



MONTANA





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GUIDE

Through

MONTANA

Dedicated To
L. E. JONES
First Secretary Montana Division
Theodore Roosevelt Inter-
national Highway



GENERAL ROAD LOG AS REPORTED JUNE 1, 1921

0	Mondak 14	746	6 mi. graded and grav. Generally good.
14	Bainville 15	732	Improved dirt road, generally good.
29	Culbertson 21	717	Improved dirt road, generally good.
50	Brockton 14	696	4 mi. Fed. aid grad. & grav., bal partly imp. dirt, gumbo. Bad in wet weather.
64	Poplar 22	682	Dirt road, partly improved, generally fair.
86	Wolf Point 12	660	10 mi. grad. & partly grav. Fed. aid, bal. dirt and gumbo. Bad in wet weather.
98	Oswego 7	648	3 mi. graded, bal. partly improved dirt road.
105	Fraxer 19	641	Slightly improved dirt and gumbo. Bad when wet.
124	Nashua 15	622	Slightly improved dirt and gumbo. Very bad in wet weather.
139	Glasgow 12	607	Partly graded and improved dirt road. Generally good.
151	Tampico 5	595	6 mi. graded & partly grav. State aid, bal. gumbo. Very bad in wet weather.
156	Vandalia 10	590	Dirt road. Generally fair.
166	Hinsdale 15	580	Partly improved dirt road. Some slippery hills & bad spots in wet weather.
181	Saco 15	565	Partly improved dirt road. Some gumbo. Bad in wet weather.
196	Bowdoin 16	550	Slightly improved dirt and gumbo. Bad when wet.
212	Malta 18	534	Partly improved dirt road. Fair.
230	Dodson 10	516	6 Mi. graded State aid, bal. dirt. Generally good.
240	Coberg 5	506	Partially improved dirt road. Generally good.
245	Savoy 11	501	Partially improved dirt road. Generally good.
256	Harlem 12	490	Partially improved dirt road. Generally good.
268	Zurich 10	488	Graded and Graveled Federal and State aid. Good.
278	Chinook 9	478	Graded and graveled Federal aid road. Good.
287	Lohman 16	469	Graded and graveled Federal aid road. Good.
303	Havre 11	453	Graded and graveled Federal aid road. Good.
314	Burnham 10	442	Graded and graveled Federal aid road. Good.
324	Kremlin 10	432	Partly improved dirt road. Generally good.
324	Gildford 8	422	Partly improved dirt road. Generally good.
342	Hingham 7	414	Partly improved dirt road. Generally good.
349	Rudyard 5	407	Partly improved dirt road. Generally good.
354	Inverness 4	402	Partly improved dirt road. Generally good.
358	Joplin 10	398	Partly improved dirt road. Generally good.
368	Chester 13	388	Partly improved dirt road. Generally good.
381	Lothair 7	375	4 Mi. graded Fed. aid, bal partly improved dirt road. Generally good.
388	Galata 6	368	Graded and partly graveled Fed. aid Good.
394	Devon 9	362	Graded and partly graveled Fed. aid Good.
403	Dunkirk 10	353	Graded and partly graveled Fed. aid Good.
413	Shelby 13	343	Graded and partly graveled Fed. aid Good.
426	Ethridge 14	330	Partly graded gravelly dirt road. Good.
440	Cutbank 37	316	Partly improved gravelly dirt road. Generally good.
477	Browning 23	279	Partly improved gravelly dirt road. Generally good.
500	**Glacier Park 58	256	Partly improved gravelly dirt road. Generally good.
558	Belton 18	188	F. O. B. Gt. Nor. Ry. through Glacier National Park.
576*	Columbia Falls 9	170	Mostly graded and improved canyon road. Good.
585	Whitfish 32	161	Graded and gaveled State and County road. Very good.
617	Stryker 11	129	8 Mi. improved, balance rough mountain road in timber.
628	Fortine 12	118	Partly graded and improved mountain road. Fair.

INTRODUCTION

THIS is the first edition of the complete official guide book through Montana on the Theodore Roosevelt International Highway. It is published by the Montana Division solely for the benefit and use of the ever increasing number of motorists who travel across, or partly across, this great new northern empire.

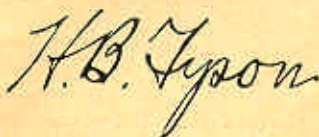
The guide book will not be an annual production, but will appear in new editions only when such changes or developments occur along the route as to make it necessary. The production of this edition has been made under the most strained and unfavorable circumstances but it is as nearly correct as it is within human power to make it. It was only possible to produce this guide as a result of the active efforts of the state officials, the commercial organizations in the various towns, and public spirited citizens along the route. Special credit must be given to L. E. Jones, former secretary of the State Association, through whose untiring efforts the Roosevelt International Highway in Montana was made a reality; to Orval E. Mason, who blazed and marked these long 750 miles, solicited the advertising and collected valuable data; and to George C. Reeder, Editor of the Glasgow Courier whose knowledge and experience as a publisher and highway booster enabled him to edit the book.

Great improvements have been made upon the Theodore Roosevelt International Highway in Montana since its inception into the state two years ago. The coming two or three years will evidence much greater improvement, owing to the fact that all the counties traversed by this highway in Montana have bonded for road building. The total amount of these bonds when sold will represent over a million. This, together with a million of Federal Aid will be the means for some wonderful road construction not only on the highway but on the feeders leading out into the fertile valleys and upland prairies.

The tourist must not start across Montana expecting normal highway conditions. 750 miles is a long, long trail and due allowance must be made for developing conditions as they are found today. However, hotel accommodations are far above the average found in many states, and many fine tourist camping parks are available along the way.

