. The Red Lodge-Cooke City gate shows a decrease of 6.1%.

Total entries through the east entrance through July are 315,237 people. In 1969 295,962 had entered during the same period, and in 1968 was 285,099.

Entries into Yellowstone

No Exceptions On Garbage Fee

"The City Ordinances on garbage fees and pickups should be enforced with no exceptions to be made," the City Council told Mayor Smith Monday evening when he asked what he should do about citizens refusing to pay the increased rate.

After a discussion about problems and costs involved with the dump and reading the ordinances, the members reiterated that anyone not complying with the ordinance shall not have his garbage picked up, and if not properly removed as specified, the ordinance on public nuisance would then be applicable.

In other business, the council: -Recommended a signed petition from property owners to abandon an unused path on 17th St. below the Baseball Hill as

requested by Jim Patterson.

-Granted approval to Park Supt. Don Little to call for bids on roof repair of Cody Auditorium.

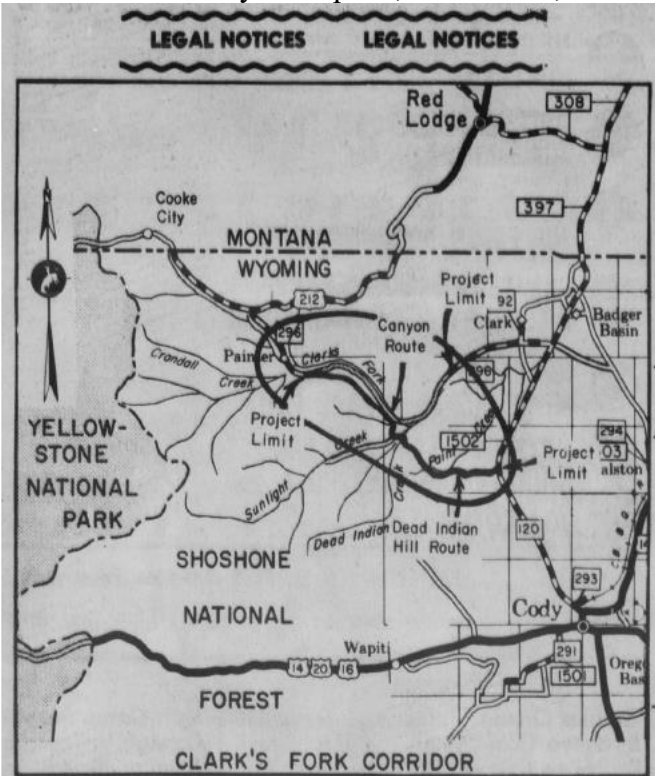
-Authorized sending Blaine Keever to training school on land filled dump operation in Green Bay, Wis. Aug. 13, 14.

-Passed on first reading Ordinance pertaining to payment of City Officers Salary.

-Discussed a proposed ordinance on use of safety helmets and shields for motorcyclists at request of City Attorney Day.

-Approved extension of contract for purchase of additional pipe for use in raw water program.

-Approved children's tides at Mt. D's Aug. 4 through 9.



WYOMING HIGHWAY DEPARTMENT
Basin, Wyoming
CORRIDOR PUBLIC HEARING

Notice is hereby given that a public hearing will be held to discuss the corridor and environmental study conducted for Wyoming Highway Project No. FLH 18-4 on State Highway 296. The Clarks Fork Canyon Road traverses the Clarks Fork drainage linking Wyoming 120 with U. S. Highway 212.

The purpose of this public hearing is to give all interested persons an opportunity to become fully acquainted with this project and to express their views at this stage of project development.

A comprehensive assessment of the social, environmental, and economic impacts of the proposal has been compiled by the Wyoming Highway Department. This assessment, called a Draft Environmental Impact Statement, is a result of research, special studies, and environmental expertise. The Draft Environmental Impact Statement has been sent to the Park County Commissioners, and the Cities of Cody and Powell.

Copies of the Draft Environmental Impact Statement together with maps, drawings, and other pertinent information that have been developed by the Wyoming Highway Department are available for inspection and copying after October 6, 1972 at the Department's offices in Cody, Basin, and Cheyenne, and at the Federal Highway Administration division office in Cheyenne.

Written statements, resolutions and/or petitions and oral presentations will be accepted from the public at the public hearing.

In addition, the public hearing records will be kept open ten days after the hearing, during which time any letters or statements concerning the location or design of the project will be included in the hearing transcript. These statements may be submitted after the hearing up to November 20, 1972, addressed to Mr. W. G. Lucas, Superintendent and Chief Engineer, Wyoming Highway Department, P. O. Box 1708, Cheyenne, Wyoming 82001.

Some of the items which will be publicly discussed will be right of way acquisition procedures, proposal concepts, environmental effects, and tentative construction schedules.

This project will be constructed as a Federal-Aid project by the Wyoming Highway Department with the concurrence of the United States Federal Highway Administration.

The public hearing will be held as follows:

DATE: November 10, 1972
TIME: 7:30 P. M.
PLACE: The Cody Auditorium, Cody, Wyoming

The Cody Auditorium will be open between the hours of 2 P. M. and 5 P. M. on November 10, 1972, during which time representatives from the Wyoming Highway Department will be available to discuss the various aspects of the project.

George A. Brown, Jr.
District Engineer
Wyoming Highway Department
Basin, Wyoming 82410
Publish—October 4 and November 2, 1972

Clarks Fork road estimated less expensive over Dead Indian

The Clarks Fork road draft environmental impact statement written by the Wyoming Highway Department was released this week. The statement is available at the Cody office of the highway department, but must be read at the office.

The statement says it would cost \$19.6 million to build a new road down the Clarks Fork canyon and it would cost \$4.7 million to build a new road over the present Dead Indian Hill roadway.

The design costs for the two routes would be about the same—\$3.2 million for the canyon and \$3.1 million for Dead Indian Hill.

Connecting road

The statement was authorized by the highway department to study the various impacts of the proposed routes connecting the Cody-Belfry highway with the Cooke City highway.

The report says, "Cody and Cooke City would benefit most from increased traffic on the Clarks Fork road...A better road, together with winter operation, will make goods and services necessary to sustain Cooke City available at Cody, thus creating trade competition."

The idea of winter operation and snow removal over the new road to Cooke City was not fully stated. The report assumed some kind of winter operation by the highway department, the National Park or Park County would clear the highway.

New traffic

The report also says, "There is no indication it would cause a

decline in traffic on any route."

Comments on the statement are being solicited by the highway department from the Forest Service, Dept. of Interior, Yellowstone National Park, Environmental Protection Agency, Park County Commissioners, Powell School District 1, Wyoming Game and Fish, the cities of Cody and Powell, Cody Club, Powell Chamber of Commerce, and the Sierra Club among others.

Comparison

On a chart comparison of the canyon route versus Dead Indian Hill in the statement shows:

	Canyon	Hill
roadway	10 miles	24 miles
max grade	9.5%	9.2%
grade	3.3 miles	15 miles
bridges	10	4
tunnels	7	0
snow control	3 miles	15 miles
car speed	30-50 mph	20-50 mph
cost	\$19.6 million	\$4.7 million

The Dead Indian Hill route is 37.9 miles and the canyon route is 22.8 miles.

The highway department estimates an average of 860 vehicles a day would use the proposed road by 1990 as recreational demands increase.



Hill route endorsed by committee

The Roads Committee of the Cody Country Chamber of Commerce unanimously went on record favoring the Dead Indian Hill route of the proposed Clarks Fork Road at a meeting Oct. 19.

Roads Committee chairman, Leo Kelley, said the committee is unequivocally and unalterably opposed to any road construction in the Clarks Fork Canyon because of economic, ecological and wind reasons.

Less cost

The Roads Committee endorsed and supports the road construction on the alternate route, over Dead Indian Hill, using the existing roadway. The estimated cost over Dead Indian is less than the estimated cost of the Canyon Route.

Kelley made note of the fact that the Clarks Fork highway will be built with money which can not be used elsewhere in the Cody Country because the funds are earmarked for Federal roads across Federal lands for which no other funds are available. The Federal Lands Highway money could not be used on the US 14-16-20 primary highway through Cody.

Wyo. Dept.

