



Gardiner's Historic Resources

Prepared for the Greater Gardiner Community Council

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Acknowledgements

The intent of Gardiner Historic Resource Survey was to research the historical context of Gardiner, identify historic properties, and outline potential boundaries for historic districts. This report would not have been possible without the support of multiple persons, organizations, and agencies. By providing access to historic documents and records, research guidance, and continued interest and support to keep this endeavor moving forward, the author would like to thank the following:

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The Northern Pacific Railroad train depot in Gardiner circa 1940s. Image courtesy of Yellowstone National Park Archives: YELL 33336-5

Methodology

This report represents the first phase of an historic resource survey documenting the historic resources and tracing the developmental history of the Town of Gardiner. The purpose of a historic resources survey is to identify and document historic properties, landscapes, trends in settlement and development of the community and its region, and record aesthetic and artistic values that may be represented in the architecture, landscape architecture, construction technology, or artisanship.¹

The intention of this report is to research the town's history, trace the town's development, define periods of significance, and identify extant structures or features that contribute to the town's character and exemplify the periods of significance.

To accomplish these goals, an extensive survey of plat maps, Sanborn Insurance Maps, ownership deeds, newspapers, and city directories was conducted to establish periods of significance, trace ownership, and determine town development patterns. Secondary histories were consulted to provide contextual background and history. Historic photos were reviewed and used to identify construction styles and elements. Comparisons of historic photos, known property records, and city directories helped identify locations of specific businesses.

Sanborn Fire Insurance Maps are an important record of a town's evolution and development. The earliest found map of Gardiner dates to 1907. These maps were instrumental during field surveys to determine potential boundaries for historic districts and to identify structures with historical integrity. In some instances, extant building footprints matched those recorded on Sanborn maps lending confidence in positively identi-

fying potentially significant properties. Further notes of construction material and type also help to determine a property's integrity. Property records within the Clerk and Recorder's Office provide good records of the transfer of property but are limited to noting only the legal property boundaries and do not identify structures or other real property that was located on the parcel of land sold. It is possible to trace ownership of town lots all the way back to the platting of the town using ownership records in the Clerk and Recorder's Office. This report does not attempt to trace the ownership of all the properties within the town of Gardiner but this is an invaluable resource for future research and for an intensive property survey to support a determination of eligibility for a property's registration on the National Register of Historic Properties.

Organization of the Report

This report traces the development of the town of Gardiner by providing an historical introduction and context leading up to the establishment of the town. Following the platting of the town, specific periods of significance are outlined pertaining to the growth and development of the community. The formation of Yellowstone National Park and the subsequent need to provide for tourists and park employees remain the primary economic factors driving Gardiner. The report discusses the present physical character of the town in relation to these economic factors. Significant town leaders and families are mentioned according to their contributions in the town's shaping and development.



Image courtesy Yellowstone National Park Archives YELL 28797-3

Historical Introduction

Pre-history and early Anglo-American exploration

Archeological evidence found within the boundaries of Yellowstone National Park and the Yellowstone River valley indicates that pre-historic hunters and Native American tribes traveled through, hunted, and settled within the greater Yellowstone ecosystem. Continued archeological research and investigations continue to reveal the extent to which the native inhabitants traveled and used the land. Archeological evidence found within the boundaries of Gardiner suggests that early hunters preyed on the abundant wildlife as far back as 11,000 years ago. In 1959, Otho Mack, a Gardiner resident, found an obsidian projectile point, unearthed during the construction of the Gardiner post office on Main Street. Mack shared his discovery with the curator of anthropology at the University of Colorado museum who identified the point as a Clovis Point. This discovery inspired further explorations for other evidences of early peoples within the Yellowstone and Gardner River valleys. Other points were located in areas north of Yellowstone Park and the surrounding regions suggesting frequent travel, hunting, and use of the region by pre-historic peoples.²

Native Americans continued living and traveling within the greater Yellowstone ecosystem up until conflicts with Euro-Americans and government policies resulted in the forcible removal of the indigenous native tribes to reservations. The Nez Perce War in 1877 resulted in the complete removal of the Nez Perce from the Yellowstone plateau and contributed to the already heightened vigilance and animosity of the United States Army and government towards native indigenous people in the region.

While Native Americans regularly traveled, camped, and hunted around the Yellowstone region, one of the earliest known expeditions by Euro-Americans into the region is that of John Colter in 1807, a former member of the Lewis and Clark expedition. While Colter's exact path of travel remains debated by historians, some evidence in his accounts

and an annotation on one of William Clark's maps of "Hot Spring Brimstone" suggests Colter had firsthand experience with some of the region's geothermal features.³ The region would remain shrouded in mystery and unknown to most Euro-Americans until trappers ventured into the region in search of furs taken from the abundant wildlife around the Yellowstone River and its tributaries.

Anglo-American settlement

In the 1830s, a mountain man by the name of Johnson Gardner, contracted to the American Fur Company, traveled up the Yellowstone River and settled into a canyon along a river that emptied into the Yellowstone River. Gardner set traps to catch beaver and other animals for their furs. Gardner's tenure and work in the canyon and along its river resulted in the attachment of Gardner's name to both the canyon and river and this geographic area became known as "Gardner's Hole."⁴ This name would remain in popular use among trappers who traveled throughout the region during the early and mid-nineteenth century exploring and relaying stories of a peculiar and beautiful landscape. These tales, often exaggerated, inspired early expeditions to map and document the region. One famous trapper who would recount spectacular stories and play an influential role in later expeditions of the region was Jim Bridger.

As the fur trade diminished, a new venture exploiting the natural bounty of the earth assumed prominence and perpetuated the exploration of the Yellowstone region. During the 1860s, the various discoveries of gold throughout the Idaho and Montana territories, especially in Bannack and Alder Gulch, prompted many prospectors to venture into the wilderness in search of their fortunes. Gold discoveries at Emigrant would encourage further exploration up the Yellowstone River and its tributaries. Many prospectors traveled along the Snake and Shoshone Rivers into the geyser basins of Yellowstone tracing the route of the Yellowstone River and exiting through the park's northern boundaries. Discoveries of gold in Bear Gulch in 1865 helped draw settlers into the region. Just like their fur trade predecessors, prospectors continued to relay stories of a marvelous landscape of hot springs and geysers.⁵

The prospectors' stories of a peculiar landscape filled with hot springs, geysers, strange geological formations, petrified forests, as well as stories of tremendous waterfalls and a grand canyon piqued the curios-

ity of explorers and the American public. Curiosity and interest in what this wonderland held resulted in government-sponsored expeditions to document the region's geologic formations and report the findings to Congress. The Hayden Expedition's report combined with the photographs of William Henry Jackson and Thomas Moran's paintings helped convince Congress to set aside Yellowstone as the world's first national park. The creation of Yellowstone National Park would forever shape the development of the park's boundary lands. Within a decade of the park's creation, the small settlement of Gardiner, at the confluence of the Yellowstone and Gardner Rivers, would take shape.

Gardner or Gardiner? – A Gateway to Wonderland

Explanations for the origins of the town's name vary. In 1902, following a proposal to change the town's name from Gardiner to Cinnabar, Wonderland, the local newspaper, wrote the town was named after one of the "early territorial secretaries" but further admitted lack of any historical evidence to support this claim.⁶ Another local legend attributes the name to its founder, a Jim Gardiner. No historical records provide evidence of the existence of such a man. By 1902, it seemed that even after a few decades the origins of the name of Gardiner had been forgotten.

This failure of memory may be attributed to a number of circumstances, primarily that of the disuse of Gardner's Hole during the prospector's era of the 1860s when the river became known as "Warm Spring Creek." This name became commonplace during this time and Johnson Gardner and Gardner's Hole were nearly forgotten. It would be during the Washburn expedition, that Jim Bridger would revive the name Gardner's Hole and Gardner River. Bridger conveyed his knowledge of the region to the Washburn expedition and referred to the canyon and river as Gardner's Hole rather than Warm Spring Creek. It was in this way that, Bridger preserved Johnson Gardner's place in history. Langford and Washburn referenced this name on maps and in their report and it would remain as the name of the river and canyon until the present.⁷ Park historian Aubrey Haines posits that the addition of the "i" in Gardiner developed through a "phonetic rendering of Bridger's Virginian drawl" by Langford and Washburn and thus the name of Gardiner was born.

As for the origins of "Jim Gardiner", a man by the name of James

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**ON THE MOUNTAINS AND
WHAT THEY ARE.**

**A Brief and General Description
of them, Together
with Futuro Prospects.**

The first town laid off in this end of what is now Park County, was Gardiner. James McCartney came in this way during the '30's, and took the Mammoth Hot Springs, made up his mind that they were worth looking. He accordingly entered into possession, erected buildings, built a house, and made the place his permanent residence. In the fall of that year he also located the tract of ground which is now the Gardiner townsite. In 1882 when the Northern Pacific was building across the National Park was attracting wide attention a man by the name of Howe, acting for the railroad company, purchased McCartney's interest, made entry of the tract under the Desert Land law, and made a final proof the next year. In the meantime the road was being graded into the town and a town of several hundred people sprang up in a very few weeks.

About this time there was trouble about title to the town site, as well as with those who had already settled and built the town. This was due to the fact that the townsite had been sold to the railroad company by McCartney, and the latter was not satisfied with the title. The result was that all grading work stopped and the title was made three months down the line. Gardiner remained the principal town until the fire of '96 when about all of its business property was burnt. At this time the owner of the townsite stopped in and refused to allow rebuilding until such time as the bonds and paid for the same were to be paid for. This caused many to leave and soon from a thousand population the town was reduced to two or three hundred, and at times has even contained less.

The town is situated at the junction of the Gardiner and Yellowstone rivers, and lies directly across the mouth of the latter into the side of the main street project into the Park. It is now more than 100 miles from the mouth of the river, and is directly on the main street project into the Park. It is now more than 100 miles from the mouth of the river, and is directly on the main street project into the Park. It is now more than 100 miles from the mouth of the river, and is directly on the main street project into the Park.

As it is the town is the supply point of the surrounding country and headquarters for most of the town work and freighting in and about the Park. Just south of the town is a low tract of land, small in extent, then rising in broken hills to the peaks of the mountains, and this is a fertile feeding ground for large numbers of antelope. At these seasons the antelope may be seen daily, but as the season advances they become scarce and the water which they drink is very poor. The Park line is, and antelope come in, although they seem to understand that they should not enter the Park, but they are not so much afraid of man, for he is said to be the credit of the section, they respect the Park law for the protection of its game.

It is the river, including both government and private lands, and the water which it carries draws its main support, but its higher claim for greatness is in its supply of winter water. Its elevation is less than 5,000 feet and not one year in five does so much snow fall in the valley and extending down the valley to the level of the sea, the water is so abundant that it is said to be the richest in the world.

The legitimate outgrowth of the natural development of one of the surrounding mountains will be deeply covered with the white snow, but the valley will be in a measure a plain, and the water which it carries will be so abundant that it is said to be the richest in the world. The water which it carries will be so abundant that it is said to be the richest in the world. The water which it carries will be so abundant that it is said to be the richest in the world.

The present terminus of the Park branch of the Northern Pacific is naturally the commercial center. It is the purchase of a number of mining claims on the mountain of that name, that lies a short distance north of the town. It is now more than 100 miles from the mouth of the river, and is directly on the main street project into the Park.

**GARDINER THE TERMINUS.
HOW WE ARE LOGGED.**

Map Showing the Towns and Mining Districts of the Upper Yellowstone.

The accompanying map will give the location of the various towns and mining districts of the upper Yellowstone. It is a map of the National Park, showing the main line of the Northern Pacific railway, the main line of the Yellowstone River, and the main line of the Gardiner River. It is a map of the National Park, showing the main line of the Northern Pacific railway, the main line of the Yellowstone River, and the main line of the Gardiner River.

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C. McCartney placed a homestead claim on 160 acres of land around the park's northern boundary that included Mammoth Hot Springs. After the Park was established, McCartney struggled to maintain his homestead claim and kept a hotel for the use of park visitors around Mammoth. McCartney's failed attempt to maintain his hotel in Mammoth and his rocky relationship with the park's superintendent eventually led to his eviction from the park. Following his eviction in 1879, McCartney established a ranch at the mouth of the Gardiner River. The following year, the establishment of a post office by the name of Gardiner near McCartney's ranch laid the foundation for the development of a permanent settlement at the park's north entrance. During this time, it was common practice to address packages and mail to a person using their first name and the location. The legendary "Jim Gardiner", after whom the town is named most likely, emerged because of this common addressing practice. It is supposed that mail addressed to a "Jim on the Gardiner" was, over time, abbreviated to "Jim Gardiner." This "Jim on the Gardiner" or "Jim Gardiner" was, most likely, James McCartney.⁸

Fits and starts, the railroad comes to Gardiner. As the Northern Pacific Railroad continued its path across the American West, it wished to provide access to the nation's newest playground. With the intention of running a spur line from Livingston south along the Yellowstone River to the northern boundary of the park, land agents for Northern Pacific began purchasing land from settlers and survey work began to lay out the railroad grade's path. Disputes over property prevented the road from arriving in Gardiner. Residents would wait for twenty years for the railroad terminus to arrive and secure the town's role as the northern gateway to Yellowstone National Park.