The missing links in the Montana Division are under project for completion at the earliest possible dates. The project along the beautiful Kootenai river between Rexford and Libby will be completed for travel by next spring. The Government projects between Glacier Park Station and Belton via Roosevelt pass and via Logan pass are progressing and extensive development will be accomplished this season. The Roosevelt pass project, which follows the Great Northern Railway, is the more direct and will involve the expenditure of about two million. The Logan pass project will involve five million at least and in crossing the continental divide through the heart of the Glacier Park, its completion will be the birth of the most majestically beautiful drive in the world.

To you travelers of the "long, long trail" Montana opens her magnificent distances to you. When on the great plains, or high in the mighty rockies, breath deep of this pure out door. Let the spirit of the great free spaces fill you, and remember you are out where the west begins.



Field Secretary, Montana Division.

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Highway Displays America's Glories

By A. W. TRACY, General Secretary

FOR years past American tourists have been going to Europe, returning filled with enthusiasm of one who has seen many and beautiful things. Those who have visited the beautiful places in France and Great Britain and have looked down from the heights of the mountain roads of Switzerland and Italy have told of the splendid roads of these countries and filled us with a desire to enjoy the thrill of such rides, such roads, and such scenery.

That was not so many years ago. But lately, for a decade or so, Americans have begun to realize that there is in the United States scenery more beautiful, more inspiring, and more accessible than anything across the water. Travel associations, highway associations, and the movies have told us through beautiful pictures and stories of the Glacier National park, the Yellowstone, the Cascades, the national forests, the thousands of beautiful lakes of the North, the Eastern mountain ranges and the Thousand Islands, and many Americans have ventured to the hitherto unknown North country, especially the Middle West and the Great Northwest, seeking verification of the statements of those who had gone before and returned home enthusiastic over what they had seen in the playground of the nation.

But withal, travel at home has been slow up to the outbreak of the great European war, which shut off the objective of the tourist, with the result that in recent years the great scenic assets of the great North section of the United States have been more widely appreciated and talked of. We are slowly but surely reaping the reward of years of perseverance, years of patient waiting for the day when the American people would wake up and become enthusiastic over the things at home rather than things abroad. A great change is taking place. The Northern states are becoming better and better known for a rugged beauty, for natural beauty of every character, for splendid fishing and hunting and for wonderful summer climate.

There is one answer to how much of this has been brought about, and that is the Theodore Roosevelt International highway, the most wonderful Highway in all America. It is not a mere road. The Theodore Roosevelt International highway is more than that and in that lies the real answer. It is the Highway that opens to the tourist the door of the treasure-box of beauties and grandeurs and varied scenery of the North continent as no other national highway does.

From Portland, Maine, to Portland, Oregon, the way of the Theodore Roosevelt International highway passes from ocean to ocean along broad and stately rivers, past inland seas and shimmering lakes of the North, through magnificent forests of pine, spruce, and hemlock, over prairies, through awe-inspiring mountains, and by majestic waterfalls, for a distance of almost 4,000 miles, during which it touches every type of scenery known to the American continent.

Follow this route as it leaves the eastern coast at Portland, Maine. It will take you up through the hills and mountains of Eastern Maine, through the very heart of Maine's wonderful scenic and touring regions. Circling around beautiful lakes, touching many celebrated summer resorts, it passes into New Hampshire at the edge of the

White mountains, it curves through passes, giving an opportunity to see some of the most wonderful scenery in the New England states. Beautiful as it is it is not excelled by the scenery of the Green Mountains in Vermont. As you pass through these lofty mountains with the color, distinctively their own, great cliffs, partly concealed by tall pines, tower on either side and picturesque boulders seem to crowd in, with fervid curiosity with the passing of the wondering tourists. From this mountain region the Highway drops down a rapid descent to the shores of Lake Champlain, one of the most beautiful lakes in New England.

Crossing this by the ferry, we reach Plattsburg, one of the largest officers' training camps in the late war. Only a brief stop here and then we start for the St. Lawrence river and a different type of scenery entirely. One of the first things that we see is the Ten Thousand Islands and the eastern shore of Lake Erie with her many historical points and legends of pioneer days. The next point of interest is the wonderful Niagara Falls, where we cross into Canada, the international feature of the Highway. Traveling along the north shore of Lake Ontario we see on every hand the fertile agricultural land of this part of Canada. Fruit orchards and dairy farms on all sides.

At Windsor we cross by ferry into Detroit and other lower Michigan cities, the center of the automobile industry of the United States. Here is an opportunity to view this industry at first hand and then on our way through the summer resort region of Lower Michigan. Skirting the west shores of Lake Huron we pass through the most charming part of the state and then swing north and cross the Straits of Mackinac into St. Ignace. A short trip from here will take you to the celebrated locks of the Sault Ste. Marie, the most wonderful shipping locks in the country. Next you will take the short detour to the north which will give an opportunity to see the big copper mines of the Calumet region.

In the Upper Peninsula of Michigan we find the most wonderful roads anywhere in the Middle West with every variety of scenery, from the hills of the eastern iron ranges to the agricultural section of the west. We pass through the Gogebic iron range and then on into Wisconsin, skirting the southern shore of Lake Superior. At Superior, the western boundary of the state, we reach the Head of the Lakes, just across the bay from Duluth, one of the greatest harbors in the world and second in tonnage to only that of New York.

West from Duluth we pass through a more or less unsettled country, but through one of the most fascinating sections of America, a section dotted with myriads of lakes and timbered with pine and hemlock. These are the North woods, the National forests and the land of the Ten Thousand lakes. It is a beauty spot and classed as a summer playground of the nation.