Dave Gamroth, resident engineer for the Wyoming Highway Dept., was present at the meeting and explained tentative highway projects in the Cody area: Clarks Fork road, Sage Creek bridge, Beck Lake, Eagle Pass, all being worked in 1973; Eagle Pass to Dry Creek in 1974 and the airport intersection south to Quick Lake in 1976.

Present at the meeting included: Leo Kelley, Sam Osborne, Dick Barsness, Mike Becker, Dick Steck, Jim Blackburn, Lew Tegland, Norm Parker and Jerry Kin-kade.

Dead Indian Hill route chosen for Clarks Fork

The final draft of the environmental impact statement on the Clarks Fork road is being prepared by the Wyoming Highway Dept.

According to John D'Amico, director of engineering, the draft is nearing completion and will soon be ready for submission to the Federal Highway Administration for approval of the proposed route over Dead Indian Hill.

Originally two routes were proposed but public sentiment expressed at several public hearings dictated the road should use the Dead Indian Hill alternative to avoid scarring the walls of the Clarks Fork Canyon said D'Amico.

Location studies will proceed when the environmental impact statement and the selected route has been approved by the federal agency.

D'Amico said although work was progressing in this phase of the project, no additional work in location studies could be accomplished until Congress enacted federal highway legislation and appropriated money for preliminary engineering and construction.

The proposed road when completed will furnish an all-weather route to and from Yellowstone National Park in the winter time. Several sections of the road already have been completed.

The Highway Goes Over Dead Indian

The road will go over Dead Indian Hill.

There will not be a highway built any further in the Clark's Fork Canyon.

That's the long-awaited decision by the Wyoming Highway Commission. It was announced Wednesday in Cheyenne where the commission held its February meeting.

Strong public opinion against further highway construction in spectacular Clark's Fork Canyon was a deciding factor in the decision, the highway commission said. A prepared statement noted that sentiment expressed at a series of public hearings on the matter of route selection "dictated

that the road should be on the Dead Indian Hill alternative to avoid scarring the walls of picturesque Clark's Fork Canyon."

The Highway Department is in the process of preparing a final draft environmental statement to be submitted to the Federal Highway Commission for approval of the selected route over Dead Indian Hill.

Actual location studies will proceed when the environmental impact statement and the selected route have been approved by the federal highway authorities. The location work will need to wait, however, until the Congress enacts legislation and approves money for highway construction.

Final Environmental Impact Statement for Dead Indian Hill Construction Done

Final environmental impact statement for the Clarks Fork Canyon road in Park County was submitted to the Council on Environmental Quality recently and is available for public inspection at several locations in the state, according to the Wyoming Highway Department.

The statement is the result of extensive study by the highway department; as well as input from local, state and federal agencies and from the public.

The highway department had originally offered a selection of three possible routes in the area to provide transportation from Wyo 120 north of Cody west to Cooke City, Mont., near an east entrance to Yellowstone Park.

Two of the proposals would have involved construction in the Clarks Fork Canyon, while the third utilized

improvement of the existing road over Dead Indian Hill. The Dead Indian Hill route was later chosen for rebuilding.

Copies of the final environmental impact statement are available for inspection at Highway Department headquarters, district and resident engineer offices and at Federal Highway Administration division and regional offices. In addition, copies are located at chambers of commerce in Cody, Powell, Worland, Lovell and Riverton and at public libraries in Cheyenne, Casper, Laramie, Rock Springs, Cody, Sheridan, Worland, Lovell, Powell, Basin, Riverton, Gillette, Newcastle and Jackson.

A limited number of copies are available for purchase for \$10 each from the Wyoming Highway Department, P.O. Box 1708, Cheyenne 82001.

WYOMING HIGHWAY DEPARTMENT
Basin, Wyoming
NOTICE OF REQUEST FOR LOCATION APPROVAL
In accordance with applicable regulations issued by the United States Department of Transportation, notice is hereby given that the Wyoming Highway Department requested location approval from the Federal Highway Administration for Project No. FLH 184 on State Highway 296.



This project is known as the Clark's Fork Road. The location requested is for the Dead Indian Hill Route. The route begins at a point on State Highway 120 in Section 24, T55N, R100W, and proceeds in a northwesterly direction following the general routing of the existing road, crossing Dead Indian Hill and ending at a point in Section 10, T56N, R106W, approximately nine miles southwest of the junction with US 212. Length of project is approximately 37.9 miles. The route will generally follow the existing road making only those deviations that are necessary for safety or to avoid geologic hazards or adverse environmental impacts. The accompanying map shows the general routing.

A location public hearing was held in Cody on November 10, 1972 to present the Highway Department's proposal and to receive public comments, both written and oral, relative to the location of this project. The testimony received at this hearing has been reviewed, and has been given full consideration in the final location of the project.

The social, economic, and environmental impacts of the proposed action have been evaluated by the Wyoming Highway Department and it has been determined these anticipated effects will not be significant.

A Final Environmental Impact Statement and location public hearing transcript together with maps, plans and other pertinent information that have been submitted to the Federal Highway Administration in support of the request for location approval are available for inspection and copying either at the Department's Cheyenne office or at the Wyoming Highway Department's Cody office from Mr. David Gamroth, Resident Engineer. In addition, copies of the Final Environmental Impact Statement are available for public inspection at the Highway offices, the Federal Highway Administration Division and Regional Offices; the Chambers of Commerce in Cody, Powell, Worland, Lovell, Riverton; and public libraries in Cheyenne, Casper, Laramie, Rock Springs, Cody, Sheridan, Worland, Lovell, Powell, Basin, Riverton, Gillette, Newcastle, and Jackson.

GEORGE A. BROWN, JR.
District Engineer
Wyoming Highway Department
Basin, Wyoming 82410

Publish—May 8, 1974—Only

Wyoming State Highway Department
Basin, Wyoming
NOTICE OF LOCATION APPROVAL
In accordance with applicable regulations issued by the United States Department of Transportation, notice is hereby given that on April 22, 1974, the Wyoming State Highway Department received location approval from the Federal Highway Administration for Project No. FLH 184 on State Highway 296.

This project is known as the Clarks Fork Road. The location requested is for the Dead Indian Hill Route. The road begins at a point on State Highway 120 in Section 24, T55N, R103W, and proceeds in a northwesterly direction following the general routing of the existing road, crossing Dead Indian Hill and ending at a point in Section 10, T56N, R106W, approximately nine miles southwest of the junction with U.S. 212. Length of the project is approximately 5.9 miles. The route will generally follow the existing road making only those deviations that are necessary for safety or to avoid geologic hazards or adverse environmental impacts.

A Final Environmental Impact Assessment and location public hearing transcript together with maps, plans, and other

pertinent information that have been developed by the Wyoming State Highway Department are available for inspection and copying either at the Cheyenne Headquarters office or at the Wyoming State Highway Department's Cody office from Mr. David Gamroth, Resident Engineer.

George A. Brown, Jr.
District Engineer
Wyoming State Highway Department
Basin, Wyoming 82410
Pub. Thurs., May 16, 74

Elected Chairman

James Blackburn of Cody was elected chairman of the Resource Conservation and Development Board Thursday night in Worland.

Blackburn, who is currently chairman of Park County commissioners, replaced Ed Schaefer of Cody.

RCD is in the operational stages, Blackburn said, and requests for aid will be considered. The five county board will assist with water, recreation, agricultural or other types of projects.

Hall asks state for help on road

Ray Hall, supervisor of the Shoshone Forest, is hoping the state will complete road paving around Dead Indian Hill sooner than scheduled.

Sliding has been a problem on the hill, with as much as 40 feet of slide covering the road to leave one lane open. Last year Hall spent \$4,000 to clear the road, and will spend between \$2,500 - \$3,000 this year. "There is always a possibility that a major slide could wipe out the road," he added.

He has asked the state, who is paving in the Sunlight area with state and federal funds, to temporarily skip a portion of the road after Antelope Butte and complete the Dead Indian area.

If the paving continues in a section to section progress, Hall estimated the Dead Indian area would not be reached for four - five years.

The road is maintained jointly by the county and forest service in the summer, with the county handling the maintenance and snow removal expense in the winter.

In discussions with the county commissioners Tuesday, Aug. 1, mention was made of the forest - county contract with the sheriff's department, which Hall guessed had not been updated in six or seven years.

He explained the deputy sheriff makes two tours of the highways and campgrounds a week. "Just seeing them there stops a lot of vandalism," he added.

