

*Postcard of Electric Peak. F. JAY HAYNES PHOTO. YELLOWSTONE NATIONAL PARK HERITAGE AND RESEARCH CENTER*



*From 1883 through 1916, visitors arriving at the railroad transferred to a six horse stagecoach nicknamed the "Tally Ho". 2004 PHOTO BY WILLIAM HOY*

CHAPTER FIVE

*The Northern Pacific is joined at Gold Creek. The Bozeman Tunnel is built. The Park Branch line runs to Cinnabar. Frederick F. Fridley says no. The Bottler brothers have a problem. Yankee Jim defends his toll road. Buckskin Jim Cutler causes a delay. President Arthur sees the Park. European newsmen and aristocrats are here. Winter comes to the Park*

The year 1883 was an exciting one for both the Northern Pacific and the Park. The railroad construction moved rapidly across Bozeman Pass, across Mullan Pass, and westward to join the line moving east. On September 8, 1883, the tracks were joined at Gold Creek,<sup>43</sup> near the settlement at Garrison, located some fifty-five miles west of Helena along the Clark Fork River, and ceremonies included a gold spike driven into the ground. Gold spike? Actually, it was a rusty battered iron spike; it had been first used to drive a spike at the beginning of the line, February 1870. Northern Pacific President Henry Villard<sup>44</sup> brought in five trains filled with people to Gold Creek for the event.

The railroad engineers determined that constructing the line from Livingston west, not *over* the mountain, but *through* the mountain, was the ideal route. An additional year was required. Construction of the James Muir Tunnel to Bozeman presented a number of difficulties. Begun on February 11, 1882, the tunnel collapsed on July 4. New construction required the removal of water, getting rid of sticky blue clay, and firming up of the walls. As the Chinese laborers added a flume, a temporary track over the pass was built. Since the tunnel was not yet available, Bozeman citizens learned that a lone engine would travel over the pass on March 14, 1883. Five young men climbed the cupola of the courthouse to await this event: George Ash, W. F. Sloan, Nelson Story Sr., A. A. Daems, M. M. Black. At 4:30 p.m., the black

<sup>43</sup> Sometimes called Independence Creek.

<sup>44</sup> Ferdinand Heinrich Gustav Hilgard immigrated to the United States from Bavaria in 1853 at the age of eighteen. He changed his name to Henry Villard.



Some time during September of 1896, Frank Jay Haynes took a photo of a train leaving Cinnabar, heading north to Livingston. The engine is a Webb Special and the first cars were designed to carry horses. MONTANA HISTORICAL SOCIETY RESEARCH CENTER

smoke of the engine was sighted and one of the young men shouted, "Here she comes!"

On March 21, 1883, however, a full Northern Pacific train of several cars came over the pass. Families from throughout the valley came to town for the festivities. Main Street was decorated with flags and boughs of evergreen. The Knights of Pythias solemnly marched down the street and so did Company D from Fort Ellis. Townspeople gathered to hear the Bozeman Cornet Band as it played stirring marches, alternating with selections from the Smith Band. The Big Horn Gun roared a welcome to the train as it steamed in.

One visitor to Fort Ellis enjoyed watching the trains come over the pass before the tunnel was finished. Army wife Frances Roe reported that:

*one day...the engineer lost control, and the big black thing seemed almost to drop down the grade, and the shrieking of the continuous whistle was awful to listen to...*

*The thing came on and went screaming through the post and on through Bozeman, and how much farther we do not know. Some of the enlisted men got a glimpse of the engineer as he passed and say his face was like chalk.*<sup>45</sup>

By December 1883, the Bozeman Tunnel was completed. The first train came through on January 10, 1884. In the fall of 1895, the Bozeman Tunnel again made the news. A fire was burning at the center of the tunnel. Several times the tunnel was sealed at each end to smother the flames. By the time the fire was extinguished, new tracks had to be laid, and new timbers had to reline the tunnel, covered with concrete. Traffic was resumed through the tunnel on July 1, 1896, a delay of ten months.

The branch line from Livingston to the Park was started in April and completed on August 13, 1883. Well, almost. The fifty-one-

<sup>45</sup> Frances Roe, *Letters from an Army Officer's Wife*, (New York: D. Appleton and Co., 1909): 313



*Cinnabar City, as it was called in 1884, was a lonely looking place.* F. JAY HAYNES PHOTO, MONTANA HISTORICAL SOCIETY RESEARCH CENTER

mile line stopped at Cinnabar,<sup>46</sup> three miles north of Gardiner. The Cinnabar post office had been open since September 6, 1882. As writer Craig Reese concludes, “Construction of the first 51 miles of the Northern Pacific’s branch to Yellowstone National Park took six months. The last three miles took 20 years.”<sup>47</sup> The first train to Cinnabar came through on September 1; conductor A. J. Bent and Engineer T. J. Erwin brought in the cars pulled by Engine No. 163.