We cross into North Dakota, the state of rolling plains and large wheat fields and then on to the plains of Mon-



Graves Creek Near Eureka



tana, with its large stock ranches in the eastern part. As we pass the center of the state we gradually approach the most beautiful section of the country on the entire Highway, the Rocky mountains. The Glacier National park, one of the most picturesque parks in America, is traversed by the Roosevelt highway, which will be constructed through Roosevelt pass during the next five years.

In the meantime while this wonderful scenic road is being built, we can leave our car at Glacier, where it will be shipped by freight to Belton, while we traverse the park by pack horses, drinking in its inexpressible grandeur to our heart's content.

From the park we enter a new country with a new climate. The western slopes of the Rocky mountains are tempered by the ocean breezes and here we have the great fruit country of the West. The Flathead district in Montana and Idaho and the great Yakima fruit orchards of Washington. We pass along the banks of the wonderful Columbia river, noted throughout the country for its beautiful scenery and well constructed roads. Without doubt the Columbia river highway, the western section of the Roosevelt highway, is one of the best advertised roads in the United States. Its fame is being spread by all who have been fortunate enough to traverse its winding way, its hard surface pavement, and who have viewed its rugged frame from many points of vantage or gazed up and down the mighty Columbia and over and into the mountains of the joining states for a distance of eighty miles and sometimes for greater distances. No one who has ever seen it will ever forget it. Time cannot erase from memory its magnificence and rugged beauty. It will remain with one forever as a beautiful dream after the tourist has completed this wonderful trip at Portland, Oregon, which is the western terminal of the Highway.

THROUGH MONTANA

ENTERING Montana at Mondak, it will at once be seen that the state has been rightly called "The Land of Opportunity," and no where are these more evident nor more inviting to the new-comer than in the famous Milk River Valley. This valley is from one to eight miles in width and owing to its fertility and picturesque scenery, has recently been chosen as the route for the great Roosevelt Highway. This Highway, when completed, will be one of America's foremost tourist routes and for a distance of 250 miles has its course along the Missouri and the beautiful Milk River Valley. Without question this road will be the finest Montana route to cross the Rocky Mountains. The motorist will be able to travel the entire distance from Duluth to the summit of the Rocky Mountain Range on a water grade.

That part of Montana east of Havre to the Dakota



Typical Montana Sheep Camp

line and from the Missouri River north to the Canadian line, was up until 1889 a vast Indian reservation. From 1889 to 1908 this same immense territory was used by the sheep and cattle men for grazing. Hundreds of thousands of head of cattle and sheep were fed off this range the year around, winter and summer. Every little town and station along the Great Northern Railway had its wool warehouse and at shipping time these buildings were filled to their limit. Each fall thousands of head of cattle and sheep were shipped to the Chicago market. The native grass of Montana has a country wide reputation for its high feeding value. No country in the world produces a grass to excell it and because of this fact all livestock shipped to the packers from this district were upon their arrival immediately ready for the market. They required no corn nor special feeding to make them choice.

About 1908 it became known that the Montana range land was adapted for dry land farming and with the publicity of this knowledge, came in thousands of homesteaders, who rapidly filed on a large per cent of the land available for homesteads. These dry land farmers have had various experiences. During those years when sufficient moisture fell their lands produced marvelous crops. As high as fifty bushels of No. 1 hard wheat to the acre or from 70 to 80 bushels of oats. Flax and winter rye as well as oats, barley and wheat all do exceptionally well and under favorable conditions; there is no other state in the Union that will produce more of these crops to the acre than Montana. Since 1916 a large portion of Montana has had very dry years, but these drouth periods are simply a repetition of the pioneer conditions which have at one time existed in the best of our agricultural states. They have all had their early set backs and in every case have successfully overcame them. In times past each of Montana's numerous branches of resources have had their trying periods, but there is a well known and truthful saying in this State that "Montana always comes back", and so it has been with the dry land farming. Even during these drouth years, those farmers who have had experience in other arid sections and as a result know how to handle their ground always raise from 8 to 10 bushels of wheat to the acre.

A large portion of the Milk River Valley is under irrigation and these irrigated areas raise enormous crops, regardless of whether the year is wet or dry. There are no kinds of crops that will not grow on these irrigated lands and give a larger production than any other section in the temperate zone. The land is especially adapted for potato raising and also for corn. Alfalfa is one of the leading crops. There are fields of this that have not been replanted for the past eighteen years. This crop needs no attention other than that of irrigation, cutting and stacking, and is considered perhaps the best paying crop for irrigated lands.

The great future success of this valley will shortly be realized in dairy farming and the production of sugar beets. To-day Milk River Valley has the surest and best water supply of any other valley in the State of Montana. No matter how dry the year, this valley can obtain from St. Mary's River any amount of water needed. A telephone call to the St. Mary's dam is all that is necessary to turn any amount of water into Milk River. With this excellent water supply it is going to be a matter of but a few short



A Welcome to the Paleface

years until this valley will be the operating center for half a dozen or more sugar beet refineries, and this will bring the valley the wonderful prosperity which has been enjoyed by all other sections which were found to be adaptable for sugar beet cultivation.

New dams and new irrigation systems are now under construction and in the very near future all of the productive Milk River Valley will be under irrigation. Aside from the raising of sugar beets this irrigation will stimulate the dairying industry with its resulting creameries, cream canneries and cheese factories. There are no two divisions of farming that will produce a better and more stable revenue than the beet culture and dairy farming and the Milk River Valley has been greatly favored by nature and by being especially adapted for these two prosperity builders.

Now for the traveler or tourist, the man who has a vacation to enjoy and who is desirous of spending his time to the best possible advantage, where will he find scenery to excel that found in Montana, along the route of the Roosevelt Highway?