Following the arrival of the railroad, Gardiner would flourish and continue to provide services to tourists, U.S. Army and National Park Service personnel. The town's history and development became closely intertwined with that of the park. Tourists and dignitaries would disembark at the depot and begin their journey along the streets of Gardiner, at first in stagecoaches, then by automobiles and busses, through the stone arch and up the canyon into Mammoth. As travel to the park shifted from rails to highways, Gardiner adapted and the town developed amenities to serve the automobile traveler. When passenger railroad service ended

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at Gardiner, the state highway became the primary thoroughfare through which visitors would experience the town. Commercial buildings and developments emerged along Scott and Second streets and Park Street continued as the preeminent street for shops and services for park visitors and residents.

Gardiner continues to serve as a gateway community to Yellowstone National Park. Evidences of its historic past remain interspersed within the city. The town's focus toward the park and serving its visitors remains integral to the economy and the livelihood of the community. Its role as a gateway to the world's first national park continues much in the same way it did over 130 years ago.

The passenger rail line entering Gardiner. The railroad arrived in Gardiner in 1902. Photo courtesy of Yellowstone National Park Archives: YELL 9529





Gardiner, July 17, 1888. This photo shows Gardiner two years after the town was platted. The primary buildings line Park Street and some exhibit the false-front architecture of the era. The building on the far right of the photo exhibits a peculiar approach to this style attempting to obscure a large gable ended building, most likely a barn or wagon house. Photo courtesy: Yellowstone National Park Archives, YELL 1397.

Phases of Historical and Architectural Development

Homesteader and Settler's Era: 1860-1880

The homesteader and settler's phase of the town of Gardiner reflects the early period when the confluence of the Gardner and Yellowstone Rivers were settled by early prospectors and entrepreneurs in the hopes of finding wealth through placer claims or by exploiting the curative properties of the region's hot springs.

In 1865, the discovery of gold along Bear Gulch drew hopeful prospectors to the region. Placer claims along Bear Gulch and throughout the surrounding region swelled the numbers of Anglo-American settlers. Homesteaders claimed land and established ranches and outposts to supply prospectors or prospect the rivers themselves. Perhaps the most notable homestead claim belonged to James C. McCartney. McCartney's initial 160 acre claim and developments centered on the Mammoth Hot Springs area where he hoped to capitalize on the curative properties of the hot springs. McCartney built a hotel in the hot springs' vicinity to accommodate visitors. The hotel, as many of the structures constructed during this era, was a crude log and wood frame building. McCartney's relationship with park officials and shifting park policies would eventually result in McCartney's relocation and resettlement near the present day site of Gardiner in 1879.

Yellowstone National Park's establishment in 1872 encouraged land speculation near the park's northern boundary imbuing value to a landscape that had not proven wealthy in mineral deposits. In Gardiner, enterprising settlers developed businesses that provided services to early park visitors and the U.S. Army. These businesses faced the park and abutted the park's northernmost boundary so closely, that some of the boardwalks were inside the park. The serendipitous geographic location of the future townsite would benefit early settlers, contributed to Gardiner's development as a primary departure point for park adventurers, and facilitated the town's eventual establishment as the first gateway community into a national park.

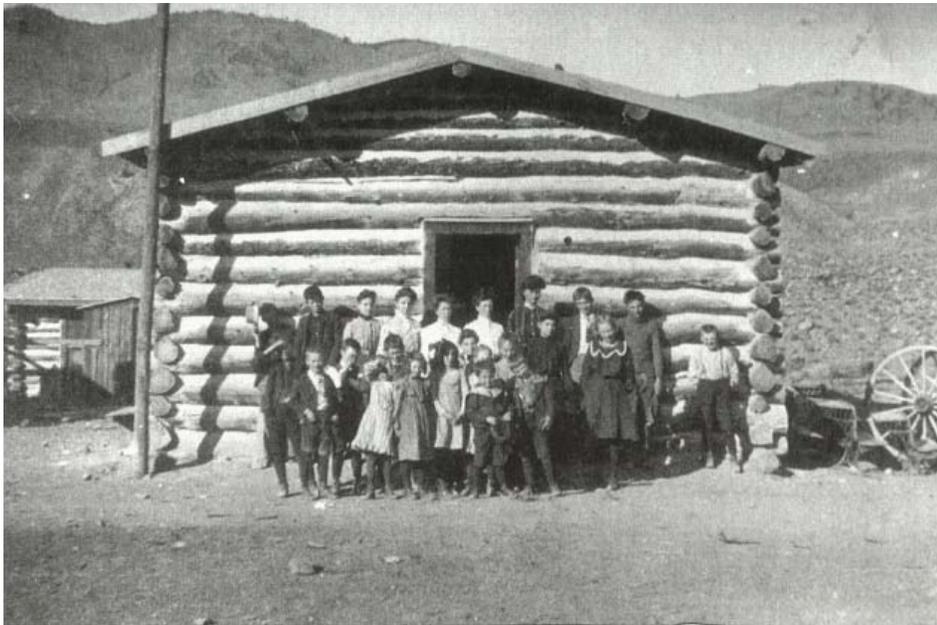
Townsite Phase and pre-Railroad Era: 1880-1902

By the 1880s, the Northern Pacific Railroad emerged from the national economic depression and refocused its development of rail lines leading to the park. The railroad hoped to profit from eastern tourist travel and sent land agents to secure the rights of way for the spur line traveling south from Livingston. In 1882, Edwin Stone, an agent for Northern Pacific, approached James McCartney to purchase a portion of his ranch at the mouth of the Gardner River. McCartney sold his portion to Stone for \$1500 and the deed record shows the transaction including a "water ditch and 5 log buildings in Gardiner."⁹ Although Stone purchased the land from McCartney, a previous arrangement between McCartney and Robert E. "Buckskin Jim" Cutler complicated the development of the land for the railroad. Cutler refused to relinquish the land to the railroad and leased the land to other settlers who subsequently refused to give up their claims.¹⁰ Given all the trouble caused over the land disputes, the Northern Pacific Railroad chose to build the terminus a few miles down the valley and the town of Cinnabar sprouted up around the new terminus.¹¹ Although early efforts to bring the terminus to Gardiner proved unfruitful, continued mining in Bear Gulch and its proximity to Fort Yellowstone contributed to Gardiner's development and staying power. Supplying Bear Gulch, Fort Yellowstone, and other surrounding communities with services and goods became the focus of Gardiner's residents. McCartney and others developed their property to supply army personnel and other visitors to the park, despite the terminus being located in Cinnabar. The buildings were mean and ill-fitted interspersed with tents. A visitor's account printed in the Brooklyn Daily Eagle in 1889 recounts the town as:

a veritable Shantyville, Gardiner City, an ideal squatter town, with the rudest houses made of unseasoned boards, with not a few tents mingling with the more pretentious huts, huddled together as though the land was valued by the foot and inch. We took the census of the city and found that of the thirty-two houses which made the settlement, twenty-eight were saloons, the other four being the inevitable bakers' and butchers' shops with a private bar attachment, although not wholly given to the local industry.¹²

The visitor's account further explains how Gardiner was built as a speculative town in anticipation of the arrival of the railroad terminus. Despite the delay in extending the railroad into the town, Gardiner continued to grow. The Yellowstone Milling company established a telegraph station in Gardiner in April 1885 suggesting continued development and faith in the prospects of the small town.¹³ Residents of Gardiner did not give up their hopes of becoming the terminus of the line and reports of potential litigation continued throughout this period.¹⁴ Newspaper accounts from the period recount the population of Gardiner as roughly 200 persons with the number of saloons ranging between fifteen and twenty-eight.¹⁵

While saloons were noted in early newspaper accounts, other accounts of Gardiner dismissed the town for its lack of schools and churches. By 1885, a small log building was constructed to serve as the town's first school until a more permanent stone building was finished in 1904.¹⁶ Town members were invested in their community and made efforts to provide for their families. Church services did not fail to take place but a permanent, non-denominational church would not be constructed until 1903.



Gardiner's first schoolhouse constructed in 1885. Photo courtesy Yellowstone Gateway Museum, Doris Whithorn Collection

In 1886, George H. Robinson platted the town of Gardiner City of Gallatin County. Commissioned by Isaac D. McCutcheon, the original town site of Gardiner City was bounded to the south by the northern border of Yellowstone National Park and to the north by the Yellowstone River. The town's easternmost blocks and streets taper to fit between the river's path and the boundary of the park. The western boundary extends one city block to the west beyond Fifth Street. Street widths at the time were as follows: Main Street with a width of eighty feet, Stone and Spring Streets each sixty feet wide, with all other streets fifty feet wide. Park Street platted inside the Park's northern boundary varied in width from four feet at the west end to twenty-one feet near the east end. The surveyor outlined alleys for widths of twenty-five feet and twelve feet respectively. The town's east-west streets are named respectively from north to south, Water Street, Spring Street, Stone Street, Main Street, and Park Street. Its north-south streets are numbered beginning with First Street at the eastern boundary to Fifth Street on the western boundary. The town's streets remain true to the original platting excepting Fifth Street and the western portions of Main and Stone Streets beyond Fifth Street. The railroad turnaround and later the public school appropriated these blocks in later decades.

The town plat included nineteen city blocks with each block varying in the number of lots per block depending on geographic limitations. The city lots are narrow, deep lots maximizing available frontage along the streets. Park Street only has frontage on one side facing towards the Park's northern boundary.

While the arrival of the railroad terminus was important to Gardiner, the town's plat reveals the focus of the town to be towards Yellowstone National Park rather than the railroad itself. Many towns in the American West oriented themselves to the railroad, but Gardiner differed in this aspect. The plat notes the Northern Pacific Railroad Grade entering the town from the west terminating at Spring Street. The selection of Main Street as the street nearest the park boundary, providing frontage on both sides, also reveals a focus towards the park. While the location of specific buildings are not noted on the plat, the organization suggests that early settlers built as near to the park as permitted and the location of buildings on the park's boundary line and the location of Park Street within the park proper reinforces this tendency.



Gardiner as it looked circa 1887; the buildings consist of log and wood-framed buildings with some featuring false-front style consistent with many towns of the American West during the late nineteenth century. Photo courtesy of US National Archives "Gardiner Park Co., Montana, Looking North East, 1887." 49-RST-8D-1. Accessed online at: <http://www.archives.gov/research/american-west/#index>

Few records remain that reveal the extent of construction and types of buildings present within the boundaries of the newly platted city during this phase. Early photos, such as the photo on the previous page, show that the buildings were constructed using logs and wood frame techniques consistent with architecture of the American West during the latter half of the nineteenth century. An 1887 photo provides an overview of Gardiner showing many of the buildings constructed were simple single story wood frame buildings. Some buildings demonstrate the false-front architectural style often seen in towns of the American West. Simple gabled roof ends were behind the false-fronts. Builders embraced this style in an effort to convey an image of civility, permanence, and refinement.

The narrow city lots and the desire of residents to capitalize on street frontage resulted in buildings built with little to no space between them. Many of the buildings were gabled-ended or false-fronted structures with gable roofs with limited window and door openings. The close proximity and the use of flammable construction materials proved disastrous if a fire got out of control. Many of the earlier, original buildings perished in a series of fires in the latter half of the 1880s. A large fire destroyed much of the town's original structures in 1889.

Fire did not prevent the residents of Gardiner from rebuilding and retaining hope that one day the railroad terminus would reach the town. Gardiner benefited from the increased travel and interest of travelers to and from the national park. Gardiner remained a brief stopping point on the journey from Cinnabar up the canyon to Mammoth Hot Springs and for visitors exiting the park on their journeys northward. Residents continued to invest in their homes and businesses in anticipation of the day the railroad would arrive.

By 1902, the dispute between the railroad and Cutler ended and the plans to extend the grade into Gardiner were underway. Construction began and Gardiner residents continued to invest in their businesses and property. The town's first newspaper, *Wonderland*, premiered with its first edition on May 17, 1902. The newspaper's cover page article entitled "Our Towns and What They Are, A Brief and General Description of them, Together with Future Prospects" described Gardiner, Cinnabar, Horr and Aldridge and Jardine in detail. The article stated that Gardiner's primary business at the time was "the supply point of the surrounding country and headquarters for most of the team work and freighting in and about the Park."¹⁷ The article went on to boast of the electric light and water system in the town.



This early panorama photo of Gardiner depicts the intersection of Park Street and Second Street. L to R: Unidentified, Restaurant & Bakery, Post Office, Pratt & Hall, C.B. Scott building, Gardiner Hotel, Tripp & Melloy, a barber shop, the Park Restaurant. Photo courtesy Yellowstone National Park Archives: YELL 966

Businesses advertising in the first edition of *Wonderland* included the Gardiner Hotel, located on Main Street, with A.L. Roseborough, proprietor, Turner's Shoe Shop, located in the north room of the Scott Building, and C.B. Scott. Scott's businesses included freighting, and wholesale and retail sales of wine, liquors, and cigars on Main Street. Although Scott's business location is listed on Main Street, an early panoramic photo of Gardiner shows the intersection of Park and Second Streets with C.B. Scott's building located on the northeastern corner with the Gardiner Hotel to its east and the Pratt and Hall store on the northwestern corner. The 1907 Sanborn Map lists the Gardiner Hotel's location to the east of C.B. Scott's building and a cobbler is noted as being located in the building north of the saloon building located on the northeast corner of Park and Second Streets.