Hall will also obtain information from other counties on road maintenance expenses to the forest service to serve as a comparison for Park County.

Exxon files mineral claims north of Cody

By DENNIS DAVIS
Staff Writer

CODY - Exxon Minerals Company has filed 110 mining claims on Dead Indian Hill in the Shoshone National Forest north of Cody.

The company has been in the process of staking claims and formally filed the claims June 27 with the Park County Clerk.

The claims, all within the national forest, are located in six one-mile-square sections on the west side of Dead Indian Hill in an area known as Sunlight Basin.

Shoshone Forest Supervisor Ray Hall said as of last week, Exxon crews were still drilling small claim validation holes, which do not require permits, and staking claims in the area, which is largely underlain with sedimentary rock.

A spokeswoman at the county clerk's office said the claims are for "uranium and all other locatable minerals."

Wiley Bragg, an Exxon spokesman in Houston, said it is "just too premature" to announce what the company's plans might be for the claims. He said any plans for development are contingent on what further exploration finds.

Exxon is now reviewing the surface geology and if that information is encouraging, the company could begin drilling larger core holes than its validation holes in compliance with Forest Service permits for surface disturbance and reclamation, he said.

At this point, Bragg continued, the company plans to "diligently pursue" investigation of the claims and will be guided by their findings on whether uranium deposits are commercially feasible to develop.

He said if additional findings are discouraging to further development, he imagined Exxon would "quickly withdraw" from the area.

Outdoor council comments on Sunlight Basin

Dear Editor:

I appreciate the opportunity to correct two points in an article entitled "Sunlight Basin future eyed" in the Oct. 30, 1979 issue of the Tribune.

The article incorrectly stated that the Wyoming Department of Environmental Quality (DEQ) could regulate activities on national forest lands so that there would be no significant surface disturbance due to exploration and mining.

DEQ is required to monitor exploration and review mining permits to protect the air and water quality and land of the entire state. Activities which meet DEQ regulations still create significant surface disturbance as evidenced by the bentonite, coal, uranium, and trona mines in the state. DEQ has no additional authority on federal lands, such as national forests.

In addition to the state requirements, exploration and mining activity on national forests is governed by several mining laws and authority given to the Forest Service. In the case of Sunlight Basin, the 1872 Mining Laws, the 1997 Organic Administration Act (created the Forest Service) and the Multiple Use-Sustained Yield Act of 1960 are of principle importance. Forest Service regulations interpreted from these acts address exploration and mining impacts on the surface resources of the forest lands.

According to the forest service regulations, if the district ranger finds that an exploration or mining activity will cause a "significant surface

disturbance," then mitigation measures to minimize impacts can be required. Based upon current interpretation, the forest service cannot prevent a mining operation from taking place. It can only require mitigation. If land is withdrawn from mineral entry, then mining cannot take place, but this is not the case for Sunlight Basin.

The second point requiring correction involves the AMAX vs. Meeteetse Preservation Organization case. According to a past assistant attorney general involved in the case, Judge Maier would have preferred that citizens providing testimony were sworn in. They had not been sworn in during the hearing, so he felt that, along with other points, he had to overturn the Environmental Quality Council decision to designate the Kirwin area "rare and uncommon." This case has not been finally resolved.

By way of an update, according to a review of the Park County Clerk records, Exxon has 245 uranium claims in Sunlight Basin. The approximate location is all of Dead Indian Hill, extending southward along Elk Creek and ending just inside the North Absaroka Wilderness.

Thank you for this opportunity to correct the article and update your readers.

Sincerely,
Debra East
Lander, Wyo

Bridge over Sunlight Creek to be finished next month

Wyoming Highway Department officials expect the new bridge in Sunlight Basin to be ready for traffic by the middle of next month.

Furthermore, department designers are now drafting plans for paving the next nine miles of the Sunlight Basin road, Highway 296. The next section to be paved would climb more than 2,000 feet to the summit of Dead Indian Hill. A decision is forthcoming on whether to follow the existing gravel road, or to establish a new road alignment. The latter alternative is being considered because of potential sliding problems on Dead Indian Hill.

Contractors are currently finishing up the paving of about 14 miles of Highway 296 west of the Sunlight Creek bridge. Nicholls & Lewis Construction of Lovell is doing the work, which is to cost almost \$1.3 million.

Since 1968 24 miles — a little more than half of the eventual 46-mile-long paved road — has been paved on Highway 296. That work has been

done in 10 construction contracts and to date has cost about \$11.5 million. The total project, expected to be completed by 1996, will cost about another \$17 million. This fall and summer there is about \$3.7 million worth of road work being done in Sunlight Basin. That includes the new bridge and an adjoining 1.3 miles of highway construction at a cost of about \$2.4 million.

The bridge is a joint project of J.K. Constructors of Cheyenne and Harcon, Inc., of Pocatello, Idaho. The bridge measures 365 feet from end to end and stands 280 feet above the bottom of the Sunlight Creek gorge. It features 32-foot-wide driving lanes and five-foot sidewalks on either side. A parking area to the north of the bridge will accommodate travelers who want to peer over the chasm's edge. However, a four-foot high chain-link fence has been built along the rim of the gorge as a safety measure.

The new bridge replaces a wooden one-lane structure about a mile upstream. Earlier this summer there was a mishap when crews were attempting to set in place the main girder for the bridge. The girder was too heavy for the crane and nearly slipped into the gorge, damaging the crane.

When completed, the road will be paved from its junction with U.S. 212, 15 miles east of Yellowstone Park, to the junction with Highway 120, about 17 miles north of Cody. So far, the road is paved from the U.S. 212 junction to the Sunlight Creek bridge.

In the mid-'60s, when highway department officials first began planning the road, they thought to have the road follow the Clarks Fork River, rather than traversing Sunlight Basin and Dead Indian Hill. However, high construction costs and environmental problems associated with forging a road through the rugged Clarks Fork Canyon led to a 1974 decision to revise the plan to its current status.

Park County, Forest Service to cooperate on Dead Indian Hill road work

Park County and Forest Service will continue with efforts to improve the condition of the road over Dead Indian summit.

Last year, the county and Forest Service cooperated to pay for the application of magnesium chloride and gravel to the east side of Dead Indian. At a meeting with the county commissioners Tuesday, Clark's Fork district ranger Bob Hammond said the treatment of the surface

was well-received by users of the road, although the abrupt shoulder was criticized, he said.

During the coming work season, the Forest Service would like to apply magnesium chloride and gravel to the west side of Dead Indian as well, but because of budget-cutting, cannot afford to bear the entire \$54,000 cost, according to Hammond. He asked the commissioners to contribute about \$28,000 to the project.

In return, the Forest Service will take over summer maintenance of all of Dead Indian Hill, Hammond said, until a planned state highway department paving job can be completed. Hammond said he does not anticipate the state paving to get underway again for six or eight years.

County road foreman Harry Roby said the county is now paid \$120 a mile by the Forest Service to grade

the road. He said the job takes a total of six days twice every summer and that the county is "not breaking even," despite the government payment.

The commissioners agreed to share the cost of the treatment of the west side and accepted Hammond's offer of maintenance. The county will still be responsible for snow removal.

The Board signed the Project Cooperative Agreement with the Forest Service for surfacing of Crandall Road RDR100 with crushed gravel and magnesium chloride treatment of 5.5 miles from the summit of Dead Indian Hill to the cattle guard on the west side. Park County agrees to contribute \$28,500.00 to the project.

PUBLIC NOTICE
The Clarks Fork District of the Shoshone National Forest is conducting a "show-me" trip on Tuesday, Sept. 9, 1986 for potential bidders on proposed projects funded by the Park County Recreation Board. Interested parties should meet Forest Service personnel at the overlook at the Dead Indian Hill road summit at 9 a.m. Projects to be reviewed include development of North Crandall and Pilot Creek Trailheads and the Dead Indian Summit Overlook. Work includes minor road construction, hauling and spreading gravel, and welding facilities out of steel tubing. Contractor will provide all materials and equipment to complete job.
For further information, contact Lyle Hancock at 754-2407.
Publ., Thurs., Sept. 4, 1986 only

Highway commissioners evaluate Sunlight road

By MATT ADELMAN

Representatives of the Cody County Chamber of Commerce will meet with the Wyoming Highway Commission Aug. 25 in Powell to encourage the reconstruction and paving of the Clarks Fork/Sunlight Basin Road.