After leaving Glasgow on his way west he will come in sight to the southwest, of the little Rocky Mountains, this striking little range of mountains is especially interesting through the fact that it was here the first gold

was found west of the Mississippi, the discoverers being the famous Lewis and Clark Expedition. At the present time there are gold mines in operation in these mountains. A trip to the little Rocky's during the open season will give the hunter or angler a very pleasant and successful outing.

As the traveller proceeds west on the Roosevelt Highway, in another few miles he will come in view of the Bearpaw Mountains Range also to the south. This range is particularly interesting through the fact that it is regarded by foremost geologists as being the second oldest formation of mountains in the world. There is one range in France which is considered older. To the north the Cherry Patch Mountains may be seen while a little further on, the Cypress Mountains and still later the Sweet Grass Mountains loom into view. Finally the old Rocky Range itself comes in sight and over this range into Glacier National Park the traveller passes on the Roosevelt Highway.

At frequent intervals enroute the motorist will pass Indian reservations where he can see the plains Indian in his home. Twelve miles from the town of Chinook is situated the famous battlefield where General Nelson A. Miles defeated and caused the surrender of Chief Joseph, the wily old warrior of the Nez Percés.

It is said in Montana that if a person stays there long enough to wear out one pair of shoes he will never leave. If any have their doubts as to this we but ask that they only come and prove it to their own satisfaction.

THEN AND NOW

SPEAKING of Eastern Montana, W. W. Mabee, a pioneer newspaper man, says that he often trailed and hunted with Roosevelt over parts of it. Mr. Mabee recalls old-time conditions in another way that is interesting. He says:

"As I look back to the early days, my first means of travel was on foot, alongside of or following the tortuous windings of a mule train, without roads, bringing freight—supplies, eats—into Montana. Next in evolution came the "hurricane deck of a Cayuse." Understand not all ponies or horses had hurricane decks but many had. However, the Cayuse—horseback—was the method of travel. After the Northern Pacific reached the territory in 1881 came spring wagons, buggies, etc. These however were for the fat, the idolent, the feeble and the sick, not for live wires, for long, horseback was the mode, except for the thin streak represented by the Northern Pacific.

"Then in 1888 came the Great Northern, opening up another section for development. Some little time later retrospection came to me in the following manner: Sitting in the Evans Hotel, a quite pretentious hostelry at Culbertson, came and sat beside me, James Helmer, great big, good natured "Montana Jim." Quoth he in this wise: 'Mabee, this is not much like the old days. Time was when we came thru here on horseback, horse and saddle, rifle, knife, blanket, skillet and coffee pot, our entire equipment. Didn't need money, couldn't use it anyway. Buffalo, deer and antelope all around us; made our way to a creek or river; hobbled the horse, broke sticks for the fire; cooked and ate our meat and coffee meal; rolled up in our blanket with the saddle for a pillow; slept the sleep of the unworried; woke up refreshed, free and independent, one hundred percenters; the world ours, or as much of it as we wanted. There's been great changes, I'd say. Now we ride in varnished cars, carry a grip with clean shirts, collars and other lingerie and get a room to sleep in. At meal time we listen to the orchestra—Jazz was not invented then—and our food is brought to us by a nice looking, stylishly dressed young lady; all this and much more if we've got the price. In the old days our wants were few, and we satisfied them ourselves. Now



From the Virgin Prairie To the Virgin Forest

they are many, but I'll repeat, we've got to have the price.'

"Just west of Glasgow was the trading post of Grinnell and Mathews, the very last in this country for trading with the Indian and white hunters, exclusively for buffalo hides and fur.

"The coming of the Great Northern opened up a new business with us; the shipping of buffalo bones east, to be made into fertilizer. We hear of a town in North Carolina shipping 1600 cars of strawberries in a season, of great apple and other fruit shipments, of the prune and apricot kings, fruit associations, etc., but here ours was the shipment of buffalo bones. The evolution process has changed all this till now we ship the best milling wheat in the world, flax and beef cattle.

"The making of the great Roosevelt Highway has added to the luxury of traveling. No longer is the pullman, the gilded autocrat of across the continent travel. The camp equipped touring auto is very much in the running, but we, pity us! ah, pity us! old timers who used to travel by the stars at night, the sun or compass by day; what of us? I fear if we got far from this great new highway, we would surely get lost in the fences."

CONNECTIONS WITH OTHER HIGHWAYS

AS indicated elsewhere in this little volume the T. R. connects at Belden with the Custer Battlefield Highway, and the Parks to Parks highway and others.

This junction is important to many tourists, especially those who do not intend to cross Glacier park. The Custer highway runs from Omaha to the park, and presents many attractions, among which are:

No sand or heavy mountain grades.

Mosquitos as scarce as hen's teeth.

Roads all graded, soil excellent.

By 1925 the entire route will be a 365-day highway. This highway has been endorsed by the Government and designated as a state and federal aid road the entire route.

No bad creeks or rivers to ford.

Plenty of water, no sand storms.

Cool, refreshing nights to sleep.

Plenty of shade and lots of sunshine with world's of scenery.

Trout fishing every fifty minutes after you strike Rapid City coming from the east.

Real live Indians and crying papooses.
 Western cattle with long horns and Powder River cow-boys.
 Eighty tourist camping grounds, all free as the air.
 Ninety-two tourists' information bureaus.
 The best marked highway to the west. Colors, RED and WHITE.

This road presents many scenic and historical attractions, and should be followed by those desiring to return east through the middle west.

PARK TO PARK

AFTER wending its way across the continent from the east and through Ontario, Canada, the Theodore Roosevelt International Highway has a point of contact with the circle National Park-to-Park Highway at Glacier National Park, in Montana; in fact, the "Master Highway of America," as it is known, is routed over the same course as that taken by the Roosevelt Highway, west to Seattle and down the Pacific Coast to Portland, Oregon, a distance of about 800 miles.