When the decision was made to move the terminus to Gardiner, a proposal was made to change the town's name to Cinnabar because

that name had so long been associated with the end of the railroad line. *Wonderland* wrote about this proposal in its June 5 edition. Subsequent editions included editorial responses by concerned citizens of Gardiner expressing their desire to retain the town's name. Residents discouraged the change of the name and mentioned their long-suffering and patient investment in Gardiner, anticipating the railroad's arrival.¹⁸

Wonderland continued to track the construction of the rail into town and the first trestle bridge was completed by June 12, 1902. The newspaper further explained the future location of the rail yards for freight lines. The portion of the town selected for this purpose was located "from the grade near the bridge across the Yellowstone, a strip of ground 400 feet wide . . . extending up to the street running north from C.B. Scott's corner." The street running north noted in the newspaper is Second Street and Scott's corner was located at Park and Second Streets.

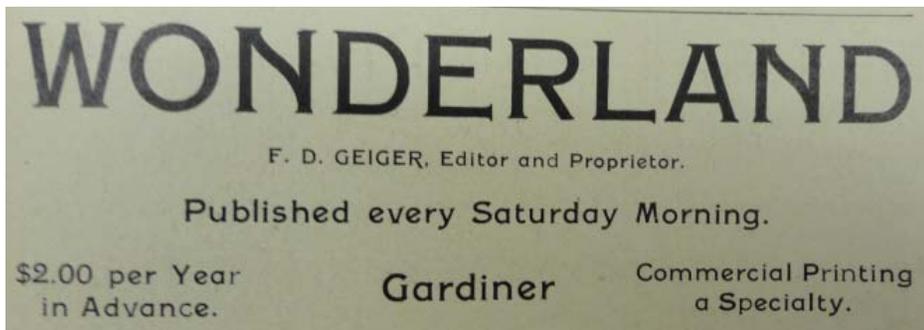
C.B. Scott, Lawrence Link, and James McCartney all played



Park Street in 1902 before the railroad arrived. Photo courtesy Yellowstone National Park Archives: YELL 9130

significant roles in the extension of the railroad into Gardiner and their prominence as local businesspersons made this possible. The original townsite of Gardiner was sold to the Yellowstone Park Transportation Company after the railroad completed its road into the town. Scott, Link, and McCartney secured the necessary deeds and property prior to successfully persuading Northern Pacific to extend the line beyond Cinnabar as this was one of the railroad's primary concerns given the previous troubles with Cutler in 1883. Once the railroad secured its line and made its selections for rights-of-way, it sold the remaining property to the Yellowstone Park Transportation Company for its disposal and sale.¹⁹

On Thursday July 3, 1902, the first passengers unloaded at the new park branch terminus in Gardiner. Only a temporary depot was available at the time and plans to construct a permanent depot and freight yards were underway.²⁰ Until a turn-around loop was constructed, the train backed up all the way to Cinnabar. Some businesses elected to remain in Cinnabar until permanent freight lines, the turn-around, and a depot were constructed in Gardiner.²¹ While some businesses chose to remain at Cinnabar until the freight lines were carried into Gardiner, other businesses such as the Park Hotel anticipated an influx of visitors and constructed an addition to its property. Tripp and Melloy invested in lighting for their business installing two "Little Wonder Arc Lamps." Minor additions and alterations continued and the commercial district of Gardiner would continue to develop. Twenty years of patient investment eventually paid off for the long-suffering residents of Gardiner and the small town would soon experience an era of growth and expansion.



Advertisement for Wonderland, Gardiner's first and only newspaper in 1904 Polk's City directory.

Railroad and Expansion Era: 1903-1916

The arrival of the railroad into Gardiner ushered in an era of growth and prosperity. Perhaps one of the most notable events in the history of Gardiner was the construction of the grand stone arch in 1903. Captain Hiram M. Chittenden envisioned a grand entrance gate to the national park to provide a more impressive arrival experience for visitors since Captain Chittenden deemed "the first impression of visitors upon entering the Park was very unfavorable."²² Construction of the arch began in the spring of 1903 and coincided with President Teddy Roosevelt's visit in April that year. The president's train stopped at the Cinnabar terminus and he rode on horseback into the town of Gardiner and up the hill to Fort Yellowstone. At the end of his Yellowstone visit, President Roosevelt presided over the laying of the cornerstone on April 24, 1903. The arch, later known as the Roosevelt Arch, would become an iconic symbol for Yellowstone as well as for Gardiner. The arch's presence materially established the perception of Gardiner as the primary gateway to Yellowstone and Chittenden's desire to make a favorable impression was



The Roosevelt Arch nearing completion in 1903. Photo courtesy Yellowstone National Park archives: YELL 37257

satisfied.

The years 1903-4 were significant for more than the President's visit and the construction of the archway into the Park. The railroad continued its development of freight lines into the town and the Northern Pacific station and passenger depot was completed in 1903. The depot, designed by architect Robert C. Reamer, built of stacked round logs on a rough-cut stone foundation and featured characteristics similar to the Old Faithful Inn. The rustic appearance was influential in conveying "a rustic effect that welcomed tourists into the Yellowstone landscape."²³ The use of rough-cut stone and stacked logs would become part of the lexicon of design that would evolve into a standard for later park service architecture known as the "rustic style."²⁴ The depot featured large stone chimneys with wrought-iron hardware details.

The platform at the Gardiner depot traced the curve of the railroad's turnaround allowing passengers to detrain along the entire length of the train. The platform featured a gabled-roof supported by large log columns. Passengers would detrain and load into Tally-ho stagecoaches that would carry them five miles south up the hill to the Mammoth Hotel.

The use of stone foundations, stacked logs, and stone chimneys for the depot represents a design choice by Reamer for a style befitting the landscape. Mimicking earlier construction styles and elements of buildings in Gardiner reinforced the perception of arriving at a western town on the boundaries of a national park. Contrasting this depot with the large and relatively ornate brick depot located 50 miles north in Livingston, reveals the desired impressions the architect wished to bestow upon park visitors.

Visitors arriving at the Gardiner depot first caught glimpses of the ornamental stone arch with a small pond and landscaped lawn area in front. The pond and landscaped area contributed to the experience of arrival at the Park's main entrance. The water feature contrasted against the high, dry bench upon which Gardiner sits and the shrubs and lawns helped provide a green oasis among the rocky and sparsely vegetated landscape. The 1907 Sanborn map shows the pond's footprint as an irregular shape. By 1927, the Sanborn map shows the pond's shape transformed into a more regular oval. The pond and landscaping was eventually removed and the area was converted to a community park area with a shelter, today known as Arch Park.



President Theodore Roosevelt rides down Park Street in Gardiner on his way to the cornerstone laying ceremonies for the Park's new stone entrance arch. Roosevelt watches as the cornerstone for the new stone entrance arch is laid on April 24, 1903. Photos courtesy Yellowstone National Park Archives: YELL 37188 and YELL 37105-3



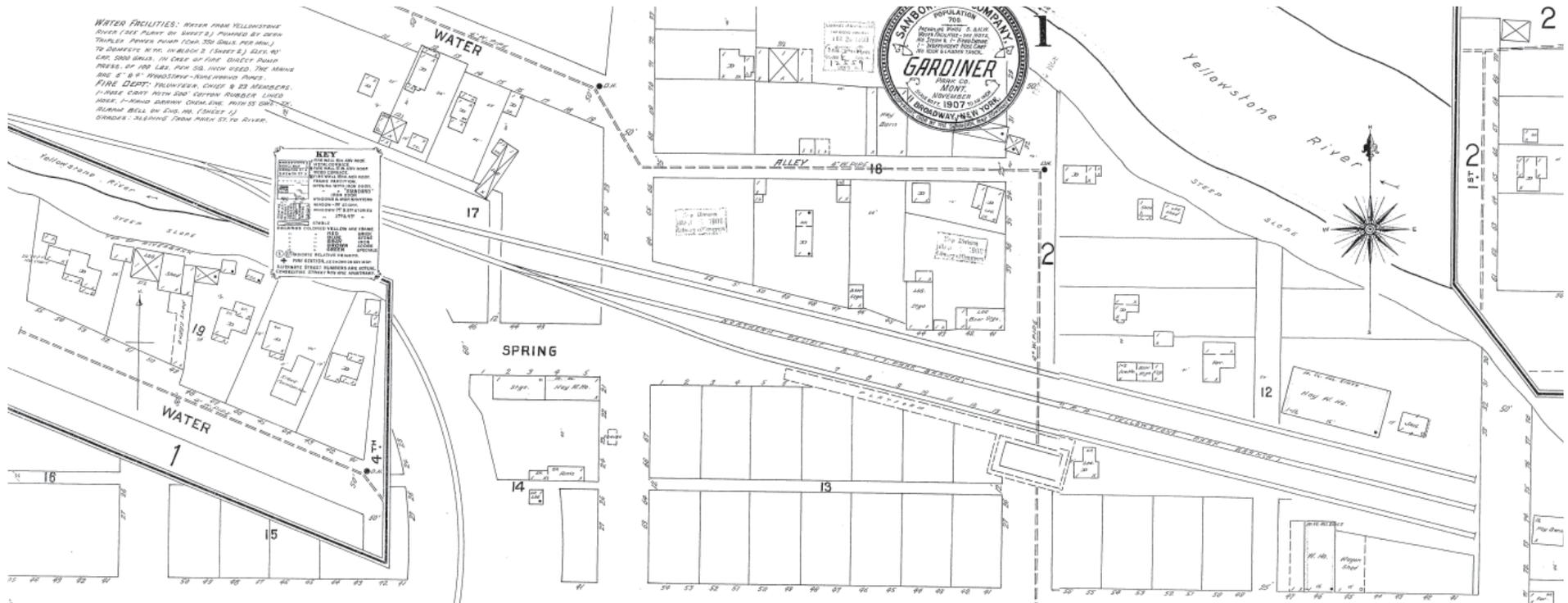


Visitors loaded and waiting in front of the Gardiner Depot on top of Tally-ho stagecoaches. The depot's distinct architecture including stacked logs, stone foundations and iron detailing helped visitors sense their arrival into a wild and rustic place. Photo courtesy Yellowstone National Park Archives: YELL 33309

Upon arrival in Gardiner, the train line forked providing two different destinations for trains depending on the nature of their cargo. Passenger trains unloaded at the Northern Pacific Depot while freight trains traveled to the freight yards located between Stone and Water Streets. The rail line split into three spurs just west of Fourth Street extending to the east and terminating at Second Street. A freight depot and platform spanned the width of Third Street and followed the diagonal line of the rail lines. This platform and depot divided Third Street in half just as the railroad lines severed blocks 12, 18, and 19 from the southern part of town. As late as 1907, the city blocks south of the rail lines along Stone Street remained undeveloped with a variety of freight and storage build-

ings interspersed north of the tracks. Sanborn maps identified the structures as single-story, log construction. Of the ten structures fronting the rail line, three are identified as “beer storage.”

Over the next 30 years, the town blocks adjacent to the spur freight lines of the Northern Pacific would remain sparsely developed. Structures served an industrial purpose primarily that of freight storage and loading docks. The freight line spurs would provide the underpinnings of what would be Gardiner’s industrial zone and this land use pattern continues into the present albeit at a lesser degree.



Detail of 1907 Sanborn Fire Insurance map showing the path of the freight lines and structures developed along the northern edge.



Gardiner looking North circa 1914. The freight spurs are visible as well as the footbridge connecting Scott's addition with Gardiner. Photo courtesy Yellowstone National Park Archives: YELL 37086

Map OF SCOTT'S ADDITION TO GARDINER

PARK COUNTY, MONTANA.
Sec 23, T9S, R8E.

SCALE 1 IN. = 50 FT.

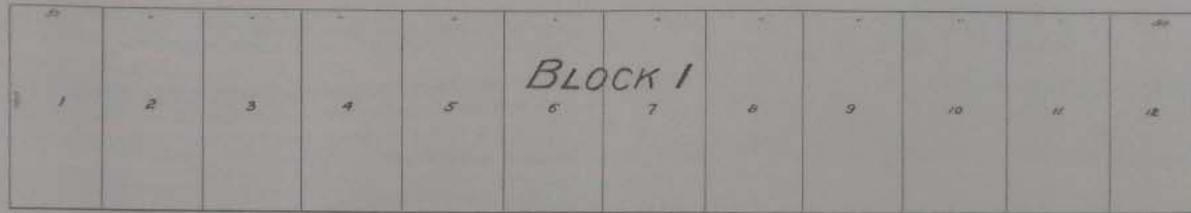
J. H. GARDNER

JUNE 1903



State of Montana } ss
County of Park } ss
I, Chas. B. Scott, do hereby certify that I have caused to be surveyed and platted into blocks lots and streets, as shown by the plat and certificate of survey hereto annexed the following described tract of land, to wit:—
Part of Sec 23 T9S, R8E, to be known & designated as the Scott Addition to Gardiner Park to Mont. and all the lands included in all the streets shown on said plat are hereby granted and dedicated to the use of the public forever.

Chas. B. Scott

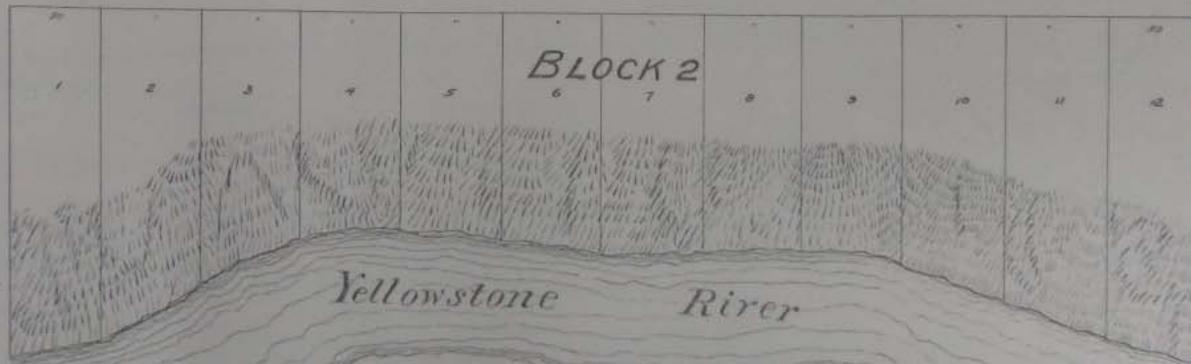


Scott Street

State of Montana } ss
County of Park } ss
On this day of
in the year 1904 before me, O. M. Harvey
a Notary Public in and for said
County and State personally
appeared Chas. B. Scott, known to me
to be the person whose name is
subscribed to the within instrument
and acknowledged to me that he
executed the same.