The representatives will make a presentation "to get the project back on line" because it has been sidetracked by other highway projects in the state during previous years, according to Bud Webster, a former highway commissioner from Cody who is helping the chamber spearhead the drive.

The commission will be meeting in Powell for its regular quarterly meeting, and Webster said the timing for a presentation is good because many commissioners will be seeing the road for the first time.

Saying the proposal to complete WYO 296 has been around for 20 years, Webster said current pressure from Cody chamber members and other officials, including the Park County Commissioners, may help to get the project completed within the next five years.

"I think, due to the opinion in Cody Club, pressure will be on to complete it in a reasonable time," Webster said. That time frame will probably be before the term of highway commissioner Bob Fagerberg of Powell ends in 1993.

HE SAID MANY CODY businessmen want the road paved before scheduled construction on the North Fork highway begins. Because construction could slow or halt traffic between Cody and Yellowstone Park, those people want an alternate route available, and that means the Sunlight Basin road over Dead Indian Hill.

"If something happens and that (North Fork) Road is closed, it would be a catastrophe for Cody," he said.

WHD District Engineer Bob Herzog said there is no way to tell when the project might be completed. A two-mile stretch of the road is scheduled to be paved soon, although exactly when is unknown

because federal discretionary funds are to be used and those have not yet been allocated.

The paving, if funds are allocated, would be from the end of WYO 296 to Dead Indian, he said. The specifications are completed, but Herzog said, "We just don't have a handle" on when the project might proceed.

WHILE THE CHAMBER PREPARES to meet with the highway commission, the Park County Commissioners have agreed to support the WHD's application for federal funding to continue the roadway.

The state is applying for \$700,000 for fiscal year 1989 from the Federal Highway Administration's public lands highway fund. The commissioners agreed to write a letter stating the importance of road construction to Park County.

In a letter to Fagerberg, chamber director Rick Wilder said the completion of WYO 296 would allow for an east-west loop which could draw additional tourists through Yellowstone and into Cody.

The letter says the growth in Cody tourism needs to continue and expresses concern about the North Fork road construction.

WILDER SAID THE Wyoming Highway Department is putting together a team to study the construction timing and methods which would best mitigate any traffic flow problems.

There will be long-term benefits to the economy of both Wyoming and Park County with the accelerated completion of WYO 296. Unfortunately for Wyoming and Park County, there is a strong travel pattern in which West Coast and California travellers tend to enter and exit the park from the west and south entrances and seldom travel east of Yellowstone. However, there is tremendous potential in establishing and marketing what could be known as the 'East Yellowstone Loop' which would include the loop from Tower to Sunlight to Cody to Fishing Bridge.

Final Sunlight paving gets a boost

Highway officials call for creative funding to complete Dead Indian Road

By DENNIS DAVIS

Special to the Tribune

The Wyoming Highway Department hopes to let bids this fall to pave another segment of Wyoming Hwy. 296 in Sunlight Basin.

But fully paving the mountain road from its junction with Wyo. 120 over Dead Indian Hill may take several years, due to funding limitations.

However, Highway Commissioner Bob Fagerberg of Powell hoped to complete the effort before his term on the commission expires in four years. "I'm going to do everything I can to push for the completion of 296," he told fellow commissioners and representatives of the area chambers of commerce. Two busloads traveled the highway Wednesday over Dead Indian Hill to Cooke City, Mont. and on to Yellowstone Park.

Fagerberg called completion of the paving essential. He said, "we have to be innovative" in funding. Please see Paving, Page 5



Photo by Dennis Davis

Members of the Wyoming Highway Commission tour of Wyo. 296 pause for a peek off the overlook on Dead Indian Summit as smoke hangs in the background.

Paving

(Cont'd from Page 1)

the road. He suggested paving work might begin at both ends of the gravel sections.

He noted the commission is expected to decide this fall to let bids for paving 1.8 miles of road between Sunlight and Dead Indian creeks.

Wyoming Highway Department Superintendent Leno Menghini said past paving work on 296 has been done with federal lands monies. But those funds weren't available this year, he noted. Next summer's planned work would proceed with \$1.2 million of state funds, he said.

Menghini said his staff is exploring other funding options, such as seeking demonstration projects money from Congress. He urged those on the highway commission tour to write members of the Wyoming congressional delegation to fund the project.

Menghini also wants to hire a consultant to design the full 21-mile section of paving which remains over Dead Indian Hill.

At a stop earlier at the NWCC field station on Dead Indian, Shoshone National Forest engineer Jim Fisher told the commissioners the Forest Service supports

completion of paving.

He called the Sunlight-Beartooth area the "most accessible scenic area in Wyoming." He noted that Hwys. 212 and 296 were selected as the only two roads in the Greater Yellowstone Area to be picked as top priorities for nomination to "scenic byway" status.

Fisher said the present highway, which includes 25 miles of paved state highway, six miles of poor gravel and 18 miles of good gravel, sees an estimated 200 vehicles per day.

But he said the Forest Service budget is limited on maintenance it can do. He noted maintenance costs of \$70,000 annually, including magnesium chloride treatments to improve the gravel sections.

Fisher said the present road can't be maintained to support the present traffic. He predicted tourist traffic will increase on the highway.

He said completion of paving would provide alternate access to Yellowstone when planned reconstruction begins on Hwy. 14-16-20 up the North Fork to the east entrance to Yellowstone.

1988-11-23 - The Sheridan Press, Volume 102, Number 160, November 23, 1988

State route 296 designated 'Chief Joseph Scenic Highway'

CODY (AP) — Wyoming state route 296, known informally in northwest Wyoming as the Dead Indian Hill Road, will be designated as the "Chief Joseph Scenic Highway" under a decision of the Wyoming Highway Commission.

Commissioner Bob Fagerberg said Monday that the drive, from Cody to the northeast entrance of Yellowstone National Park, includes "some of the most awe-inspiring scenery in Wyoming" and the name change will help attract tourists to the area.

The winding, unpaved mountain highway also is steeped in history, he said. Chief Joseph led a band of Nez Perce Indians through Yellowstone National Park and the Clarks Fork Canyon while fleeing from the U.S. Cavalry in 1877.

1990-02-22 - The Powell Tribune, Volume 77, Number 10, February 22, 1990

Highway maps designate Wyo. 296 as Chief Joseph

New Wyoming Highway Department maps just printed designate for the first time the state highway over Dead Indian summit as the Chief Joseph Scenic Highway.

The name for the highway (Wyoming 296) was officially adopted by the Wyoming Highway Commission from its intersection with Wyoming 120 (the Cody-Belfry Highway) to U.S. 307 (the Cooke City Highway).

Bob Fagerberg, Wyoming highway commissioner from Powell, told the Powell Valley Chamber of Commerce Tuesday that the first project on reconstruction of the Chief Joseph Scenic Highway will probably be

awarded in September of 1990. The initial contract calls for building 8.4 miles of road from the Highway 120 intersection approximately to the Forest Service cattle guard on Bald Ridge.

In a series of contracts, the road will be rebuilt over Dead Indian Hill to connect with new road already in place from the Cooke City Highway all the way to Sunlight Creek. The state is going to finance the 8.4-mile leg of the project from the Cody-Belfry Highway, Fagerberg said.

Since most of the road up and over Dead Indian Hill will be on federal land, the state is hoping for a major

federal appropriation for the project. Fagerberg credited the Wyoming congressional delegation with getting \$2 million in planning funds to start the process. The hope is to finish the construction in three years, he said.

Fagerberg said roadside pull-out areas and historical markers to tell the story of Chief Joseph and the Nez Perce Indians' flight through the Clark's Fork country will be built at both ends of the Chief Joseph Scenic Highway. He said if sufficient private funds can be raised, a statue of Chief Joseph will be built at the summit of Dead Indian Hill.

Next paving phase proposed on Dead Indian Hill highway

The Clark's Fork District of the Shoshone National Forest is beginning the process of analyzing the environmental effects of paving an additional one and a half miles of highway at the base of Dead Indian Hill.

The Wyoming Highway Department has proposed reconstruction in 1991 of the segment from Dead Indian Creek to just beyond the first switchback up Dead Indian Hill, according to the Forest Service.

The service must decide from available alternatives how best to reconstruct the road, protect resource values and reduce adverse effects.