The National Park-to-Park Highway is largely dependent up on transcontinental highways to bring travelers to the circle highway which, in its course of 6,000 miles, links the twelve national parks of western United States and many national forests and Indian reservations, through a continuous automobile scenic highway.

The Roosevelt Highway has the advantage of drawing road tourists not only from states on the northern boundary of the United States, but from Canada and British Columbia as well, and the Park-to-Park Highway is gainer therein. Spokane, Seattle, Tacoma and Olympia are among the important cities which the two highway associations serve over the same route from Glacier Park to Portland, Oregon.

Continuing down the Pacific Highway the route of the Park-to-Park Highway passes through California, turns eastward through northern Arizona, southern Utah and northern New Mexico, swings in a northeasterly direction through Colorado, thence northward through Wyoming and Montana to Glacier Park.

Eleven states, which include Idaho, Nevada and Washington, in addition to those already mentioned, were represented when the association was placed on a permanent organization footing, last fall in Denver. They are giving moral and financial support through chambers of commerce of cities on the route.

The Park-to-Park Highway makes more accessible to admirers of the great outdoors the people's playgrounds, namely, Glacier, Rainer, Crater, Lassen, Yosemite, Grant, Sequoia, Zion, Grand Canyon, Mesa Verde, Rocky Mountain and Yellowstone National Parks.

The eventual hard-surfacing of the Park-to-Park Highway is another objective of the association which has the indorsement of the National Park Service, the National Highways Association and the American Automobile Association. Gus Holm's of Cody, for years identified with the Yellowstone Highway, is secretary-manager of the new highway, which seeks through its organization impartially to encourage the progress of transcontinental and connecting state highways. General offices at present are in Denver.

If the traveler will take the trouble to look at a map of the country he will notice how the Theodore Roosevelt International Highway might be likened to the driving belt of a scenic wheel formed by the circle Park-to-Park Highway. The idea of cooperation for good roads generally becomes apparent. Closer relationship between these organizations should be of mutual advantage, and is worthy of encouragement.

Y - G LINE

Geysers to Glaciers

THE Y - G Bee Line is the Montana link in the National Park-to-Park Highway, covered by a publicity tour last fall and finally organized at Denver last November. The National Park-to-Park Highway has the official sanction of the National Park Service and the American Automobile Association.

In Montana the route starts at Gardner, the north entrance of Yellowstone Park, goes to Livingston through Yankee Jim Canyon and then, leaving the Yellowstone valley follows the beautiful Shields River valley through Clyde Park and Wisall and then by way of Ringling, enters the Smith River valley and reaches White Sulphur Springs and from there approaches the Little Belt Mountains. Through these it passes by canyon and gorge, over the Kings Hill Pass, 7280 feet in altitude, all of the time on a federally constructed road of easy grades and excellent drainage. From the Pass, the road leads through the old mining town of Neihart, down Belt Creek to Monarch and thus out through Belt to Great Falls, with its power development and fine hotels. The next day's trip leads up Sun River valley twenty-two miles and then to the Greenfields Bench, where the United States Reclamation Service is putting over 100,000 acres of land under irrigation, through Choteau and Fairfield and by way of Bynum and Dupuyer, enters the Blackfeet Indian Reservation. At Browning the Theodore Roosevelt International Highway and the Y - G Bee Line coincide, and go through the Glacier Park together. The western terminus of the Y - G Bee Line is Kalispell.

WEST OF THE PARK

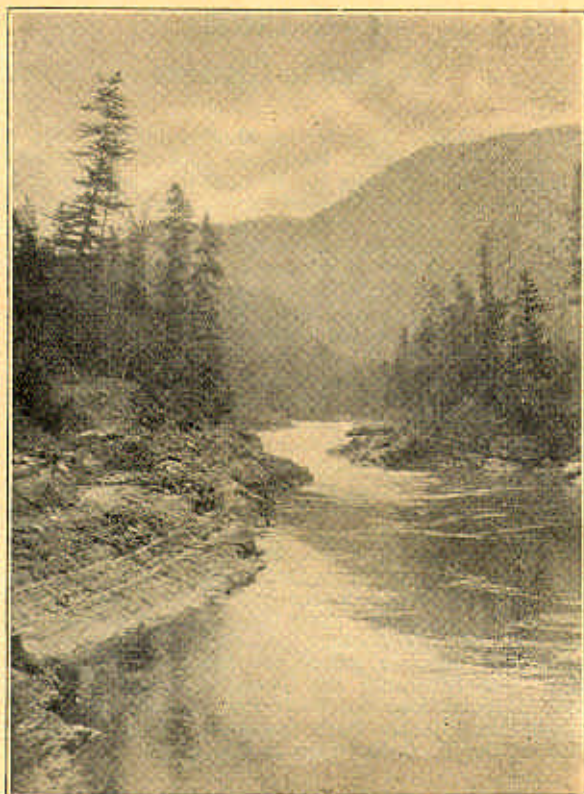
LEAVING Belton, the western entrance to Glacier National Park, the Roosevelt Memorial Highway traverses the northern part of Flathead County, following the course of the Flathead River through a forested region to Columbia Falls. Bad Rock Canyon is one of the particularly beautiful scenic features in this part of the route. The distance from Belton to Columbia Falls is 16 miles. The highway from Belton to Columbia Falls is usually in excellent condition. From Columbia Falls, the course leads to Whitefish, a city of 5000 population, at a distance of eight miles, through a partly cleared forested region. The highway from Columbia Falls to Whitefish is an excellent one and is well graded and surfaced.

Excellent hotel accommodations and garage service may be obtained at Whitefish. This city is located at the foot of Whitefish Lake, a mountain lake eight miles in length. Boats and fishing tackle may be secured at the lake by fishing parties.