In testimony whereof, I have
hereunto set my hand and affixed my
notarial seal at the City of Livingston
Park County Montana this day of

O. M. Harvey
Notary Public
in and for Park County Montana



Yellowstone River

State of Montana } ss
County of Park } ss
J. H. Gardner, being first duly
sworn says on oath that he is the
surveyor who executed the survey of the
Scott Addition to Gardiner Park
County, Montana, of which the
 annexed plat is a true representation
and the said Addition was laid out
according to the requirements of the law
regulating the same and that the
streets, block lots and street
monuments are correctly shown on
said plat.

J. H. Gardner
Subscribed and sworn to before me this
24th day of February 1904

O. M. Harvey
Notary Public

Witness my hand and seal
this 5th day of
April A. D. 1904
Chas. Ferguson
Notary Public

Sec 23

Plat map of Scott's Addition Blocks 1 and 2. Blocks 1 and 2 were platted in June 1903 with subsequent blocks platted in December 1904. Photo courtesy Park County Clerk and Recorder's office.

Scott's Addition

The advent of the railroad terminus and the improved fortunes that came with the terminus inspired Gardiner residents to expand the town's boundaries. The first significant addition to the town of Gardiner occurred in 1904 with the platting of Scott's Addition. Scott's addition encompassed the land directly north of the Yellowstone River that was not included in the original town plat for Gardiner City. Before May 1895, the land was owned by the rancher W.D. Carpenter and was known as Carpenter's Ranch. In May 1895, a property deed records the purchase of "1/2 undivided interest in Lots 3 + 4 south east quarter of NW quarter, South 1/2 of NE quarter all in Section 23, Township 9 South, Range 8 East by C.B. Scott from W.D. Carpenter."²⁵

Over the course of the next decade, C.B. Scott would aggressively sell and purchase tracts of land adjacent to this original purchase. Beginning in 1903, he purchased the majority of land in this area and by June 1903, he commissioned a survey of Blocks 1 and 2 by S.H. Crookes. Throughout 1904, Scott continued to purchase land and extend his holdings to encompass blocks 1, 5, 8, and 9. By December 5, 1904, Scott filed a town plat with the county recorder designating the new plat as "Scott's Addition to Gardiner."

The plat map of the new addition did not consider the existing street layout of Gardiner City at the time, nor did it follow the naming convention of Gardiner. Gardiner's naming convention consisted of named east-west streets and numbered north-south streets. Scott's addition deviated slightly by naming its principal east-west street Scott Street and numbering the second east-west street, Fifth Street. Further deviations include the numbering of north-south streets First through Fourth beginning with First Street at the western boundary and Fourth Street at the eastern. This is opposite to the numbering convention of Gardiner.

Although the addition was not platted until 1904, it is likely that homes and other structures had been developed north of the river prior to this point. Residents needed a manner to cross the Yellowstone River and one of two bridges accomplished this. A wagon bridge constructed in 1893, led from the County Road branching off Second Street of Scott's Addition to the southeast meeting up at the western edge of Water

Street.²⁶ Residents of Scott's Addition or those not traveling by wagon had the option to cross the river on a foot bridge suspended across the river located near the present site of the current automobile bridge linking up with Second Street in Gardiner. This bridge spanned the Yellowstone River for fifteen years before construction in its place of the current automobile bridge in 1930.

Ready access to Park Street and the rail lines was important to Gardiner residents because these represented the economic, civic, and social hubs of the community. The intersection of Park Street and Second Street was the most densely constructed portion of town by 1907 with the majority of the buildings used for commercial purposes.



The Gardiner footbridge spanned the Yellowstone River for 15 years providing a shortened route to residents of Scott's Addition. The town's jail is the first building to the right of the bridge. Photo courtesy Yellowstone National Park Archives: YELL 33327-2

MAP
OF
SCOTT'S ADDITION TO GARDINER

PARK COUNTY MONT.
Sec. 23 T8S. R. 8E.

Scale 1"=100'

11235



State of Montana }
County of Park }

A. P. Rygaard, being first
law sworn, deposes and says, in
oath; that he is the surveyor who
executed the survey of the Scott
Addition to Gardiner, Park County,
Montana, of which the annexed
plat is a true representation, and
that addition was laid out accord-
ing to regulations of law regarding
the same; that the streets, blocks,
and lots and stone monuments are
correct as shown on said plat.

A. P. Rygaard
Surveyor

Subscribed and sworn to before
me this _____ day of December,
A. D. 1904
O. M. Murray
Notary Public in and for Park
County, Montana.



State of Montana }
County of Park }

I, C. B. Scott do hereby certify
that I have caused to be surveyed
into blocks, lots, and streets as shown by
the plat and certificate of survey here-
with annexed, the following described
tract of land, Sec. 23 T. 8 S. R. 8 E., to be
known as the Scott Addition to Gardiner,
Park County, Montana, and all lands
included in streets, as shown on said
plat are hereby granted, and dedicated
to the use of the public forever.

Dated Dec 27 1904

C. B. Scott

State of Montana }
County of Park }

On the 27 day of December
A. D. 1904 before me, O. M. Murray, a
Notary Public in and for Park County,
Montana, personally appeared C. B. Scott,
a man known to be the person whose
name is subscribed to the within in-
strument, and acknowledged to me that
he executed the same.

In testimony whereof, I have hereunto
set my hand and affixed my notarial
seal at Livingston, Park Co., Montana,
this 27 day of December A. D. 1904

O. M. Murray

Notary Public in and for Park County
Montana.

Note-
Blocks 1 and 2 surveyed by S. E. Oakes June 1903.
Blocks 3 to 9 inclusive surveyed by A. P. Rygaard.

December 1904 Plat Map of Scott's Addition to Gardiner. Image courtesy Park County Clerk's and Recorder's Office

Gardiner's business district

Even before the platting of Gardiner City, Park Street served as the town's primary corridor and central commercial hub. Its adjacency to the park made it easy to profit from visitors as well as army personnel stationed at Fort Yellowstone. The businesses also served the communities of Jardine (1898), Horr (1887), Aldridge (1893), and Cinnabar (1883). After the depot and freight lines were completed in Gardiner, Cinnabar quickly vanished from the landscape with some of the buildings being relocated to Gardiner. Plans to relocate buildings were already underway in 1902 by the Hefferlin Company to move their two-story store from Cinnabar to Gardiner. The store would be moved to the lot between the post office and the store of Settergren & Co.²⁷ A Sanborn Insurance map from 1907 indicates the presence of three two-story buildings on Park Street. It is possible that the Hefferlin Company building was removed to the current location of the Chamber of Commerce building.

Gardiner's commercial corridor continued to develop as businesses relocated from Cinnabar and new buildings were constructed to accommodate the influx of visitors to the Park. Saloons were a popular



W.A. Hall store, constructed in 1903, is located on Park Street. Photo courtesy Yellowstone National Park archives: YELL 37081

The W.A. Hall store in the 1920s. Photo courtesy Yellowstone National Park archives: YELL 37121.



business in Gardiner and Park Street provided a fair selection for the discerning drinker. The 1904 Polk Directory lists eight saloons within Gardiner and another three in Jardine. The Sanborn Insurance Map of 1907 identifies seven buildings along Park Street as saloons. This is a decline from Leeson's 1885 History of Montana listing 21 saloons in the town of Gardiner in 1883.²⁸ Other buildings identified along Park Street in 1907 included a tailor's shop, the post office, a restaurant, the Gardiner Hotel, a livery, and W.A. Hall's store.

W.A. Hall, a prominent businessperson, who maintained businesses in both Gardiner and Cinnabar until 1903, completed the move of his main offices to Gardiner with the completion of his store located on lots 1-8 of Block 4. Hall's store anchored the western end of Park Street away from the most densely developed portion of the town which was the intersection of Park and Second. Hall's original store in Gardiner was located in this area of town when it was a joint-partnership between W.A. Hall and Franklin Pratt.

His two and one-half story building housed an extensive store and supply company where Hall claimed to have "everything." By far the largest and most imposing structure in the town of Gardiner at the time, the placement of the store across from the stone entrance arch and in front of the passenger depot established the presence of commerce and provided a dominant and simple reference point for visitors arriving for the first time at Yellowstone. The building was constructed using brick

The W.A. Hall building as it appears today. Photo by author



and featured a gable roof with large glass pane windows on its southern façade, which were excellent for displaying goods. Three shed-roof dormers providing light to the building's upper story pierced the southern side of the roof.

Ever the promoter of his business, the western wall served as a billboard emblazoned with “W.A. Hall Sells Everything” in large white letters easily legible from the depot. The historic sign remains today contributing to the building's character and serves as a reminder of its original use. The store remained in service by the Hall family until 1954.

The W.A. Hall store building remains standing today and it continues to serve the visiting public in much the same way as it did when it first opened. Now occupied by the Yellowstone Association's bookstore, offices, and classrooms, the Yellowstone Association welcomes visitors to the park and provides goods and services. Recent renovations have altered the exterior of the building including the addition of dormers along the roof and the placement of a window in the western wall. Despite these changes, much of the building's character remains and contributes to the overall character of Gardiner and the surrounding landscape.

Hall's store stood out as a distinct building among the other business buildings lining Park Street due to its scale and overall size. Hall's store occupied eight lots on one city block while the majority of other businesses occupied a single lot. Most commercial buildings were single-story log or wood-framed buildings featuring false fronts or gable ends with doors and windows in their southern facades. Commonly used in towns of the American West, the false front gave buildings the appearance of permanence and civility. Some businesses lining Park Street featured larger plate glass windows for display of goods. Prominent businesspersons C.B. Scott, James McCartney, and M.H. Link all established their stores on Park Street. Circa 1902, C.B. Scott's corner housed a number of businesses including a cobbler, the telegraph for the Northern Pacific and Western Union, Charles Pember's barbershop, Scott's own freighting business, and, of course, a saloon.²⁹

Hotels were also an important component to Gardiner's economy. While many visitors tally-hoed up the hill to the finely appointed Mammoth Hotel, some visitors stayed in Gardiner prior to setting out on their excursions or after their Park sojourn before boarding the train north. A number of hotels provided these accommodations and varied in style and size.

One of town's earliest hotels was the Gardiner Hotel constructed between the C.B. Scott building and Tripp & Melloy's saloon. This hotel was a one ½-story building with a dining room and kitchen attached in the back. The hotel's front featured a gable-end with a second-story balcony above the covered boardwalk. Its proprietor in 1904 was A.L. Roseborough.³⁰

The Wylie Company, famous for its “Wylie Way” tours of the park, constructed a large hotel for its clients on Main Street near the northwest corner at the intersection of Main and Third Streets. Clients would stay at this hotel before embarking on their park tour, which consisted of staying in tent cabins, rather than the grand hotels in the Park. The building's location was in close proximity to the passenger depot and the Roosevelt Arch making it easy for its clientele to walk from the depot or travel a short distance by stagecoach or wagon under the arch and up the road to Mammoth Hot Springs. The hotel's footprint fronted three city lots and was a modified “u-shaped” building with two cross-gabled roofs dying into the building's primary east-west gable. The entire



C.B. Scott's building and the Gardiner Hotel located on the northeastern corner of Park and Second Streets circa 1902. Photo courtesy Yellowstone National Park Archives: YELL 37094



The Exchange Company and M.H. Link's Post Office Store on Park Street circa 1908. These buildings stood on the present sites of Rosie's and Red's Blue Goose Saloon. Photo courtesy Yellowstone National Park Archives: YELL 37087



structure was a 1 ½ stories wood-framed building with simple lapboard siding. A single-story covered boardwalk spanned the entire southern façade and two brick chimneys rose from the primary roof. The windows were single-hung one-over-two windows on the upper story and larger single hung windows with four divided lights on the top and bottom.

Another early Gardiner hotel was the Cottage Hotel located near the northeastern corner of Main Street. The Cottage Hotel fronted two city lots and was wood frame construction with a shingle roof. The portion of the building containing the rooms was 1 ½ story in height with the remaining building only one story high. The kitchen was located at the back of the building and a cold storage building stood farther back on the property.

The Wylie Company hotel in the early 1900s. The hotel housed guests prior to their departure into the park on the “Wylie Way.” The store to the right was J.J. Moore’s store where curios and other park novelties were sold. Photo courtesy Yellowstone National Park Archives: YELL 9555

Freighting, transportation, and liveryes

Another of Gardiner's primary economic components was freighting and transportation. The Polk Directory of 1904 lists three freighters in Gardiner including Lawrence Link, C.B. Scott, and Paul McCormick. Freighting was the third largest enterprise in terms of ownership following saloons and hotels in that order. Typical of any American town of this era, liveryes and stables were common sights on the landscape. On Main Street alone, five of the eleven buildings on its southern side were stables. The stables were constructed of stacked logs with a single story. Only one livery was present on Park Street at the corner of Park and Third Street and was owned by J.S. Woods.