The first step in the process, called "scoping," involves determining

the significant issues and concerns to be addressed in the decision-making process.

The Forest Service has already identified looking at the effects of the proposal on visual quality, water quality, recreation users, public safety and wildlife including the threatened grizzly bear among the issues it needs to address.

The Forest Service is taking written comments on the proposal, which should be received prior to July 15. Comments may be made to Garry Edson at the Wapiti Ranger District, 203A Yellowstone Ave., P.O. Box 1840 in Cody 82414. Additional information is also available at the Clark's Fork District office in Powell.

Funding commitment for Wyo. 296 paving gains favor

By DAVE BONNER

Tribune Publisher

Fresh commitment to the paving of the remaining gravel portion of the Chief Joseph Scenic Highway to provide an all-weather route to Cooke City, Mont., and Yellowstone Park over Dead Indian Hill was pledged Friday at a meeting in Cody.

Former highway commissioner Bud Webster of Cody, who has promoted a year-round highway link to Yellowstone from Cody and Powell for 25 years, hosted the meeting. Bob Fagerberg of Powell, present highway commissioner for the northwest district, and District Highway Engineer Bob Herzog of Basin were in attendance, along with city, county and Forest Service officials and chamber of commerce officers from Cody and Powell.

A delegation of Cooke City, Mont., supporters also attended, including an exploration officer with a gold and copper mining venture which anticipates year-round ore hauling from Cooke City to Cody starting in 1992.

Fagerberg declared his support for finishing the highway paving over Dead Indian Hill.

"We're two decades behind in finishing the job," he said.

In order to keep the priority for funding during tremendous competition for highway funds in the state,

Fagerberg stressed cooperation and steady progress with the project. A contract to pave 8.4 miles of the road from its beginning point at the intersection with the Cody-Belfry road (Wyo. 120) to the forest boundary will be let in September.

More than 50 percent of the Chief Joseph Scenic Highway has already been paved to the intersection with the Beartooth-Cooke City Highway (U.S. 212) in upper Clark's Fork country. Most of the 26 miles paved to date have been at the upper end of the road, with the remaining 22 miles of paving from the lower end over Dead Indian Hill.

"It's very important for us to do these things in a timely manner," Fagerberg said. "I think we should remove the roadblocks to finish the job as fast as we can."

Some opposition to paving the road has been voiced by persons expressing environmental concerns. Fagerberg referred to a petition against paving completion "with a lot of signatures by Easterners," but he said he didn't think the petition spoke for the majority.

"I have great respect for those people who are concerned that paving the road will add to the impact in that country," he added. But he said he felt there are more people wanting year-round access than opposing it.

Fagerberg cited a survey conducted by a Northwest College class that found sentiment in the county in favor of a paved highway.

Barry Davis, Shoshone National Forest supervisor, said the Forest Service supports the paved road.

"Having it paved is better environmentally than not having it paved," he stressed. "We aren't going to be changing our position. We want it paved."

In addition to the 8.4 miles of road to be put under contract by the Wyoming Highway Department in September, another 1.5 miles of road starting up the west face of Dead Indian Hill above the campground is being readied for bid with \$2 million in federal money.

highway.

"Chief Joseph is a name that is going to be remembered," he emphasized.

Webster said it is crucial to finish the road paving during Fagerberg's term as highway commissioner.

"There's nothing more 'ex' than an ex-highway commissioner," he said knowingly. "We've got to move while Bob is there."

The highway department has already purchased land for a maintenance campsite along the route to provide for year-round maintenance, Fagerberg announced. "When the road is paved, the camp will be established," he said.

Bob Coe, president of the Cody Country Chamber of Commerce, said completed road paving will provide "tremendous economic impact" from a year-round entrance to Yellowstone.

"You're going to open some great winter recreation area to snowmobiling, etc.," agreed Cody Mayor Dorse Miller.

"It's a healthy and good looking project to us, with excellent benefits," observed Dave Reetz, president of the Powell Valley Chamber of Commerce.

Park County commissioners Dan Taylor, Gary Lundvall and Denny Smith restated their support for the project. All entities pledged to renew resolutions of support for the road paving to the highway department and the Wyoming congressional delegation.

See related story, Page 3

Sens. Al Simpson and Malcolm Wallop have requested another \$4 million in federal construction funds in new legislation. The bill goes to mark-up in Congress in another week, said Nancy Shaw, Simpson's Cody field office director.

At best, the balance of road paving will take three to four years, let in several projects, Fagerberg estimated.

Webster praised the Chief Joseph designation given to the road, commemorating the chief of the Nez Perce Indians who led his tribe's epic flight through the area in 1877. Webster credited Fagerberg with naming the

New Cody road jobs total \$10 million

A Montana firm is the apparent low bidder for the \$4.6 million project to pave eight miles of the Chief Joseph Scenic Highway.

Washington Construction Company of Missoula submitted the apparent low bid of \$4,676,820 at a recent bid-opening by the Wyoming Highway Department in Cody.

The apparent low bid for another major project, reconstruction of more than two miles of the Belfry Highway north of Cody, went to Sletten Construction of Great Falls, Mont. The firm bid \$6,102,810.

The Chief Joseph project, slated for later this spring, begins at the

intersection with the Belfry Highway, up Dead Indian Hill to the Forest Service boundary.

The reconstruction of the Belfry Highway includes replacement of the bridge over the Shoshone River near the old Husky refinery.

Apparent low bids on both projects were below estimates by engineers. The Chief Joseph project was \$250,000 below estimates, while the Belfry Highway project was \$800,000 below.

The state highway commission is scheduled to meet Thursday to either award the contracts or reject the bids.

Backer hopes completing highway will boost Yellowstone area tourism

Roadway named in honor of Chief Joseph will get 'quite a bit of notoriety,' Fagerberg says

By DENNIS DAVIS
Star-Tribune correspondent

POWELL — Completing the paving of The Chief Joseph Highway in northwest Wyoming could double tourist visitation in that area by providing an important new link to Yellowstone National Park, according to a member of the Wyoming Transportation Commission.

Commissioner Robert Fagerberg of Powell was behind the effort to rename Wyoming Highway 296 along the Clark's Fork River valley as The Chief Joseph Highway. Chief Joseph and his band of Nez Perce Indians traveled through the area as they fled the U.S. Cavalry in 1877.

Of the highway named in Chief Joseph's honor, Fagerberg said, "I think it will get quite a bit of notoriety."

He believes completing the paving of the highway will allow tourists to make a loop through Yellowstone National Park back

to Cody and Powell. Fagerberg said there are estimates that northwest Wyoming's tourist visitation will double. "A lot of people would like to take a loop" through Yellowstone, he said.

"The Chief Joseph Scenic Highway" is the first and only one of its kind in Wyoming. Paving on the mountain highway started in 1968 from its junction with U.S. 212, which sweeps south into Wyoming from Red Lodge, Mont., then back into Montana near Cooke City, entering the northeast gate to Yellowstone Park. At one point, state officials had proposed routing the highway through the Clark's Fork Canyon, rather than over Dead Indian Hill.

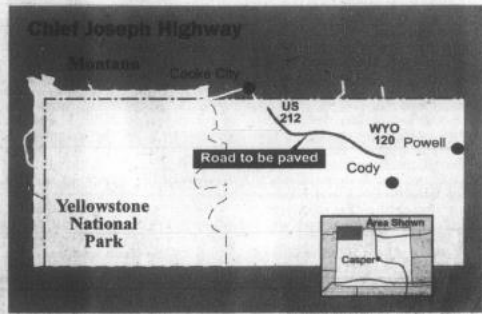
Local opposition and high construction costs resulted in a change of the plan. Clark's Fork of the Yellowstone, the state's only national wild and scenic river, designated last year, flows through the canyon. The highway does cross Sunlight Creek on

Wyoming's highest bridge, 280 feet above the granite gorge.

So far, approximately 25 miles are paved, just over half of the total 46 miles to meet Wyo. 120 17 miles north of Cody. The 11 construction contracts to date have cost \$19 million, including two current contracts. The Transportation Department estimates the remaining work will cost about \$20.5 million.

At present, a nearly eight-mile-long stretch of pavement is under construction between the Wyoming 120 junction and the Shoshone National Forest boundary. The remainder of the Wyo. 296 route runs entirely within the Shoshone National Forest. About half done, the current work is scheduled for completion this June by Washington Construction of Missoula, Mont., at a cost of \$4.68 million.