From Whitefish westward the route leads to Eureka, a distance of 52 miles. This part of the route is practically unsettled and offers a continuous panorama of views of sparkling mountain streams, lakes and virgin forests. The trout fishing in the streams of this section is unex-



Some You Will See



Near Belton Where the Flathead Winds Its Tortuous Way Through Roosevelt Pass, Carving Out the Southern Boundry of Glacier National Park

celled in America. During the fall months when the hunting season is on, deer in enormous numbers are killed in the forested regions to the west of Whitefish and Whitefish is a center for supplying hunting parties which gather each fall to follow the roads and trails that radiate in all directions to excellent hunting grounds, where big game may be secured. From Whitefish, an excellent surfaced road leads to Kalispell and then to Flathead Lake, the largest body of fresh water within the borders of the United States.

After leaving Whitefish the route of the Roosevelt Memorial Highway passes around Upper Stillwater and Lower Stillwater Lakes and traverses dense forests and comes out on Fortune Creek, one of the most picturesque of the smaller streams of western Montana. Numerous small streams and mountain lakes are met with on this part of the route, whose waters are ice cold and filled with trout lurking in the shadows.

FROM LIBBY WEST

Libby's climate is exceptionally restful and comfortable. There are practically no winds, and the summer days are never excessively hot. It is an ideal place to spend a few days resting and fishing.

Westward from Libby the Roosevelt highway enters the Kootenai canyon, where for several miles the road is largely carved from perpendicular walls. It was of this road that Sinclair Lewis, in his story, "Free Air", spoke when he said his heroine felt, as she traveled it, that she

was more of an aviator than a motorist. One can stop and look down hundreds of feet to the river, which has become a narrow blue ribbon on a field of green. The famous Kootenai falls, eleven miles west of Libby, are well worth closer view than can be obtained from the road, although the falls can be seen dimly from the highway.

After passing out of the canyon, approximately 15 miles from Libby, a motorist can make the first turn to the left from the main highway, and by proceeding half a mile, find Savage lake, a beautiful, clear body of water, with an improved beach, an excellent place to take a swim and enjoy a lunch.

SIDE TRIPS ARE MANY

FROM Belton, a side trip may be made to Lake McDonald, three miles over a splendid government-built highway. The road from Belton to Columbia Falls takes the traveler through what is without doubt the most beautiful and scenic section of his Montana trip. Leaving Belton the road penetrates a deep forest for several miles and during the summer months it is nothing unusual to see wild deer alongside the road and occasionally a black bear will come lumbering along with a cub or two by her side. Following as it does the middle fork of the Flathead river, the road passes by hundreds of places where the traveler may step from his car and, if he is versed in the art of "fly" fishing he may land a mess of rainbow trout, the "gamiest" fish on earth, within from five to ten minutes.

Lake Five, a "dimple on the face of nature," is passed seven miles out of Belton. Then comes Coram, a busy little place and the location of the highest railroad bridge in the United States, which is easily seen from the highway.

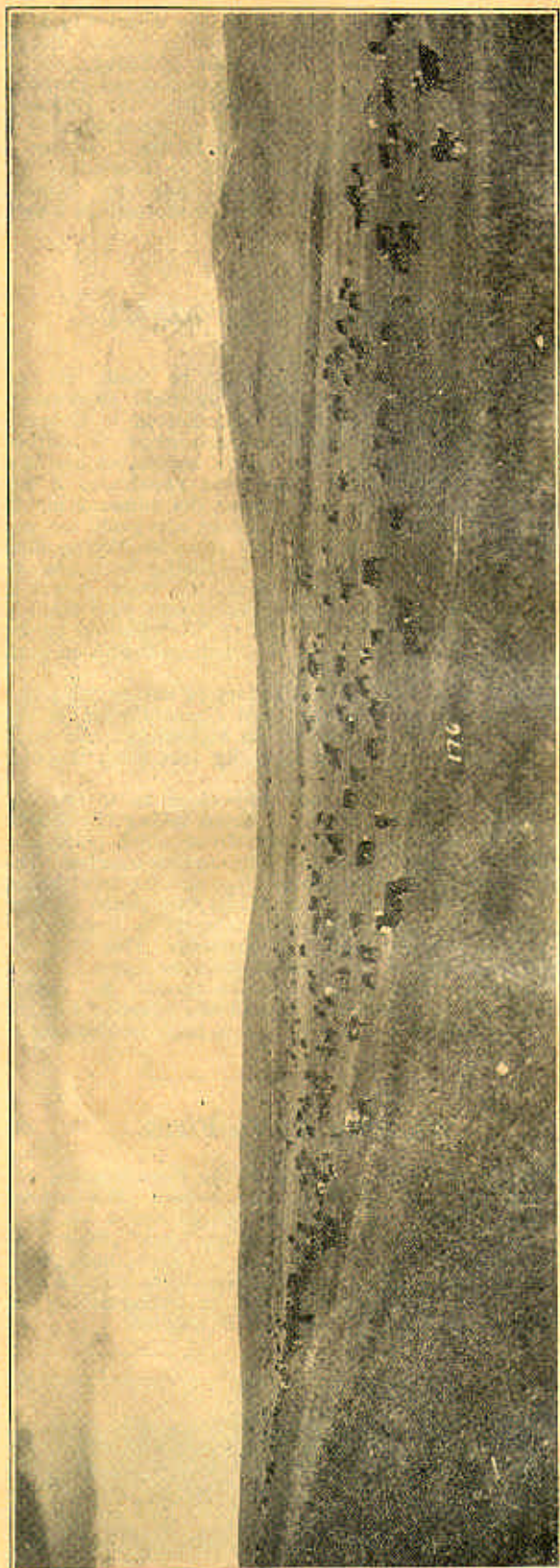
Leaving Coram the road follows close to the high banks of the Flathead river, at times taking the tourists hundreds of feet above the river, from which point some splendid views are had of the surrounding country. Then the road crosses the South Fork river and the trip through Bad Rock canyon commences. While this stretch of about two miles is perfectly safe, the traveler is urged to go slow and to blow his Klaxon generously. This stretch is recognized as one of the most picturesque spots in Western Montana. Emerging from the canyon the country broadens out into what is termed the "fertile Flathead valley," a farming country second to none in Montana.