Wagon sheds and hay barns also dot the town's landscape with the majority centered around the railroad freight lines or within close proximity of the freight yard. This coincided with the transportation patterns and distribution of goods up the hill to Fort Yellowstone and the services inside the Park. Wylie Camping Company maintained its stables and wagon houses on Stone Street. These buildings filled five city lots to accommodate the large number of horses and wagons needed to carry visitors throughout the Park on their grand tour.

Detail of 1907 Sanborn map showing footprint of the Wylie (misspelled Wiley) Company stables and wagon houses. The scale and footprint made these the largest buildings on the block. By 1927, these buildings were gone.

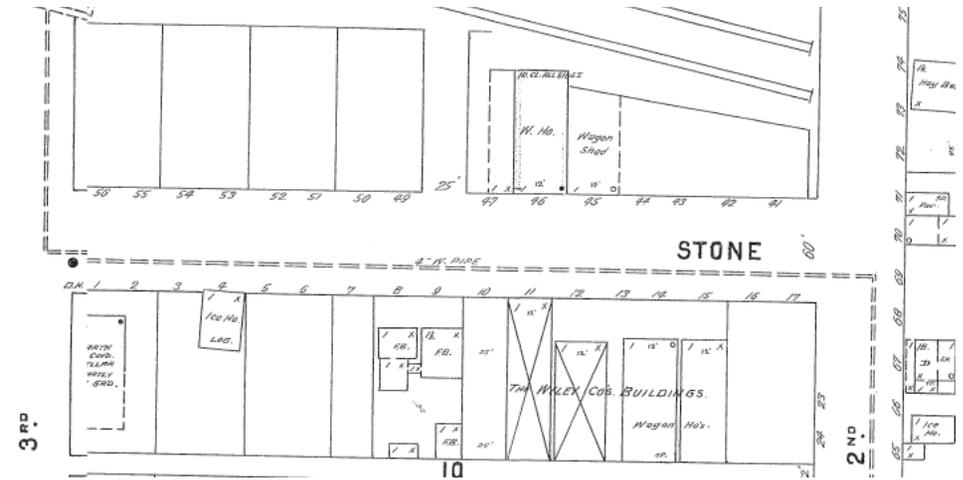


Photo of Wylie Permanent Camping Company wagon teams and drivers in front of wagon house. Date unknown. Photo courtesy Yellowstone National Park Archives: YELL 964





The Gardiner jail circa 1911 and today. The building's appearance has not changed in over 100 years but it should be repaired or basic preservation measures should be undertaken to prevent further deterioration. Photos courtesy Yellowstone National Park Archives: YELL 33327-2. Second photo by author.

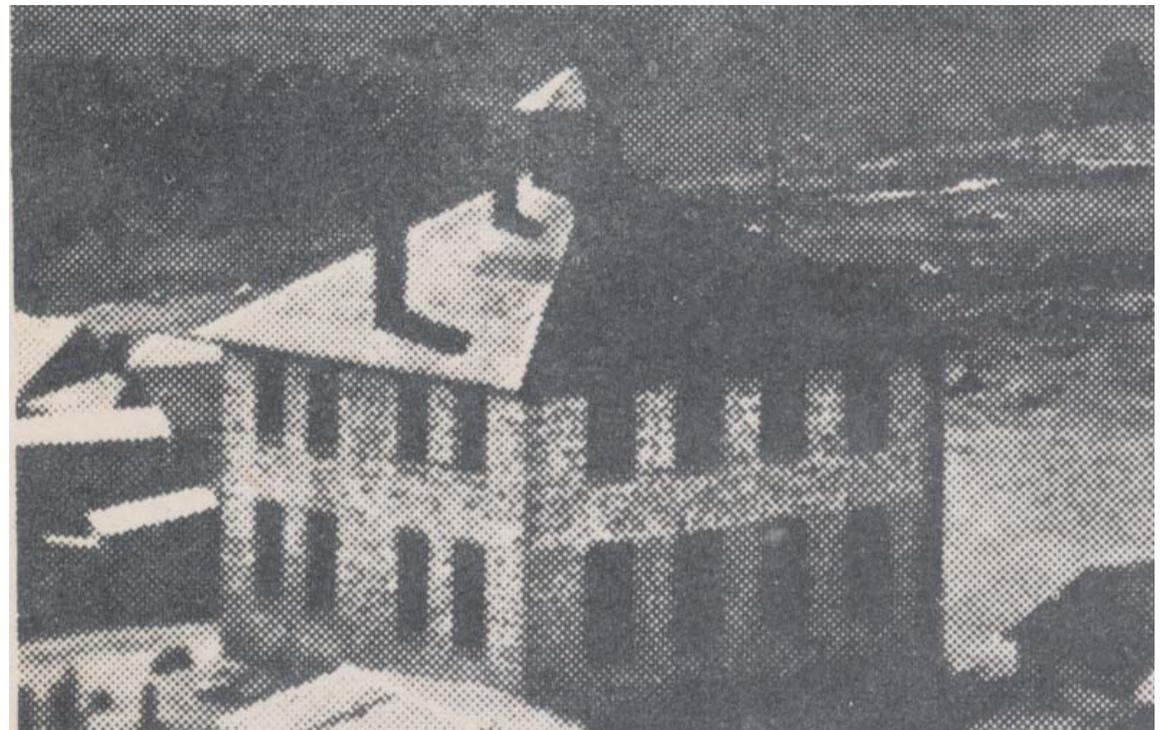
A civic-minded citizenry

Commerce and profit were not the only concerns of Gardiner residents. As the town grew, so too did its needs for public institutions and social clubs. The town constructed a series of civic buildings to serve the greater community and they built these structures with permanence and longevity in mind. The town's primary civic structures of this era include the town jail, the public school, the Union Church, and the Opera House. All of these structures were constructed using fireproof materials and many were built using native stone similar in treatment to that used for the Roosevelt Arch. The first civic building constructed during this era was the jail.

In 1902, the rambunctiousness of the frontier town had citizens calling for the construction of a jail to house unruly residents and tourists. The stone jail was completed in 1903 on Block 12, Lot 33 on the northern side of the railroad freight line spur. The jail is a single story hipped roof stone structure with an internal steel jail cell for holding prisoners. The stones are rough-hewn square blocks fitted with mortar. The stonework is similar in style to that found on stone houses throughout Gardiner including the home of C.B. Scott. It is unclear as to what extent the jail was put to use, but it remains standing today vacant and in disrepair. The construction of the automobile bridge and its infill in 1930 placed the jail beneath the road grade and out of sight.³¹

For nearly twenty years, a small single room log building served as the town's schoolhouse. In 1903, funds were collected to construct a single story native stone building with a central bell tower and a hip roof. The building was constructed on Block 1, Lots 9 and 10 after the land was sold to the Gardiner School District, Park County School District number 7. The sale was recorded on October 18, 1904. A second story was added in 1914 through the generosity of Lawrence Link and Frank Holem.³² The school and the property remained the property of the school district until it was sold in 1958.

Following the construction of the new schoolhouse, the community laid out plans to build a community church. Due in part to the efforts of some of the prominent town members, including Lawrence Link, Frank Holem, W.A. Hall, and C.B. Scott, it was decided to build a union church where all denominations and faiths could worship. The land was donated by Mrs. Harry Child and the community organized various fundraisers for materials and construction.³³ The church was completed in 1905 and was built of stone with a gable roof. It featured stove heat and electric lights. Additions and remodels to the church over the decades obscure the original structure.



The Gardiner Public School, District No. 7 as it looked shortly after construction in 1904 and shortly after the addition of the second story in 1914. Photos by Henry Kitchens and reproduced courtesy of the Yellowstone Gateway Museum of Park County, Montana



Gardiner Union Church shortly after construction circa 1905. Photo courtesy Yellowstone National Park Archives: YELL 33314



The Gardiner Community Church as it appears today. The Union Church was Gardiner's first church constructed through the efforts and generosity of the community. The original church structure is obscured by numerous additions and renovations that have taken place. Photo by author.

In 1910, the Gardiner Opera House Company constructed a large hall for staging theatrical performances and moving pictures for the enjoyment of Gardiner residents. Constructed on the north side of Main Street, the Opera House fills two town lots with its primary entrance facing south. As other buildings built to serve the community, the Opera House features stone construction. Its gambrel roof differs from the more common gable roofs found around Gardiner but its stone and wood materials blend seamlessly with the surrounding environment. The Opera House Company is listed under “theatres” in the 1910-11 Polk City Directory. After the Opera House Company ceased operations, the Fraternal Order of Eagles Aerie 669 assumed ownership of the Opera House and used it as their meeting hall. Aerie 669 disbanded in 2009. The Opera House serves Gardiner in 2013 as the Community Center. Its exterior remains largely unchanged from its early days. Much of its historic integrity remains.



The Gardiner Community Center, formerly Eagles Hall, and Opera House, circa 1911 (viewed from the back) and today (viewed from the front) retains much of its integrity. The stone construction matches the construction of many of Gardiner’s civic and social buildings of this era. Photo courtesy Yellowstone National Park Archives: YELL 33327-2 and by author.



Water and Light

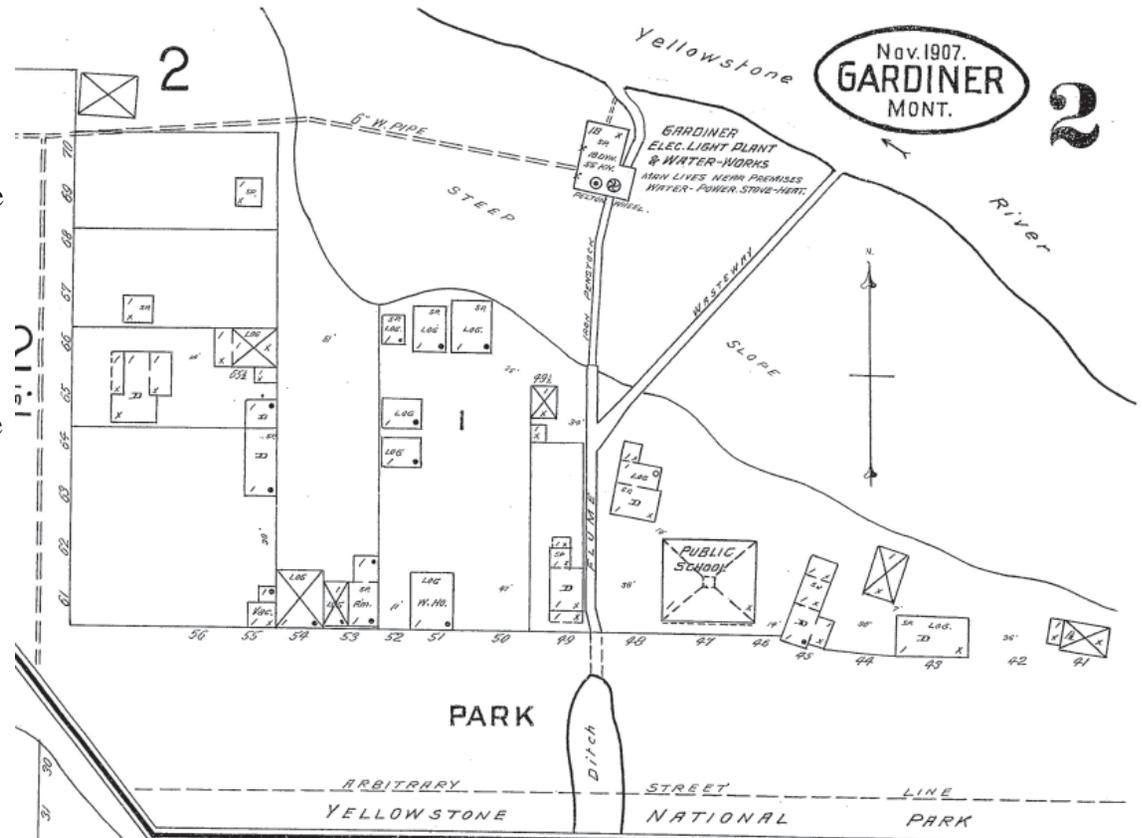
Gardiner's location near the confluence of two rivers would lead the average observer to assume that obtaining fresh daily water was of little concern to Gardiner residents. This, however, was not the case. The issue of water rights is an important and controversial issue in the arid American West and it was no different early in the town's history. In the 1890s, residents of Gardiner purchased their water from an entrepreneurial man named Billy Shrope who hauled water up from the Gardner River and sold it for fifty cents a barrel. By 1895, John Spiker, owner of the Cottage Hotel in Gardiner, successfully petitioned the Park's superintendent for the rights to pump water from the Gardner River to the town. Spiker pulled his water from a ditch used to water the hay fields at the northern park boundary. The ditch is noted on the 1907 Sanborn map crossing Park Street's eastern end. Spiker capitalized on his access to water and diverted the water from the ditch across Park Street into a flume and penstock. The water traveled through the flume and penstock down the slope into an electric generator turned by the gravity drawn water. Although its output was inadequate for the entire town, Spiker's hotel and a few other buildings benefited.³⁴

By 1902, Spiker's water and electric works transformed into the Gardiner Electric Light and Water Company and incorporated in 1903. The *Electrical World and Engineer* noted the company's incorporation in its 41st volume published in 1903 citing a capitalization of \$15,000 and incorporators as "J.C. McCartney, Lawrence Link, and others."³⁵ Incorporation and capitalization did not ensure a steady supply of water, and residents of Gardiner continued to work with the Park's superintendents to achieve a concession from the Secretary of the Interior to draw water from the Gardner River.