Another current contract to Nichols and Lewis, Inc. of Lovell involves three miles of additional surfacing and a mile of new high-



Star-Tribune graphic by Greg Kearney

way near Dead Indian Creek to the bottom of the first switchback at the base of Dead Indian Hill. The \$1.96 million contract is scheduled for completion by the end of next November.

Transportation Department officials expect the remainder of the work to require at least four, and perhaps more, additional contracts. The next five miles of additional paving are planned between the forest boundary and the 8,071-foot summit of Dead Indian Hill, which offers a panorama of Sunlight Basin and the Beartooth Mountain plateau. Officials plan to let that contract sometime before July at an

estimated cost of \$5 million.

The final phase of construction involves a 6.5-mile section of switchbacks from the summit to the Dead Indian Creek campground. This section will probably require several specialized retaining walls due to the steep grade and unstable ground conditions that have resulted in landslides in the past.

Final completion of paving is expected by 1996. That may open the route to an increased number of tourists, a development welcomed by many, including local chambers of commerce. But some local

Please see HIGHWAY, A12

Highway

Continued from A1

Residents have voiced concerns at past public meetings about the increased traffic and its effect on wildlife.

The road probably will provide the only year-round access to a proposed gold, silver and copper mine near Cooke City. Noranda Minerals has indicated it plans to haul supplies and ore over the road to railheads in Wyoming. That prospect has also raised concerns among critics of the mine, who fear accidents on the steep mountain roads in winter involving large trucks, some of which will carry cyanide to the mine. Fagerberg indicated that no special financial arrangements have been made with the mine developers for hauling on the highway, other than the usual user fees paid by truckers throughout the state.

Keeping the road open in winter probably will prove costly, although the Transportation Department hasn't reached an estimate. Park County now keeps the road open just past the junction of U.S. 212 and Wyo. 296. But Cooke City residents can't drive east on the remaining unplowed portion of 212 to Wyoming. Their only winter access is west through Yellowstone Park, where commercial hauling isn't permitted.

The National Park Service currently maintains 212. Wyoming Transportation Department spokesman Garth Oldham indicates the Park Service and the states of Wyoming and Montana will have to reach an agreement on whether the road will be kept open to Cooke City in winter and whose responsibility it will be.

Program Friday features early forest ranger

An early-day forest ranger will come to life again in a performance tomorrow (Friday) in Cody.

Cody area resident Jeff McManus will portray ranger Frank Sparhawk at the Wynona-Thompson auditorium at 7:30 p.m. Admission is free.

McManus will offer a slide show and narrative about the life of Sparhawk. He'll describe the adventure of traveling over Dead Indian Hill into Sunlight Basin prior to building of the road.

McManus, a local brand inspector, has researched the life of Sparhawk, who served as the first ranger at the Crandall ranger station from 1906 to 1916. McManus has obtained Sparhawk's original buckskin shirt, guns and other items he wears in portraying the ranger.

Following McManus' presentation, a 22-minute videotape of the Forest Service Centennial celebration held in Cody last summer will be shown.

Believe Jeff lives just south of Greybull

Section of Chief Joseph turned over to state DOT

Jurisdiction for the five-mile section of the Chief Joseph Scenic Highway from the forest boundary to the summit on the east face of Dead Indian Hill has been transferred to the Wyoming Department of Transportation.

According to Clarks Fork District Ranger Randy Herzberg, reconstruction of the highway is underway and as work begins on each section of the highway, that section changes from a forest road to part of the state system.

The Forest Service will be conducting road maintenance on its remaining portion of the highway July 7-17. Maintenance will be conducted from the summit of Dead Indian Hill to Dead Indian Creek, a six-mile section of road on the west face that includes a number of switchbacks.

Dead Indian Hill road paving study begins

Shoshone National Forest officials are beginning the scoping process to assess the effects of planned reconstruction on the Chief Joseph Scenic Highway over Dead Indian Hill.

According to a statement issued by the Clark's Fork District of the Shoshone Forest, the Wyoming Department of Transportation plans to build a six-mile segment of Wyo. 296 from the summit of Dead Indian Hill west to Dead Indian Creek in an area it refers to as "The Switchbacks."

The transportation department plans to begin final design work on this portion of the highway this year with construction possibly beginning in 1993 or 1994. The project will be completed in two separate contracts and take approximately four years to complete.

The Forest Service says the proposed alignment follows the existing roadway on the Shoshone National Forest, except in several locations where modifications are proposed to provide for safety and meet design standards. It plans to evaluate alternatives to minimize environmental effects.

Retaining walls will likely be necessary in a number of locations to minimize the cuts and fills on the steep mountain side, a Forest Service statement notes. The transportation department proposal recommends that most cut and fill slopes maintain a 2:1 slope ratio to improve rehabilitation efforts and reduce potential erosion. Minor reconstruction of the summit overlook is planned as part of the overall development plan for the highway.

A 1973 environmental impact statement analyzed reconstruction of the highway in the Clark's Fork Canyon corridor. The Department of

Transportation reassessed the EIS in 1990 with the concurrence of the Federal Highway Administration. Copies of the proposed preliminary design and the EIS are available at the Clark's Fork District Ranger Station in Powell.

The decision to rebuild the highway in the existing corridor has already been made, according to the Forest Service.

While the DOT will construct the road, the Forest Service must decide how best to rebuild it to protect resource values and mitigate potential adverse effects. As part of this process, the Forest Service is preparing a "scoping" statement to identify significant concerns and issues to be considered in making the decision. The scoping statement seeks input from individuals, organizations and agencies that may be affected to determine their concerns.

The Forest Service will then decide on authorization of special use permits for the work necessary to plan and carry out construction as well as issue a letter of consent authorizing the project and issue a permanent right-of-way easement for the operation and maintenance of the road.

Comments for the scoping statement are most useful if received by Aug. 24. Comments may be sent to Garry Epton, Wapiti Ranger District, 203 A Yellowstone Ave., P.O. Box 1840, Cody, Wyo. 82414.

Construction on the road is currently underway from the Shoshone Forest boundary west to the summit of Dead Indian Hill. Wyo. 296 is paved from the junction with Wyo. 120 to the forest boundary and on the west from U.S. 212 to about one mile past the Dead Indian campground at the base of Dead Indian Hill.

Forest Service asks for county help on Chief Joseph maintenance

By CHUCK HASSLER

Tribune Staff Writer

Shoshone National Forest Clark's Fork District Ranger Randy Herzberg asked the Park County commissioners to consider a new Chief Joseph Highway maintenance agreement with his agency Tuesday.

Herzberg told the commissioners that he's responsible for approximately five and one-half miles of unpaved roadway, from the top of Dead Indian Hill to the bottom of the switchbacks near Dead Indian

Campground, where pavement begins again.

Herzberg explained that the Forest Service normally has a contractor perform road maintenance, which includes blading the road and spreading magnesium chloride to suppress dust. Herzberg said he expects the entire highway to be paved within the next two years.

Herzberg asked the commissioners to consider having the county maintain the road, for which he would reimburse the costs.

Herzberg said he'd like to forego

applying magnesium chloride this season because it's too expensive, explaining that the real issue is the roughness of the road, not dust. Herzberg said he'd like to grade the road in late May and then again in late August or early September.

But the commissioners said they thought the road would require more than two bladings. Herzberg said he'd set aside enough money to blade the roadway three or even four times.

Park County Road and Bridge Foreman Don Reed said he's seen the Dead Indian road surface "turn bad"

in as little as three days following a significant rain. Reed also said his department isn't really looking for additional work, and requested that the commissioners take Herzberg's request under advisement, which they agreed to do.

In other county business Commissioner Gary Lundvall told fellow commissioners and the press that he recently wrote a letter to the Forest Service for which he's been criticized. Lundvall said his letter has wrongly been interpreted as requesting exclusion of oil and gas

exploration from Forest Service lands. "What the letter does is recognize that there are sensitive lands out there that aren't conducive to oil and gas. It's naive to think all lands are suitable for all uses," Lundvall said.

The commissioners also held a public hearing on a requested land-use change on the North Fork. Ralph Hazen told the commissioners he purchased 20 acres across from the Red Barn for speculative purposes.