Warning As To Fires.

The greatest care in extinguishing fires is urged upon all travelers, especially in the dry season. All matches, cigar and cigaret ends, and campfires are a source of great menace in starting damaging fires. Forest and prairie fires are largely due to carelessness and greatly to be deplored. Do your part in helping to stop this terrible toll of death and destruction, by extinguishing to a certainty every spark of fire that is kindled.



No Longhorns Now



The Best Natural Cattle Range On Earth

THE TRIP IN DETAIL

Roosevelt County

General Description—Roosevelt county lies in north-eastern Montana. The North Dakota boundary marks its eastern, and the Missouri river its southern boundaries. It is exclusively an agricultural and stock raising county. While non-irrigated farming predominates over irrigated farming, when the Fort Peck Indian Reservation Reclamation Project in the western part of the county is completed by the government, 152,000 acres will be irrigated in one body. The county is 80 miles long and 30 miles wide. Its altitude is the lowest in the state.

Date of creation, February 18, 1919. Land area, 2,355 square miles; population county, 1920, 10,347; county seat, Poplar; growing season, 120-125 days; altitude county seat, 1,922 feet.

MONDAK—0

Population 300; great Northern and Yellowstone hotels; one garage. Railroad station and express office. Information of the Commercial Club.

There is a beautiful park and camping facilities on the bank of the Missouri river at the junction of the Yellowstone Valley Trail and Roosevelt Memorial Highway. The camping ground will be near old Fort Union, established 1829 and one and one-half miles west from old Fort Buford, one of the places of trade with the Indians, established by the American Fur and Trading Company. St. Louis was the point from which the traders brought their goods, arriving at Fort Union six months later. Fort Union burned down in 1831 and rebuilt by Mckinzie in the same year, proved to be a permanent trading point. The new Fort was 250 feet square, with stone foundation, and similar buildings inside the stockade. The Fort stood until 1868, the mounds are still visible showing the exact location of the buildings and stockade, the tunnel from the Fort to the river has partially disappeared and now forms a small coulee or ravine. The site of the Fort is on the Montana-Dakota line and overlooks the adjacent river bottoms, and the junction of the Yellowstone-Missouri rivers. Relics of the blacksmith shop, tools, gate clasps, locks, muskets, etc., are exposed to the view of the sightseer.

In the spring of 1829 Major Culbertson freighted 300 packs of pelts in eight mackinaw boats to St. Louis, this was the last mackinaw fleet ever dispatched from Fort Union.

BAINVILLE—14

Population 500; two hotels and large fire proof garage; three churches. Railroad station, telegraph, express and local and long distance telephones.

Bainville is located in a beautiful valley. It is a junction point for the branch off the main line of the Great Northern Railway, north to Scobey, and the branch south to Sidney. These excellent railway facilities make it a splendid location for any wholesale, storage, creamery, or any business in fact, where railway transportation is a prime factor in its distribution. These railway branches run out into rich territories and are already dotted with splendid little embryo towns.

Bainville is surrounded by an especially fertile country, and enjoys specially granted climatic conditions. The field are always covered with snow in winter and as a result, moisture is always abundant in the spring. A total failure of crops has never been known in the vicinity of Bainville. On specially good years, wheat has yielded as high as 60 bushels to the acre, while oats have been threshed which yielded more than 100 bushels per acre. Alfalfa, although a rather new venture for

our farmers as yet, is catching well, standing the winters splendidly, and yielding good returns.

For information enquire at Commercial Club.

CULBERTSON—29

Population 800. New Evans and St. Paul hotels; three garages and an oil station, seven churches. Railroad station, telegraph, telephone and express. Chamber of Commerce will supply any desired information. Altitude 1918 feet.

It is one of the oldest towns in eastern Montana, having been established in 1887, in Dawson county, with Glendive the county seat. At the time and up until late years, Culbertson was the shipping point for cattle and sheep for all the territory from the Canadian line, to about 50 miles south of Culbertson, a strip 150 miles long and 100 miles wide, and was considered one of the largest shipping points in Montana. All supplies used in this territory were freighted from Culbertson and it was a wonderful sight to see a long train of wagons, loaded with supplies for the territory which was supplied by Culbertson.

In 1906 the large rush of settlers came to this country, taking up the land given by the Government as homesteads and farming then started. This was the last of the old cattle days and where we used to see small depots and bunk houses for section crews, with false fronted stores and log saloons, which was the trading place for the ranchman and rendezvous for the cowboy, we now see thriving towns along the railroad where the farmer does his trading and marketing.

Points of interest will be found along the Missouri river, three miles south of Culbertson, where the Bad Lands are located and where several coal mines are in operation. The Valley around Culbertson is now a fertile

Citizens State Bank

TRAVELERS' CHEQUES

General Banking

Culbertson - Montana

New Evans Hotel

Rooms With or Without Bath

Hot and Cold Running
Water in Every Room

First Class Dining Room

Culbertson - Montana

farming country and in going along the road, you pass modern and up-to-date farms where once the cowboy camped and lived, and where fences were unknown. Culbertson was named after a noted stage driver, who drove a stage out of here, by the name of Jack Culbertson, a figure in the history of the making of Montana.