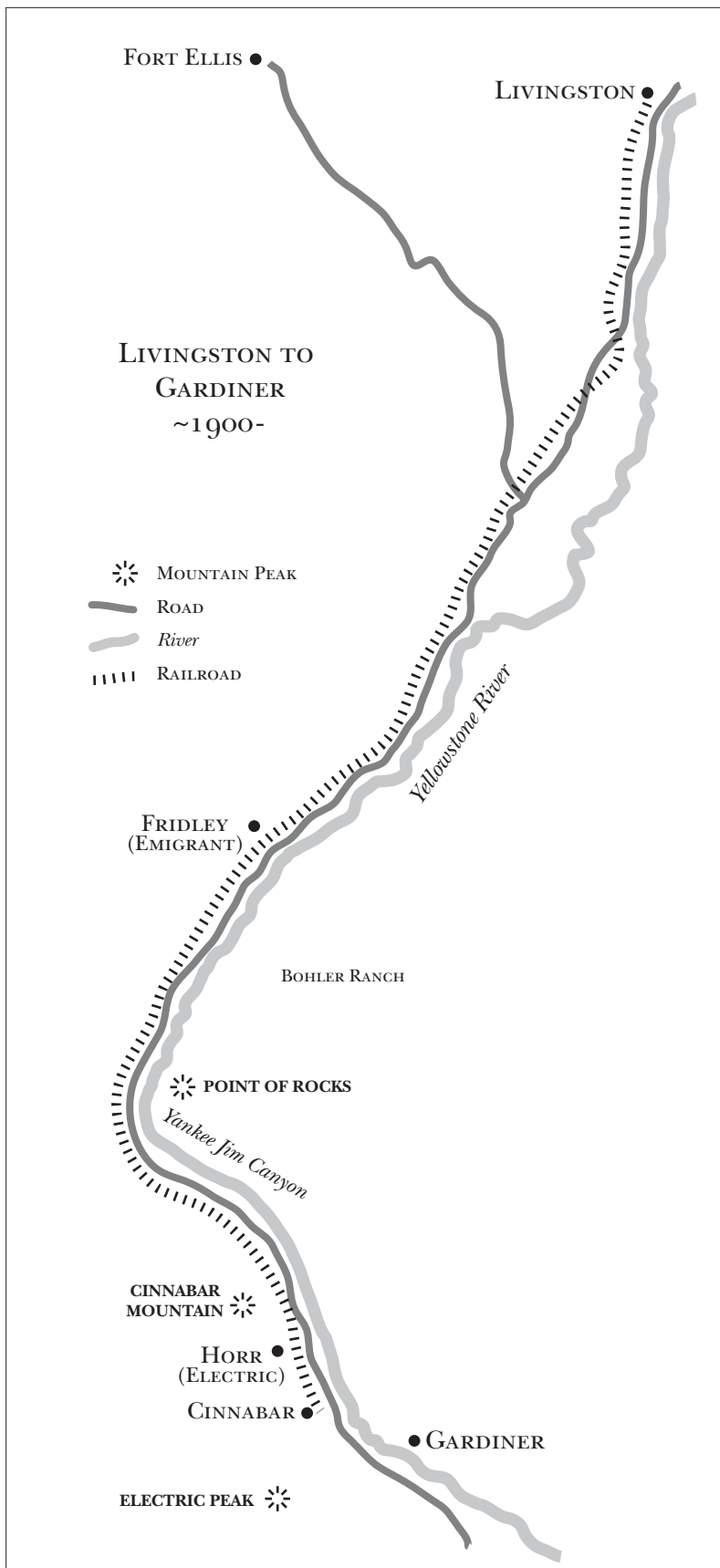
The lands at Cinnabar had been owned by a number of people. A. Bart Henderson owned the acreage in 1871; he left in 1877 after the Nez Percé burned down his ranch buildings. Clarence Stephens bought Bart’s brother James’s land nearby early in 1883, then turned around to sell the parcel to George Huston and Joe Keeney. The two then sold it to the Northern Pacific. Freighter Hugo Hoppe had the property in

1896. The infamous Calamity Jane spent a number of summers in Cinnabar.

A number of early residents managed to slow down the construction of the railroad from Cinnabar to the Park border. Frederick F. “Frank” Fridley, early Bozeman settler in the late 1860s, who operated a billiards parlor and saloon in downtown Bozeman with floors made of real wood planks and advertised that he was “Open Day and Night.” Fridley is remembered for a celebrated fistfight with John Bozeman over politics; he was a Republican and Bozeman was a Democrat. In 1876, Fridley and his wife America relocated to a ranch near the Point of Rocks on the Yellowstone River; the settlement was called “Fridley.” Fridley continued his fractious ways and feuded with the railroad coming his way. According to Floyd Bottler, who told historian Aubrey Haines, railroad officials told Fridley, “the station would be called ‘skunk’ before it would be Fridley but moderation prevailed, and the name of Emigrant, given the

<sup>46</sup> The Northern Pacific named it “Cinnabar” after the iron oxide that stained the cliffs nearby.