County Planner Tim Morrison told the commissioners that Hazen had gone through a public hearing with

the Planning and Zoning Commission and had received approval from that board. Hazen is requesting a change in designation from agricultural to commercial. Morrison reminded the commissioners that the area is already a commercial area, despite not being designated, because local subdivision covenants allow for it and other commercial uses are taking place.

The commissioners voted 3-2 to take Hazen's request under advisement, with Commissioners Hedderman and Winger voting not to table the motion.

Dead Indian Hill road construction continues

Shoshone National Forest officials are advising motorists that road construction is continuing this summer on the Chief Joseph Scenic Highway over Dead Indian Hill.

Drivers are encouraged to plan ahead for possible construction delays and to be prepared for changes in road surfacing from pavement to native surfacing.

That portion of the road west of the Dead Indian summit is still being administered by Park County with maintenance responsibility shared with the Shoshone National Forest, according to a news release.

The Wyoming Department of

Transportation is responsible for maintenance of the paved portions of roadway and for portions that are currently under construction from the Forest boundary to the summit. The DOT plans to finish paving that section this summer. The DOT is also working on the final design of the switchback portion of the road west of the summit.

Until the west side construction phase begins, the forest is responsible for summer maintenance from the summit to the new pavement near Dead Indian Creek, while Park County is responsible for winter maintenance.

Through an amendment to a 1973 Memorandum of Agreement between the county and Forest Service, the county road and bridge department will be paid by the Forest Service to maintain the road during the summer.

Based on this arrangement, county road crews will begin maintenance on May 24, grading the road on an "as needed" basis determined by the Forest Service, probably two or three times this summer, according to the release. Weather conditions may affect the work schedule.

Further information can be obtained at 754-7207.

Final paving on Dead Indian Hill planned for next summer

Final design work is underway on the final section of Wyo. 296 over Dead Indian Hill.

Dave Gamroth of the Wyoming Transportation Department in Cody said bid opening for paving of the last six and a half miles of the highway is expected in January or February.

Gamroth anticipates work would start in the following summer construction season as soon as weather permits.

Gamroth said the final section will probably prove the most

difficult, calling it crooked and narrow.

Several retaining walls, similar to one installed just above the Dead Indian campground, are planned, which will boost the cost to the neighborhood of \$8 million to \$10 million, Gamroth estimates.

With completion of the next phase, the entire length of Wyo. 296 will be paved from its junction with Wyo. 120 north of Cody to U.S. 212 in the Beartooth Mountains.

Cody residents concerned about road construction

CODY (AP) — Paving of the final eight miles of the Chief Joseph Scenic Highway linking Cody and Yellowstone National Park has begun, and some area landowners are concerned about the final stage of the 3-year-old project.

Construction crews expect to have the stretch of the highway paved by next summer.

But David Dominick, managing partner of the 7D Ranch, said more land has been disturbed by the project than he originally thought would be. He said crews have dug out a large section of trees and grass that had long been habitat for elk and have turned an area next to a scenic overlook into a gravel pit.

"We've got to get beyond the bulldozer jockey mentality," Dominick said at a recent meeting of area landowners, state transportation officials, U.S. Forest Service representatives and highway contractors.

The meeting was called by Dominick last week to discuss ways to reduce disturbances that will be caused by the final widening and paving of Wyoming Highway 296.

Proponents of the project have said paving the road would boost tourism by increasing access to tourists. They said the road, which runs north of Cody, would provide an alternate route into Yellowstone

while the park's east entrance undergoes reconstruction, a project that could take up to eight years.

But Dominick said damage to the land was not worth the convenience of a paved road.

"As this generation of road is built, we want to do everything we can to minimize the long-term damage to the resources," Dominick said. "To some of us it's appalling: they've torn up the top and are hauling gravel out of there."

Project Engineer Jeff McDonald said contractors would work to mitigate any damage after the construction.

Designers also tried to follow the existing road wherever possible to minimize any damage, said Shoshone National Forest District Ranger Randy Herzberg.

"I feel we have done the best job of that we can," Herzberg said. "We tried to pay close attention and keep as many trees as we possibly can from being cut down."

Any trees removed in the course of the project will be offered for sale to the highest bidder, Herzberg said.

Wyoming Department of Transportation engineer Dave Gamroth said the road needed improvements to enhance safety. He said prior to construction, the highway could support safe speeds of only 15 mph to 20 mph.

Highway work enters second summer

Travelers will find slight delays due to construction on two mountain highways in the Yellowstone area.

Construction enters the second summer inside Yellowstone National Park's east entrance as well as the scenic summit of Dead Indian Hill on Wyo. Highway 296 to Sunlight Basin, providing access to the northeast entrance to Yellowstone as well as the Beartooth Mountains.

Contractors hope to complete the Dead Indian Hill paving project by this fall. Throughout the summer, motorists should expect possible delays of up to about 20 minutes. Work on the new roadbed was done last summer, with paving to proceed this summer.

The schedule of work on the east entrance road inside Yellowstone Park varies through the summer con-

struction season. Between May 1 and June 15, the road is open all day with delays of up to 30 minutes. From June 16 to Sept. 4, the road is open from 9 a.m. to 9 p.m., again with possible delays. The road is closed at night so that construction can proceed uninterrupted. From Sept. 5 to Sept. 30, the road is open only between 7 and 10 a.m. and from 6 to 9 p.m. The road will close on Oct. 1.

Final Wyoming highway paved

CODY(AP) — It's a road long-awaited, a route rich in history and possibly a path for truck loads of mining waste in the future.

It's also the last stretch of Wyoming highway to be paved.

More than 25 years ago, construction began on Wyoming Highway 296. The route was dedicated as the Chief Joseph Scenic Highway on Tuesday.

Several state officials were on hand to commemorate the completion of the route as workers smoothed out the final layers of asphalt along a short stretch of the road.

The 46-mile route could be the route to a mining waste facility in Wyoming if one alternative measure of the proposed New World Mine near Yellowstone National Park is accepted.

The route is an alternative to two other roads in the area.

Motorists may take the highway instead of Beartooth Highway, which is often closed by snow. Or drivers may use it as an alternative from Cody to

Yellowstone National Park, which is undergoing construction.

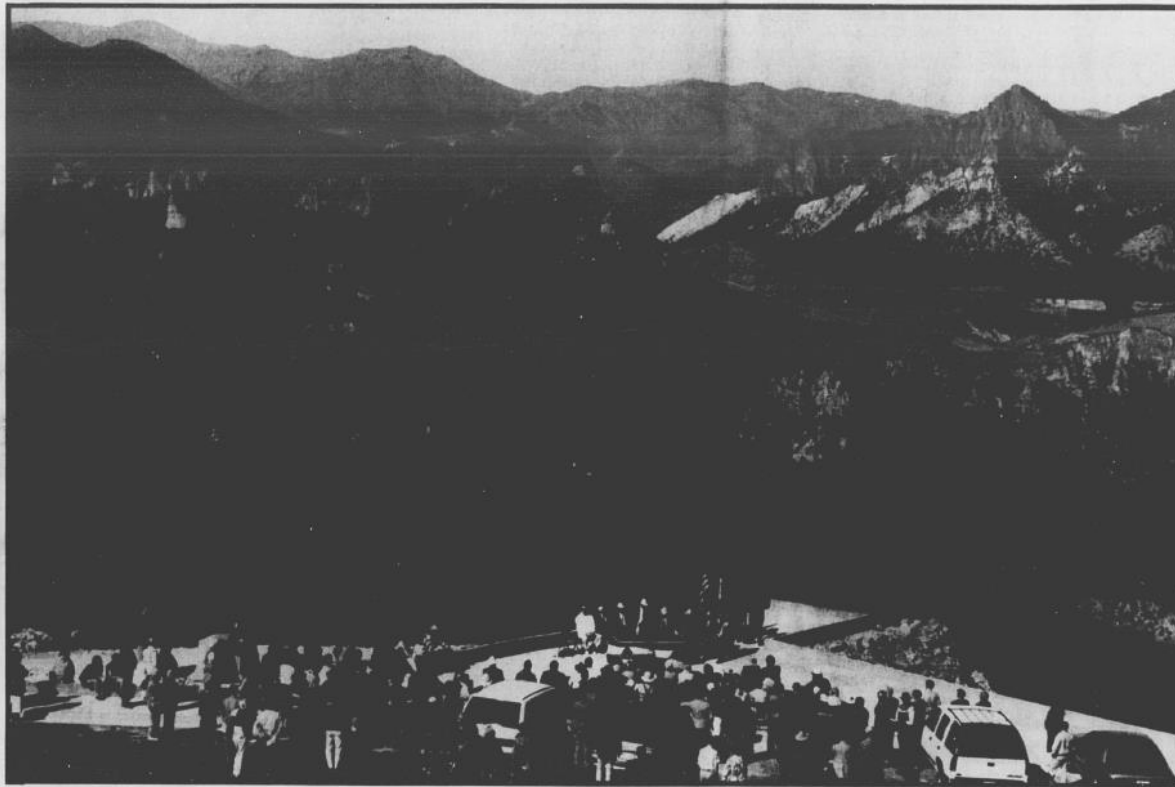
Gov. Jim Geringer said completion of the highway shows the spirit of cooperation between highway authorities, the private sector and common citizens.