The Electric and Light Company constructed a powerhouse on the southern bank of the Yellowstone River to house its generators and pumps to pump water back up the hill to the town. Built of mortared river stone, dimensional lumber, and concrete, the powerhouse was utilitarian in appearance and design. The nature of the building and its purpose required that it be isolated from the town. Its location at the bottom of a steep slope contributed to its functionality. The powerhouse remains in place today in severe disrepair.

Water pumped from the powerhouse traveled up the hill in a six-inch wood-stave wire-wound pipe that traveled along Main Street with a branch traveling south down First Street, then turning west along Park Street until terminating at the intersection of Park and Third Street.

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Detail of 1907 Sanborn map showing location of feeder ditch and Gardiner Electric Light and Water Company pump and power house location.



The Gardiner Electric Light Plant and Water Works pump and powerhouse as it appears today. Photo by author.

The Main Street line reduced to a four-inch pipe traveled north up Second Street, west along Stone Street, and north along Third Street, west through an alley until connecting with Water Street. To guarantee continued pressure and a steady supply of water, a ninety-foot high water tower was erected on Main Street directly behind Tripp and Melloy's saloon. This water tower was removed and a new tower constructed in 1911 at the eastern end of Main Street directly in line with the water pipes coming up from the pump house below.

Providing fresh water to Gardiner's residents was not the only incentive for the construction of the Gardiner Electric Light and Water Works plant. Fire continued to be a serious concern and threat to the town's buildings and a ready supply of water alleviated those concerns. Double fire hydrants were provided along the pipes' paths, usually located at intersections. Park Street benefitted from the presence of three fire hydrants evenly spaced along its length while Main Street only had one hydrant at its intersection with Second Street. Placement of hydrants was determined by density of buildings and Park Street remained the most densely built-up area of the town. The fact that Park Street experienced a number of devastating fires in the 1880s and its prominence as the primary business center also factored into this arrangement.

The town's fire station was located at the southwest corner of Main Street and Third Street. It was a small one-story building with a fire bell on the roof. The fire company had a one hose cart with a 500-foot hose and one chemical engine with a 55-gallon tank. The fire department consisted of one volunteer chief and twenty-three members.

The era following the arrival of the railroad and leading up to the creation of the National Park Service was a period of significant development and growth. The town's boundaries expanded to include Scott's Addition and the railroad shaped the land use patterns for the next century. Businesses were established and Park Street retained its prominence as the town's primary economic corridor. The town's first civic institutions were formed and its infrastructure established. This period established Gardiner's place as the primary gateway community to Yellowstone National Park. In the ensuing decades, Gardiner would experience steady growth and development with a shift in business types due in part to greater national movements including Prohibition and America's emerging love affair with the automobile.



The arrival of the train to Gardiner forever changed the town's character and led to an era of growth and development. Photo courtesy Yellowstone National Park Archives: YELL 7508



In 1917, the automobile replaced the Tally-ho stagecoach as the touring vehicle for the park. In this photo, Yellowstone Park Transportation Company vehicles await passengers arriving at the Gardiner depot. Photo courtesy Yellowstone National Park Archives: YELL 528



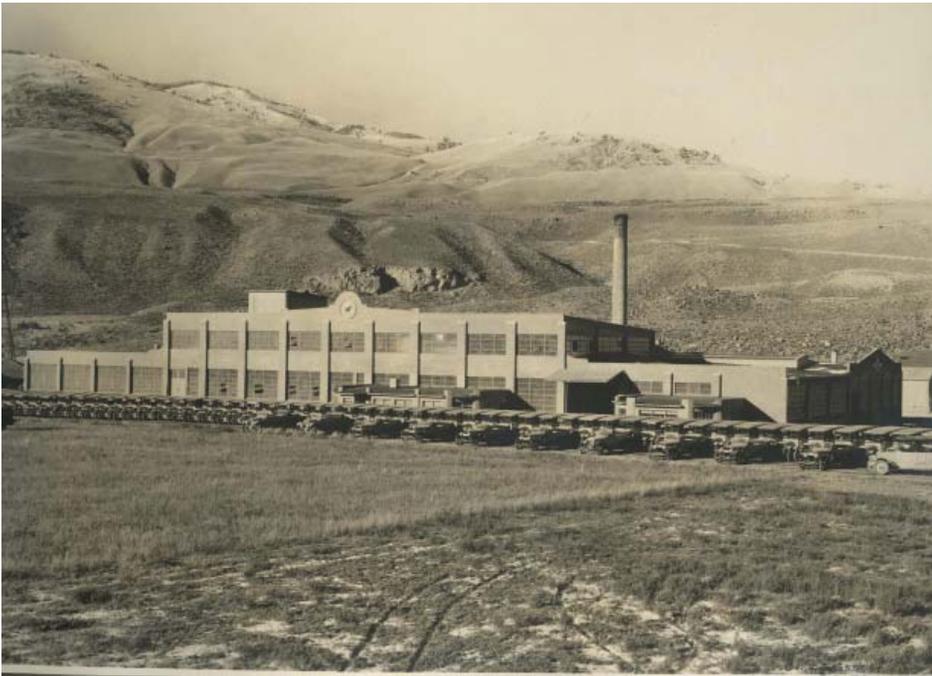
Yellowstone Park Transportation touring car fleet traveling through Mammoth Hot Springs. Photo courtesy Yellowstone National Park Archives: YELL 114359

The Park Service Era and the automobile: 1917-1933

Gardiner's relative isolation from the broader world did not prevent it from experiencing the impacts of larger national movements. Three significant changes in American culture and government policy would have direct effect on Gardiner business and development during this period. During the latter half of the nineteenth and beginning of the twentieth century, the nation's roster of national parks and monuments had grown and it was apparent that better management of these wonders was necessary. A movement to create a separate governing branch to manage the national parks gained steam and by 1916, Congress passed the National Park Service Organic Act. This act established the National Park Service and bestowed stewardship of the nation's parks and monuments to its agents. Empowered by this act, Stephen Mather and his personnel set about organizing the national parks through capital improvements, increased regulation and oversight, and improved concession provisions.

While Congress debated the formation of the Park Service, Yellowstone continued to experience increased visitation from which Gardiner businesses benefitted. The 1915 season saw visitation to the park more than double. The 1915 season was also significant because it was the first season automobiles were officially authorized to enter the park for touring purposes. The park's roads and infrastructure were not equipped to accommodate both horse-drawn vehicles and the new automobiles, so careful planning and organization was necessary to reduce conflicts between the two conveyances. Stages waited thirty minutes after the departure of the last automobile before beginning their one-way trip along the grand loop.³⁶ Deemed a success, the first full season of automobile travel resulted in the withdrawal of all stages from touring the park. From this point forward, automobiles would provide tours to visitors. This policy shift would affect Gardiner businesses and concessioners requiring changes in equipment, storage facilities, and visitor amenities. Gardiner residents adapted and the architectural landscape changed as a result.

The changes to Yellowstone were not limited in changing to solely automobile travel. Prior to 1916, a multitude of concession companies vied for visitors' business and petitioned the government for rights to conduct tours, maintain hotels, and guide visitors through the park. After the establishment of the Park Service, the superintendent sought to reduce the number of concessioners and set about to make it a reality. In 1916, an agreement was made for the consolidation of the two largest permanent camping companies, Shaw & Powell and Wylie, into the Yellowstone Park Camping Company. A separate company, the Yellowstone Park Transportation Company, provided all the transportation of visitors throughout the park. In 1925, after a fire devastated the transportation company's garage located in Mammoth, a new concrete garage and storage facility was constructed just inside the northern boundary of the park near Gardiner. These buildings remain today and continue to be used by the park's concessioner.³⁷



The Yellowstone Park Transportation Company garage and buildings circa 1940. Built in 1925, the building remains today as the offices and service center for the park's concessioner. Photo courtesy Yellowstone National Park Archives: YELL 114395

The consolidation of Shaw & Powell and the Wylie Permanent Camping companies eliminated Wylie's need for stables and wagon houses. By 1927, Wylie's stables and wagon house were razed and their former site remains predominantly vacant to this day. The Wylie Company hotel located on Main Street burned down in January 1935.³⁸

The consolidation of the permanent camping companies did not discourage members of the Shaw family from continuing in the hotel business. Walter and Lillian Shaw established the Shaw Hotel and Café in 1922. The Shaw Hotel and Café was located on the present site of the Town Café and the former site known as the McCartney Block. Constructed of brick and stone, the two-story building differed from many of the buildings on Park Street in part to its use of brick as a construction material. The Shaw family continued managing the hotel until selling it to other operators in 1944. The building continued to operate as a hotel and café until it burned in 1950.



The Wylie Company hotel fire on January 8, 1935. The building to the left of the fire is Gardiner's Community church and the building to the right was Moore's store where he sold curios and souvenirs. Photo courtesy Yellowstone National Park Archives: YELL 33316



Shaw & Powell Camping Company established this hotel for its guests before taking them into the park on the grand tour. Photo circa 1925. Photo courtesy Yellowstone National Park Archives: YELL 127339



Park Street, looking west, circa 1940. The Shaw Hotel and Café was operated from 1922 to 1945 before it was sold to others. It burned in 1950. Photo courtesy Yellowstone National Park Archives: YELL 37115



The W.A. Hall Store and Service Station circa 1920s. Photo courtesy Yellowstone National Park Archives: YELL 37121.



The Gardiner Garage and a gas and oil station located on the corner of Main and Second Streets circa 1925. The exclusive use of automobiles in the park encouraged the development of automobile specific industries. Photo courtesy Yellowstone National Park Archives: YELL 37083 The Gardiner Garage as it appears today, currently the location of the Yellowstone Raft Company. Photo by author.

Within a decade of the automobile's allowance into the park, hay warehouses, livery, and stables gave way to a series of gas and oil stations, garages, and automobile repair shops geared to provide services to the automobile traveler. The large hay warehouse located on the present site of the Iron Horse Bar and Grill had become simply a warehouse. J.S. Woods' livery was razed and a gas and oil station replaced it. W.A. Hall maintained his reputation as seller of everything by constructing a service station adjacent to his store on Park Street. Frank Holem and Henry Pilger converted their blacksmithing and wagon shop into the Gardiner Garage and Service Station in 1915. The large garage constructed of stone and a wooden truss roof could house sixty cars. The false-front style obscures the wooden truss roof and blends with the other false-front buildings found throughout Gardiner. The garage building is still present and is the current home of the Yellowstone Raft Company. The gas station is no longer present and its site has been filled with an extension of the Two-Bit saloon. Two auto repair shops were also constructed near the railroad freight yards, one fronting onto Fourth Street between Spring and Stone Streets, and the second, north of the rail lines.



The Hillcrest Motel was built in the late 1920s and continues to operate today on a seasonal basis. The emergence of motels in Gardiner coincided with the growth of the automobile during the 1920s and 1930s. Photos by author.



As roads improved and people started arriving at the park by automobile, there was a need for hotels that could accommodate vehicles and their owners. A new form of architecture emerged as the era of improved roads and cross-country automobile travel became more commonplace. New motor hotels or the abbreviated “motels” provided these services. These buildings consisted of smaller rooms either connected or separate structures fronting onto a parking lot. One of the first motels in Gardiner was the Public Auto Camp listed in the 1927 Polk directory. At the time, this was the only auto camp in operation in Gardiner. By 1937, there were five different “tourist camps” providing motel facilities for the tourist traveling by automobile. They were as follows: Hillcrest Cabins, Hygrade Auto Court, Jim Bridger Cabins, Mountain View

Cabins, and the Public Auto Camp.

Ray and Jean Richey constructed the Hillcrest Cabins in the late 1920s. Still standing, the cabins are located on the north side of the river in Scott’s Addition and consisted of eight units by 1937. The small gable roofed cabins feature lapboard siding and wood frame construction. These cabins are still in operation today.

Other automobile courts still in operation include the Jim Bridger Cabins constructed in 1933.³⁹ The log cabin construction style chosen by the contractor represents early attempts at recreating “authentic” western architecture as a means of enhancing the authentic experience promised to park visitors.



HILLCREST

MOTEL

NO

VACANCY

KITCHENS

HILLCREST
MOTEL
ENTRANCE

As automobiles became more and more popular, it became necessary to improve the roads within and outside the park. In 1930, construction of a new concrete and steel bridge crossing the Yellowstone River at the location of the old suspension footbridge connected automobile traffic between Scott Street and Second Street. The bridge's construction and subsequent infill obscured the 1903 town jail and placed the railroad freight lines below travelers' lines of sight. The bridge's placement was partially dictated by the location of the freight and freight lines as well as the direct access to the primary economic core of Gardiner. Gardiner residents celebrated the bridge's completion with a dance and picnic.⁴⁰ Continued use of the bridge required widening in the 1970s and it continues, at present, to serve automobile traffic as the primary bridge crossing the Yellowstone River at Gardiner.

Improved roads made transportation into the park much easier. Unpaved roads often became impassable during winter and spring months due to increased moisture on the roadways. Travelers would get stuck in mud or deep potholes caused tire blowouts or other mechanical malfunctions. To remedy these problems, roads were oiled to reduce moisture penetration. In 1931, Park Street benefitted from a major improvement project that involved leveling and oiling the roadway.