BROCKTON—50

Population 150; one hotel, and camp ground on river bank; garage and railroad station. First town on the Eastern end of the Fort Peck Indian Reservation. Excellent water is obtainable here for the use of tourists. At the Brockton Garage oil and gasoline may be obtained and repair work done.

As a side trip from Brockton the tourist may take in the large farm of the Montana Farming Corporation, the largest of its kind in the country, where about thirty large tractors are used, not a horse being used on this large farm, located about ten miles north of Brockton with a good road leading to it.

Land values around Brockton are very low considering the excellent quality of the soil. Information may be obtained from the Secretary of the local Commercial Club.

POPLAR—64

County seat Roosevelt county. Population 1500; Gateway and Poplar hotel; long distance and local telephones; four garages. Camp grounds on the river adjoining the townsite on the west. The home of the Fort Peck Indian Agency, the Fort Peck Indian school and headquarters of the Montana Farming Corporation. Is near the center of the Poplar Oil Dome. Good site for a flour mill or creamery.

Further information will be furnished by the Poplar Chamber of Commerce.

Splendid bathing beach on river.



Charging Dog and Squaw "All Dressed Up"

The Pioneer Traders Of Poplar

We Keep the Best of Every-
thing in Eats

Careful Attention to
Tourists' Wants

Postoffice Block

Poplar, Montana

GATEWAY HOTEL

*Headquarters for Tourists
and Traveling
Men*

Poplar

- -

Montana

OLNEY HOTEL

Meals for Tourists a Specialty

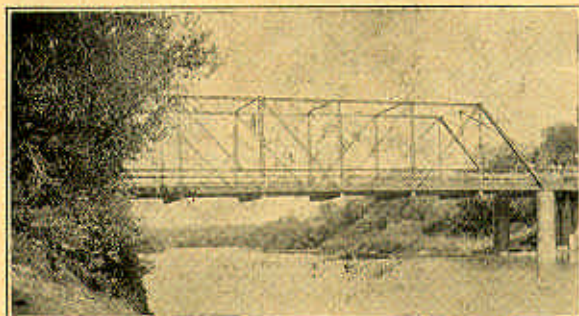
General Store

Hunting and Fishing Supplies

Auto Accessories

GUY A. WHITE, Prop.

Olney - Montana



Across Poplar River At Poplar, Site Tourist Camp

The Hotel With the Sunshine Lobby

SHERMAN HOTEL

WOLF POINT
MONTANA

R. J. MOORE
Manager

Spacious Palm Room
FARE, \$1.50 Up

40 Rooms With Bath
Cafe Service Unsurpassed

105 Rooms--Telephone in Every Room
3 Sample Rooms
Electric Elevator

Tourists' and Travelers' Hangout

WOLF POINT—86

Located in the Missouri River Valley on the Great Northern transcontinental line at the junction of the Roosevelt Memorial Highway, extending from Portland, Maine to Portland, Oregon and the Powder River Trail, extending from Moosejaw, Saskatchewan to Denver, Colorado. The City is with all modern improvements; 41,490 lin. ft. of sidewalks; 26,000 lin. ft. sewer mains; 30,500 lin. ft. cast iron water mains; five miles of electric lighting system; 135 telephone installed. Five comfortable hotels with a total of 200 rooms including the New Sherman, a modern brick hotel with 105 rooms; opened 1920, costing \$200,000.00. Three garages—two brick fire-proof, one frame garage and welding shop; excellent service. A modern machine shop equipped for all kinds of heavy repairs; acetylene welding. Three prosperous banks, total footings June first, 1920, \$1,269,660. Active, efficient church organizations, including Methodist, Presbyterian, Catholic, Lutheran. Wolf Point is situated in a large and prosperous farming territory; undeveloped farming land can be obtained at reasonable prices. Deposits of the best lignite coal, practically inexhaustible, in the vicinity of the City, means cheap fuel and cheap power. The Liberty theatre, the finest in Northeastern Montana, seating capacity, 635. The Coliseum is the largest meeting and dance hall of its kind in the State. 7000 sq. ft. of floor space, seating capacity 1000. The Wolf Point concert band with a personnel of thirty members plays an open air concert each week during the summer months.

A cordial welcome is extended to all, inquire at the Chamber of Commerce rooms.

Wolf Point is a division point on the Great Northern railroad.

Valley County

General Description—Valley County lies in the north-eastern quarter of Montana, the Missouri River marking its southern and the Canadian line its northern boundaries. The Milk River flows through the county from west to east and when the government Milk River Reclamation Project is completed practically the entire Milk River Valley will be under irrigation. There are also a number of private irrigation projects. Non-irrigated farming is followed on the rolling benches north and south of the Milk River Valley. The county is 110 miles long north and south and 73 miles wide east and west. Date of creation, March 1, 1893; land area, 5,064 square miles; county seat, Glasgow; altitude county seat, 2,093; population county, 1920, 11,542; population county seat, 1920, 2,059; growing season, 111 days.

OSWEGO—98

Population 300; three hotels and camp site on creek one mile north of town. Two garages, drug store and doctor, telephone and telegraph; express. Points of interest: Indian burial ground, Indian school and dances on occasion.

FRAZER—105

Population 200. One 20-room hotel, camp site along the little Porcupine. One garage open at all times. Good opening for doctor and drug store. Fine duck hunting in season. Junction of Milk, Missouri and Porcupine rivers.

NASHUA—124

Population 400; two hotels and cafe. Good garage with competent manager. Station, telephone and telegraph. For information, Secretary Commercial club.

Guarantee Auto Co.

The Up Town Garage



Edwin F. Schoenig, Prop.

Near Hotels and Tourist Camp

Glasgow, Montana

GAS OILS TIRES STORAGE

Exceptional Service for Tourists

Capable and Courteous Mechanics