Nearly \$30 million was spent on the highway during construction that began in 1968. The road also has the highest bridge in Wyoming — a 280-foot-high span across Sunlight Creek Gorge.

The route began its colorful history before Chief Joseph and his band of Nez Perce Indians in 1877 crossed the divide known as Dead Indian Pass, the apex of the highway. A scenic overlook now marks the spot.

The Nez Perce were rushing to escape the U.S. Army in the flight that ended when Chief Joseph said, "I will fight no more forever."

But before the West was developed, Indians used the route as a way to get to the hunting grounds of the Great Plains.



Dedication ceremonies for completion of Wyo. Hwy. 296 are held on the 8,060-foot summit of Dead Indian Hill overlooking Sunlight Basin and the Absaroka Range.

Governor dedicates highway

By DENNIS DAVIS
Tribune Managing Editor

It took a quarter of a century, but Wyoming Highway 296 has become the last Wyoming state highway to be paved.

Gov. Jim Geringer helped dedicate the mountain road, dubbed the Chief Joseph Highway, Tuesday from the 8,060-foot summit of Dead Indian Hill.

Two former Wyoming Highway commissioners — Bud Webster of Cody and Bob Fagerberg of Powell — spearheaded efforts to complete paving of the highway, which started with the first state contract for grading in 1968. "This highway wouldn't be here if it wasn't for Bud Webster," said Don Diller, director of the Wyoming Department of Transportation.

Fourteen contracts later, paving is now complete on the 46-mile long link between Wyo. 120 north of Cody to U.S. 212 in the Beartooth Mountains. The cost of the project now totals \$29.81 million.

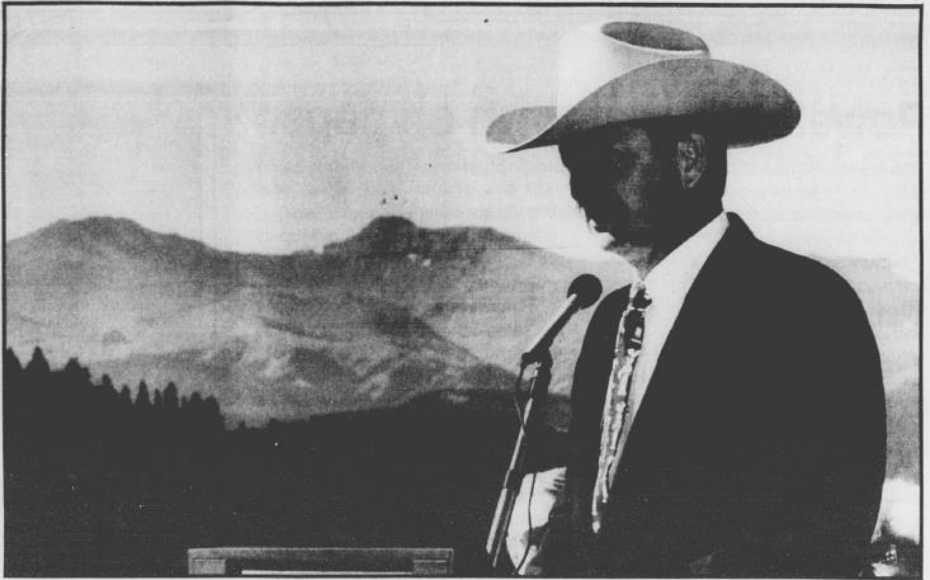
"I had always hoped the highway would go up the Clark's Fork Canyon," recalled Webster in his remarks at the dedication.

The first eight miles of his vision were completed from Clark to the Shoshone National Forest boundary at the mouth of the canyon. "At that point, all hell broke loose," he said, when public opposition to the canyon

Please see Highway, Page 3



The newly-paved Chief Joseph Highway winds down Dead Indian Hill.



Wyoming Gov. Jim Geringer speaks at Tuesday's highway dedication, with Trout Peak in the background.



Bud Webster recalls his dream of a highway through the Clark's Fork Canyon, seen in the background.



Shoshone Forest Supervisor Barry Davis, right, visits with Gov. Jim Geringer, who is flanked by former Highway Commissioners Bud Webster and Bob Fagerberg.

Highway

route grew.

In late 1968, the Highway Department decided to defer a decision by starting work on the north end of 296 at its junction with 212 five miles south to the Hunter Peak campground.

Eventually, the Highway Department opted for an all-weather route over Dead Indian Hill. Looking back on the decision, Webster said, "What the hell? ... I ain't mad at nobody."

Webster credited Fagerberg who "got things moving again" when construction languished four years after

completion of the state's highest bridge over Sunlight Creek. He also called Fagerberg's idea to name the highway after Nez Perce Chief Joseph "that of a genius."

In 1877, Joseph and his band of Nez Perce passed through the Clark's Fork valley after leaving Yellowstone National Park. The U.S. Army was pursuing the tribe in an effort to send it to reservation lands. At Dead Indian Hill and the Clark's Fork Canyon, which the Army thought was impassible to the tribe, the Nez Perce avoided the pursuing Army and turned north toward sanctuary in Canada.

Fagerberg, serving as master of ceremonies, recalled the words of Joseph when he surrendered to the Army in northern Montana, just short of the Canadian border: "From where the sun now stands, I will fight no more forever."

Fagerberg said "human imperfection" interferes with "understanding and compassion." If the flight of the Nez Perce happened today, "it would be called a holocaust," he said.

In addition to commemorating the Nez Perce,

Fagerberg said "this highway magnifies the beauty of the handiwork of nature."

As construction continues on the North Fork and east entrance roads of Yellowstone, Webster said "certainly this alternative is blessing" to reach the northeast entrance to the park. He also urged Cooke City, Mont., residents to persuade the Montana Highway Department to plow 212 to the Wyoming state line to allow winter access to Cooke City and Mammoth.

Geringer called the newly paved road "a highway of commerce and travel."

(Cont'd from Page 1)

Road nominated for design award

Wyoming Highway 296, dubbed the Chief Joseph Scenic Highway, in northwest Wyoming has been nominated by the Wyoming Department of Transportation to receive an Excellence in Highway Design competition award.

The national contest is sponsored biennially by the Federal Highway Administration (FHWA).

Work on Wyo. 296 was completed last fall, ending a quarter-century of effort to build the 46-mile route. Wyo. 296 connects Wyo. 120 north of Cody with the US 212 (Beartooth Highway) near the Montana border.

"WYDOT's design methodology was to widen and pave the road to improve driver safety while minimizing visual and construction impact to the forest. Environmental impacts were diminished by using innovative reinforced fills and retaining walls, and by generally following the previous gravel road alignment," WYDOT said in submitting the award nomination.

Unique aspects of the project highlighted in the nomination include the

counter-weighted welded-plate girder bridge across Sunlight Creek Canyon, the placement of 19 modular block or keystone retaining walls totaling more than 7,250 feet in length. The nomination also highlighted the construction of numerous geogrid reinforced fills in order to reduce effects along the west face of Dead Indian Hill.

Also mentioned was the use of special blasting techniques to give rock cuts a "natural" look and the emphasis placed on revegetation accomplished through the use of various seed mixes, fertilizers and erosion blankets to match the surrounding flora.

FHWA's stated purpose in conducting the competition is "to encourage excellence in the design of highway facilities and to recognize projects that contribute effectively to a more pleasing highway experience." Entries will be evaluated by a panel of judges representing a range of technical backgrounds and winners will be announced this October.