Park Street businesses continued to change and adapt according to visitor demands and national laws. The passage of the 18th amendment ushered in the era of prohibition and the saloons lining Park Street transformed into billiard halls and providers of soft drinks. The saloon buildings did not change significantly, only the goods offered to the public. After the amendment's repeal in 1932, Gardiner saloons were back in full operation. The faces of some buildings on Park Street did change as the buildings changed ownership. M.H. Link's store continued to provide groceries and supplies to visitors. D.H. Hauptman opened his pharmacy on the northwest corner of Park and Second Street. Moore's grocery store and curio shop moved from its location on Main Street to Park Street. The Grotto Café also opened on Park Street. Architecturally the style remained consistent with earlier building types and styles featuring false fronts with either lapboard siding or stone construction faced with stucco.



Oiling Park Street in 1931. Notable businesses visible in this photo include the Welcome Hotel and William Menafee's saloon. Photo courtesy Yellowstone National Park Archives: YELL 21038-2. Photo below: Park Street prepared for oiling. Moore's grocery store and curio shop is visible beside the Conoco Oil station (currently the location of Yellowstone High Country Trading). Photo courtesy Yellowstone National Park Archives: YELL 21038-4



The Gardiner Band performs on the corner of Park and Second Streets circa 1920s. The pharmacy operated by D.H. Hauptman and M.H. Link's store are visible in the background. The building housing Hauptman's pharmacy is still standing today. Photo courtesy Yellowstone National Park Archives: YELL 37091

Park Street circa 1935. The Ranger Tavern located beside the Link Store opened after the repeal of prohibition. Photo courtesy Yellowstone National Park Archives: YELL 122291-2



Scott's addition continued to experience development as well with homes filling in the city lots. By 1927, twenty-one homes existed along Scott Street. Four of these homes were constructed of stone materials and one features a corner tower and can be classified as a modified Queen Anne style (see first photo). A second home on Scott Street blends elements of both the Queen Anne and the Stick Style resulting in a hybridized style common in vernacular construction (see second photo). The other two stone homes feature hip roofs which also differed from the gable ended homes commonly built in Gardiner. The identical choice of materials suggests a common builder.

Montana's architectural development typically lagged behind that of other states and metropolitan regions. The use of the Queen Anne style at the beginning of the twentieth century, nearly 30 years after its emergence elsewhere in the world. The Stick Style followed Queen Anne in the 1880s. The prominent architectural styles during the early decades of the twentieth century were the Prairie style, Mission, and Western Stick. There are a few examples of homes influenced by the popular Bungalow style which reached its zenith in the period from 1900-1920. Some of these homes exhibit Bungalow characteristics including single-story homes with a gabled porch-veranda in the front, small size, and simplicity. Another prominent architectural movement

during this era would later be known as the Craftsman style. This style featured exposed rafter ends, simple wooden details, shallow pitched roofs, and broad front porches. The Craftsman style borrowed from styles and movements that preceded it, including Stick, Prairie, and Arts and Crafts.

The first fifteen years of the National Park Service era represented steady growth and development for the town. The 1927 Polk city directory lists Gardiner's population as 400 with an increase in population to 500 by 1937. Businesses adapted to the changing needs of park visitors by providing amenities and services geared towards automobile travel. Automobile camps began dotting the landscape, as did garages and service stations. Stables, barns, and wagon houses were razed from city lots. The roadways were improved and a new bridge connected Scott's Addition with the original townsite creating a new tourist corridor. This new corridor would shift the direction of businesses and would contribute to the continued development of the land north of the river along Scott Street.



These four homes were the first four homes constructed of Stone on Scott Street. Similar materials suggest a common builder and common period of construction. The style is vernacular with a mixture of elements from both the Queen Anne and Stick Styles. Photos by author.



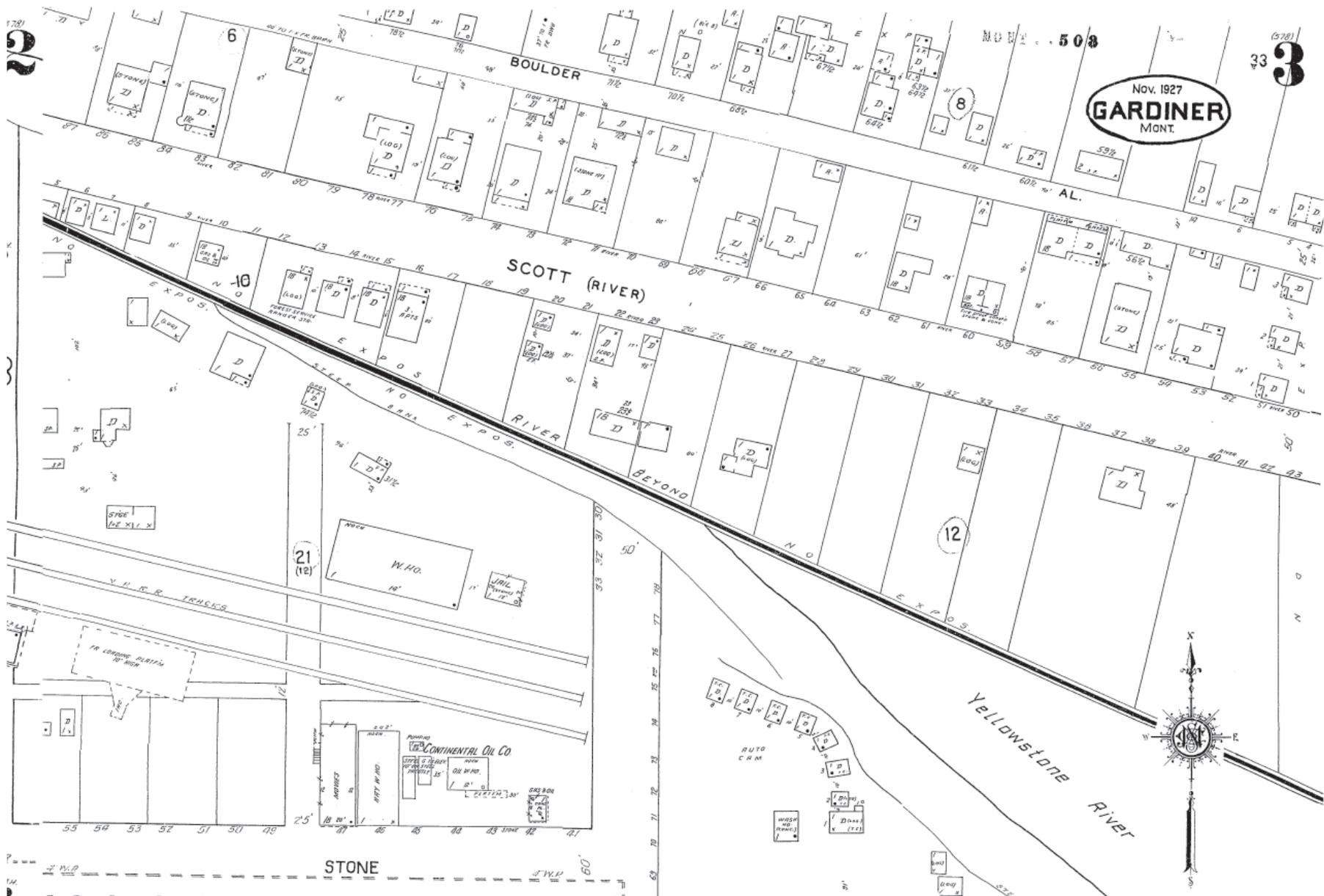
The Great Depression, the War Years, and the End of the Railroad: 1933-1951

Gardiner was not immune to the economic downturn of the Great Depression. Both the park and Gardiner experienced a dramatic decline in visitation numbers during the earliest years of the Depression. This trend in decreased visitation was short-lived. Visitation numbers started to increase by 1935 and by 1937 nearly half a million visitors visited the park. It is significant to note that rail travel numbers demonstrated the most significant decline over this period.⁴¹ The decrease in rail travel would become a consistent problem over the next decades as more and

more Americans continued to travel by automobile and other means including airplanes.

A comparison of Sanborn Maps between 1927 and 1938 reveals an increase in the number of homes built in Gardiner, primarily within Scott's Addition. The number of homes along Scott Street increased from twenty-one to over thirty. The number of residences constructed along the alley north of Scott Street more than doubled. The increase in residential construction within Scott's Addition during the late 1920s and throughout the 1930s demonstrates the northern growth of the town and the division between the historically commercial center of Gardiner from its historically residential area.

Other notable changes in land use included the removal of the



Details of Scott's Addition taken from Sanborn Maps of 1927 and 1938. Gardiner experienced increased residential development during this ten-year period.



Park Street as it appeared around 1945-1950. Photo courtesy Yellowstone National Park Archives; YELL 33335

Conoco service station at the corner of Park and Third Street to its new location on the northwest corner of Stone and Second Streets near the railroad lines. The Opera House was now officially Eagles' Hall and moving pictures were now being shown in a newly constructed building on Stone Street located adjacent to the western side of the alley leading to the present-day Iron Horse Bar. A Forest Service Ranger Office was located on the southern side of Scott Street. Two auto camps appeared on the 1938 Sanborn map, one in Scott's Addition and the second on the eastern side of Second Street across from the freight rail lines. The positioning of these auto camps signified a shift in the focus of service away from rail travelers and towards visitors traveling by automobile. Available lots on Second Street also begin to fill in during this time. Automobile travel continued to develop leading up to the United States' entry into World War II.

World War II brought rationing of steel, gasoline, and rubber among other items. The war effort to conserve these resources resulted in a decline of visitors to the park. Visitation dropped from 581,761 visitors in 1941 to only 191,830 the following season.⁴² The war years and those immediately following were lean years for Yellowstone, its concessioners, and Gardiner. The Northern Pacific Railroad deemed rail travel to Yellowstone unprofitable and decided to end its passenger-rail service to Gardiner in 1948.

The decision to end passenger rail service to Gardiner signaled the end of an era. Americans were traveling across the country in automobiles pulling travel trailers and the appeal of the open road overpowered the romanticism of the rail. Passenger trains still arrived at Livingston where park visitors then transferred to busses to travel the 51 miles south to Gardiner.

The end of passenger rail service in 1948 ended a nearly 50-year tradition of tourist travel to Yellowstone. Gardiner waited over twenty years for the railroad's arrival and its greatest period of growth occurred in the two decades after the train's arrival. As rail visitation decreased, Gardiner shifted its focus toward automobile visitors and it sought ways to capitalize on this new mode of travel. Previously, the train required visitors to stop in Gardiner, if only briefly, before entering the park. With automobiles, visitors could pass through Gardiner and enter the park without pausing to walk the streets, or spend the coveted tourist dollar so

vital to Gardiner's economy.

Post-railroad era: 1951-1972

Just as the arrival of the railroad to Gardiner changed the land use patterns of the town, its eventual removal opened up new city lots for development. The shift away from rail travel and the development of Highway 89 into Gardiner redirected the economic focus of Gardiner. Gardiner continued investing in its public school system and a number of churches were constructed in town during this time. The face of Park Street also changed during this time with the addition of new signage and the transfer of long-established businesses to new owners and interests.

The end of passenger rail service opened up a significant amount of land for different uses within the original town site boundaries. The city lots once encircled within the large passenger rail loop were the first lots made available for purchase and development. Originally platted as blocks 7 and 8, these lots remained undeveloped for over fifty years. In 1951, the Gardiner public school district purchased the property within the rail loop and began construction of a new public school building. The building was completed in 1951. Playing fields and the school's parking lot would fill much of the remaining loop. The public school's architectural style reflects many of the popular design elements prominent during the 1950s. Often referred to as modernism, this style featured flat roofs, long straight lines, and no ornament. Large expanses of glass were also a common feature of this style. A fire would destroy the school in November of 1985 and was rebuilt in 1987.

A number of churches were also constructed during this time including St. Williams Catholic Church constructed in 1954 on Highway 89 out of native travertine. Until the church's construction in 1954, members of the catholic congregation held services in a Northern Pacific chapel car. In 1976, the Gardiner Baptist Church was completed. Both the Baptist Church and St. Williams remain standing today and are located along Highway 89 north of town.⁴³

In 1955, the W.A. Hall Company ended its business operations in Gardiner. The W.A. Hall store closed and stood vacant until 1961. Purchased in 1961 and converted to a restaurant by Cecil Paris, the store served food and sold souvenirs to park visitors under the banner Cecil's



The Gardiner Public School District No. 7 after completion in 1951. Photo courtesy Yellowstone National Park Archives: YELL 33338-1

Restaurant and Gift Shop.

Other businesses changed over time including the M.H. Link store, which sold groceries and served as the post office for many years. Over the course of 60 years of ownership, the Link family expanded and modified the building as business expanded. By the 1960s, the original log store was demolished and a new store with greater street frontage was built on its site and the vacant lot adjoining. In 1974, the building became the North Entrance Shopping Center.⁴⁴

The nature of signs and advertising changed as well during this era. As automobiles streamed past the businesses lining Park Street, it became necessary to grab the driver and passengers' attentions. Business signs were attached perpendicularly to the building's exterior so drivers could easily read the business name and services offered.

Following the removal of the freight lines into Gardiner, a number of town blocks and

lots became available for development. Some of the land continued to serve industrial purposes but much of it was repurposed and new homes filled the available lots. This area today represents the area of newest construction and development within the original Gardiner townsite.