<sup>47</sup> Craig Reese, “The Gardiner Gateway to Yellowstone,” *The Mainstreet*, volume 15, number 2 (Spring 1996)



Map showing early settlements between Livingston and Gardiner, 1900

station, was finally accepted by the town.”<sup>48</sup>

Three miles south of Emigrant was the Bottler Ranch, started in 1868 by Fred, Phillip, and Henry Bottler.<sup>49</sup> The ranch was a natural stopping place for sightseers going into the Park. Aubrey Haines reported that Fred Bottler remembered, “Construction of the roadbed was begun across Bottler’s fields before [railroad officials came] to an agreement with him. He feared the outcome might not be in his favor, and so stopped the work by turning all his ditch water where the crew was working. The legal formalities were swiftly attended to.”<sup>50</sup>



*The road to Bottler Ranch.* OFFICIAL GUIDE TO THE YELLOWSTONE NATIONAL PARK, ST. PAUL: NORTHERN PACIFIC RAILROAD, 1887

James George, known as “Yankee Jim,” was in the area by 1869 as a hunter for the Crow Agency. Eventually, he maintained a toll road in the canyon just north of the Park, a few miles south of Bottler’s, operating it from 1873 to 1893. He charged fifty cents for a saddle horse and \$2.50 a single-team outfit. Loose heads of horses, cattle, or sheep could come through for five cents each. Toll for a four-horse outfit was \$5.00. As the railroad construction came his way, Yankee Jim stopped progress and “with a shotgun he held up the construction workers until the railway company agreed to build him another road.”<sup>51</sup> The new road

<sup>48</sup> Haines, Aubrey L., Unpublished manuscript, “The Park Branch Line: Doorway to the Yellowstone,” 1963, Yellowstone Heritage and Research Center, Gardiner: 4

<sup>49</sup> Henry was a half brother whose full given name was “Henselbecker.”

<sup>50</sup> Haines, Aubrey L., unpublished manuscript, “The Park Branch Line: Doorway to the Yellowstone,” 1963, Yellowstone Heritage and Research Center, Gardiner: 6

<sup>51</sup> Ibid. 7



*President Chester A. Arthur party take a rest from their fishing activities, August 1883. F. JAY HAYNES PHOTO, MONTANA HISTORICAL SOCIETY RESEARCH CENTER*

ran uphill and was never satisfactory. Yankee Jim had hoped for an annual rental from the railroad but that did not occur. In his later years, Yankee Jim acted as a clairvoyant for his neighbors. George died in 1923 and his heirs received \$97.60 from Northern Pacific for his acreage.

The Northern Pacific was unable for a good many years to settle with Robert Eugene “Buckskin Jim” Cutler and his claims to properties between Cinnabar and Gardiner. He may have owned the intervening property west of Gardiner on which he had built guest shacks. In 1883, he filed a mining claim in that area. Some of the land he had apparently leased from James McCartney. Or perhaps he jumped McCartney’s claim. Cutler sold some of the land to Edwin Stone of the Northern Pacific, but he refused to sell the land on which his mining claim lay, which was in the proposed right-of-way of the Northern Pacific.

Now that the railroad came close to the Park, numbers of notables came to

see the sights. Superintendent Conger enthusiastically estimated that some twenty thousand visitors visited the region in 1883, but the number of visitors was probably less than five thousand.

President Chester Alan Arthur and his entourage left the Union Pacific train at Green River, Wyoming, on August 5, and began a twenty-four-day trek by horse and wagon through the Park. With the fifty-two-year-old President were Robert T. Lincoln, Secretary of War, and Lieutenant General Phillip H. Sheridan with five additional members of his military staff, Sheridan’s brother Colonel Michael Sheridan, Senator George Vest of Missouri, newly elected Governor John Schuyler Crosby of Montana, and Judge Daniel G. Rollins of New York. Photographer Frank Jay Haynes accompanied the group and Jack Baronett was on hand as guide. Captain E. M. Hayes accompanied the party with seventy-five troopers.

Although the President was not well and somewhat overweight, he rose at



*Skiers near Castle Geyser, 1887.* F. JAY HAYNES PHOTO, MONTANA HISTORICAL SOCIETY RESEARCH CENTER

dawn and with enthusiasm strode to the streams with his fishing rod. At Cinnabar, the presidential train waited to carry the sunburned and mosquito-bitten party back east and included the deluxe car called the “Montana.”<sup>52</sup> (There had been Pullman cars since the 1860s; in 1882 the first dining car for the Northern Pacific was purchased.)

In hopes that they might invest in the railroad, Rufus Hatch brought to the Park another group of more than sixty influential guests that season: newspapermen from around the world and European aristocrats from France, Germany, and Great Britain. They traveled eight to a wagon, with sides open to the elements.

At some point, some of them hiked over to the President’s camp to pay their respects; they were astounded that Arthur appeared with sunburned nose and shabby clothes. It was generally known that

President Arthur usually dressed well in dignified attire.

In early October, heavy snow fell over much of the Park. Suddenly, all was quiet. The tourists had left the area. Frank Jay Haynes enjoyed taking photographs of Yellowstone National Park in the snow. However, why were there such brilliant blood-red sunsets each evening? The phenomenon had not happened before but was finally explained. The volcano at Krakatoa in Indonesia had erupted in the middle of August; the resultant cloud passed over the Park area late in the year.

<sup>52</sup> President Arthur died in November 1886 from Bright’s disease.