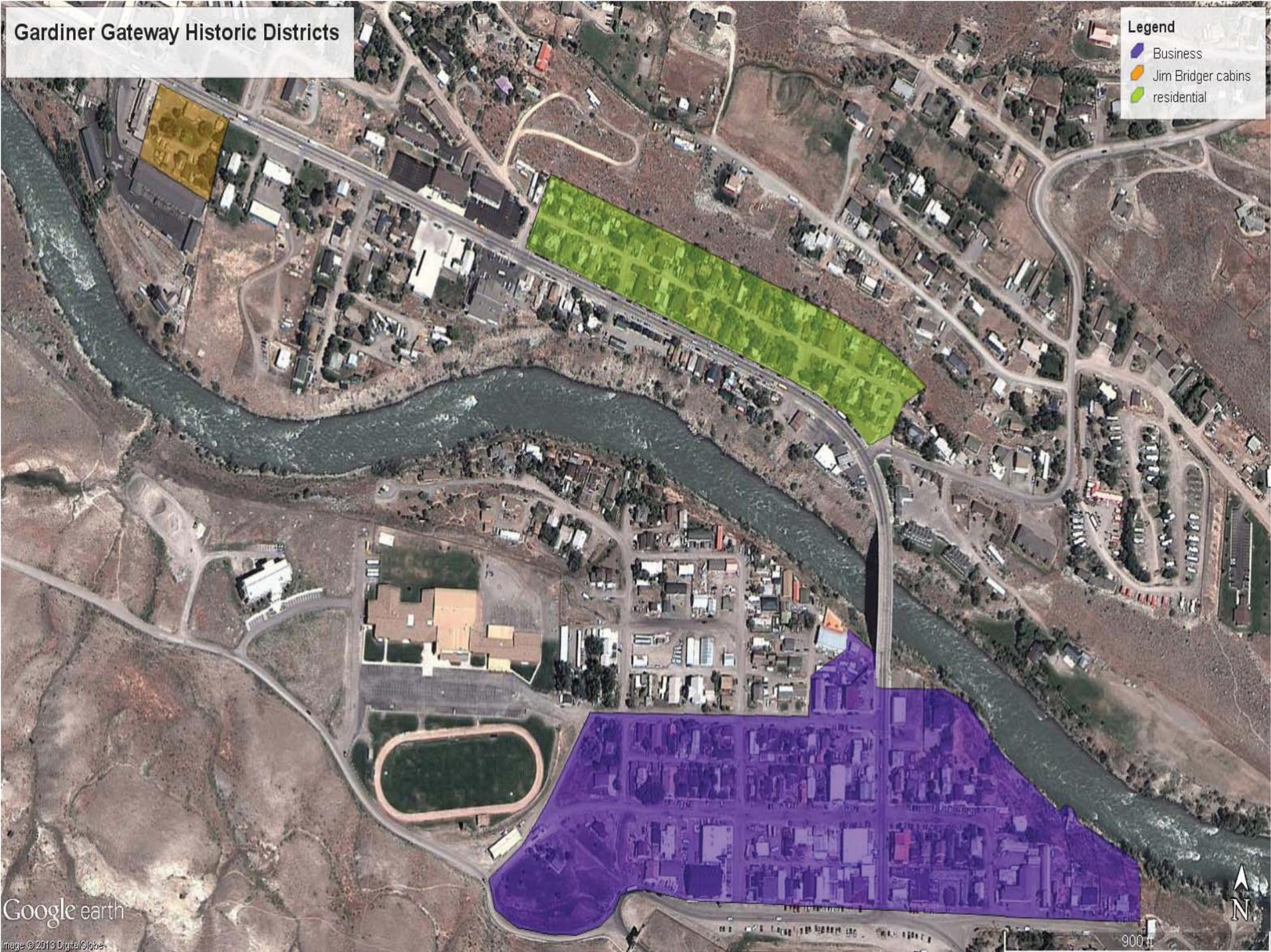
In 1972, property owners along Scott Street sold the first ten feet in from their property line to provide a right of way for a planned expansion of Highway 89. By this time, the highway was the primary corridor for visitors arriving at Yellowstone's north entrance. With most of Park Street filled with businesses, Second Street and Scott Street became desirable for commercial and retail development. Business owners purchased real estate along Scott Street following Highway 89's route and Gardiner's commercial district began to sprawl beyond its historic corridor.



Automobiles line Park Street sometime during the 1960s. Stores fronting Park Street needed to grab a driver's attention so signage was enlarged and extended beyond the building's façade. Photo courtesy Yellowstone National Park Archives: YELL 28326-2

Gardiner Gateway Historic Districts

- Legend**
- Business
 - Jim Bridger cabins
 - residential



Proposed Historic Districts

The following discussion represents proposed historic districts based on the analysis of maps, property records, historical photos, and windshield surveys conducted by the author. The boundaries for the proposed districts include buildings that can be associated with Gardiner's development, association with significant events or people, or retain integrity of land use. These districts are proposed based on present conditions within those boundaries and can be adjusted accordingly to include more or fewer buildings dependent upon further evidence supporting a building's or street's historic integrity.

The period of significance for both historic districts is 1903-1935. This suggested period reflects the era of significant development with Gardiner including the arrival of the railroad, the construction of important civic buildings, the establishment of the National Park Service, the platting and development of Scott's Addition and the emergence of automobile camps.

Central Business District

Ever since the founding of Gardiner, there has been a clearly defined commercial core. The first proposed historic district encompasses the northern side of Park Street beginning at its western side to include present-day Arch Park to its eastern edge. The northern boundary extends to the southern side of Stone Street and includes the blocks between Fourth Street to the west and Yellowstone River to the east. This district represents the historic core of the original Gardiner City. Some notable buildings within this district include: the W.A. Hall store (constructed 1903), The Gardiner Store (currently the Arch House, built in 1910), the Union Church (built 1905, integrity is obscured), the Gardiner Garage building (currently Yellowstone Raft Company), the Two-Bit saloon building (southern portion), Eagles Hall (present-day community center) and a number of residences including 218 Main Street, and the residences along the northern side of Main between First and Second Streets. These buildings represent the economic history of Gardiner, its civic and social history, and the houses were residences of some of the town's leading citizens.



Regrettably, the most densely developed area since the town's founding, the intersection of Park Street and Second Street, has not retained its historic integrity over time. Many of the buildings fronting Park Street burned down, were razed, or were modified extensively due in part to adapting business needs. Despite this, Park Street remains significant for the continued land use as a commercial center since the town's founding and many of the buildings maintain the original scale and false-front architectural style established at the town's founding. The corner of Park and Second Street was an important intersection over 100 years ago and it remains significant as the point where vehicle traffic must stop and change direction before entering the park. This change in direction of travel of automobiles presents an opportunity to highlight the town's past just as visitors enter and travel along Park Street.

Two buildings fall outside this first proposed historic district but should be considered for preservation and potential listing on the National Register. These buildings are the jail (built 1903), and the Gardiner Electric Light and Water pump house and power station (built 1902). Both buildings suffer from severe deterioration and neglect. Preservation is the recommended treatment for these buildings. Both buildings served utilitarian purposes and as such, this character should be retained if restoration or rehabilitation efforts are pursued.



Residential District

The second proposed historic district best highlights Gardiner's residential history and encompasses portions of Scott's Addition. The proposed boundaries for this district include the northern side of Scott Street beginning at Fourth Street and ending at First Street North. The portion of Fifth Street extending between First and Fourth Streets should also be included. Notable buildings along Scott Street include residences at 402 Scott Street, 520 Scott Street, and 522 Scott Street. Representative examples of early motor courts or auto camps include the Hillcrest Cottages and the Jim Bridger Motor Court. These motels represent an important shift in transportation and an architectural response to the expanding use of the automobile. These buildings also retain historical signage that coincides with the shift towards automobile travel and efforts should be taken to preserve this signage.

The incorporation of Scott Street as part of the Highway 89 transportation corridor poses a potential threat to this historic neighborhood. The value of this street frontage for tourism makes it appealing to shift away from the historic residential land use towards commercial land use. The demolition of contributing structures to make room for new commercial developments should be discouraged. Conversion of homes into businesses or vacation rentals is not as pressing a threat if care is taken to preserve the building's historic integrity.



Historic Landscapes and elements

Gardiner's primary and most dominant historic landscape is the border it shares with Yellowstone National Park. The park dominates the town's focus and other landscapes including the Yellowstone and Gardner Rivers, the surrounding hillsides, and the valley north of town are given less attention but also contribute to Gardiner's character. Gardiner's geographic location helps limit the town's physical boundaries. The Yellowstone River is a significant boundary, both physical and psychological for the town. The river provides dramatic views for residents of Gardiner as well as visitors to the park. The river divides the town into northern and southern portions. The location of the railroad tracks along the southern banks of the river and the industrial land uses throughout the bulk of the twentieth century demonstrates little focus on the river as an important landscape element. The old railroad grade that traveled along the river's banks provides an excellent opportunity to incorporate the natural landscape with a significant historical influence on the town.

The railroad grade is used as a walkway by some, but an opportunity exists to add waysides and trailhead signs to promote exploration and discovery by tourists and residents along this trail.

The natural geology of the river with its steep, rocky slopes makes it difficult to develop directly on the water's edge. However, in recent decades some industries, including white water rafting and fishing, capitalize on the river. In some locations, stairs and boardwalks were constructed to provide access to the river but generally, within the town's boundaries, homes and businesses do not benefit from the river views available. The development of river-centric businesses make the river important for continued tourist development and plans should be taken to maintain accessibility to the river.

Gardiner's geologic formations result in a very rocky terrain. Early residents took advantage of this by constructing their homes from locally sourced stone or by constructing retaining walls and fences using the abundant rocks. These stone fences and retaining walls contribute to Gardiner's overall character.

Integrity and preservation

Evaluating a property or landscape for its historic integrity is measured against seven aspects identified by the National Register. These seven qualities include: location, design, setting, materials, workmanship, feeling, and association. A property can be assessed according to these seven criteria to determine its integrity as well as its potential eligibility for registration on the National Register. The following descriptions of these seven aspects are excerpted directly from How to Apply the National Register Criteria for Evaluation published by the U.S. Department of Interior, National Park Service. The document is accessible online at www.nps.gov/history/nr/publications/bulletins/nrb15/INDEX.htm.

Location:

Location is the place where the historic property was constructed or the place where the historic event occurred.

Design:

Design is the combination of elements that create the form, plan, space, structure, and style of a property.

Setting:

Setting is the physical environment of a historic property. Where as location refers to the specific place where a property was built or an event occurred, setting refers to the character of the place in which the property played its historical role. It involves how, not just where, the property is situated and its relationship to surrounding features and open space.

Materials:

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.

Workmanship:

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.

Feeling:

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.

Association:

Association is the direct link between an important historic event or person and a historic property.

Assessing Integrity in Properties

Integrity is based on significance: why, where, and when a property is important. Only after significance is fully established can you proceed to the issue of integrity.

The steps in assessing integrity are:

Define the essential physical features that must be present for a property to represent its significance.

Determine whether the essential physical features are visible enough to convey their significance.

Determine whether the property needs to be compared with similar properties. And,

Determine, based on the significance and essential physical features, which aspects of integrity are particularly vital to the property being nominated and if they are present.

Ultimately, the question of integrity is answered by whether or not the property retains the identity for which it is significant.



The Northern Pacific Station, Gardiner Montana, circa 1920s. This station was the first introduction to the “rustic” environment visitors would encounter on their journey through Yellowstone. The single-story, log construction with gable roof and stone chimney blended seamlessly with the surrounding environment and reinforced the arrival into a special place. Photo courtesy Yellowstone National Park archives: YELL 127761

Notes

1. *Guidelines for Local Surveys: A Basis for Preservation Planning*, <http://www.nps.gov/history/nr/publications/bulletins/nrb24/intro.htm>
2. Aubrey L. Haines, *The Yellowstone Story: A History of Our First National Park*, Vol.1 (Yellowstone National Park: Colorado Associated University Press: 1977), 16-17.
3. Haines, *The Yellowstone Story*, I, 37-38.
4. Haines, *The Yellowstone Story*, I, 44.
5. Haines, *The Yellowstone Story*, I,71-79.
6. *Wonderland*, “Gardiner or Cinnabar?”, June 5, 1902.
7. Haines, *The Yellowstone Story*, I, Note 51 of Chapter 5, 343.
8. Haines, *The Yellowstone Story*, I, 266.
9. *Bozeman Avant Courier*, Oct. 19, 1882 and Deed of Sale in volume 2, page 218 at Park Country Clerk’s and Recorder’s office.
10. Bill and Doris Whithorn, *Photo History of Gardiner, Jardine, Crevasse*, (Livingston, Montana: Park County News: 1972), 1.
11. Haines, *The Yellowstone Story*, I, 267.
12. “To a Land of Wonders – A Yellowstone Park Expedition Six Years Ago,” *Brooklyn Daily Eagle*, Oct. 27, 1889, Credit to Robert Goss for finding this article and posting it on his webpage at: <http://www.geocities.com/geysrbob/Gateways-Gardiner.html>
13. *The Daily Yellowstone Journal*, Miles City, Montana, April 7, 1885.
14. *The Daily Yellowstone Journal*, Miles City, Montana, May 19, 1885 mentions: “There is said to be a possibility that the Gardiner townsite will be brought into litigation.”
15. *The Daily Butte Miner*, May 23, 1883 and *The Brooklyn Daily Eagle*, October 27, 1889.
16. Doris Whithorn, *Images of America: Paradise Valley on the Yellowstone* (Chicago: Arcadia: 2001), 10.
17. *Wonderland*, Gardiner Montana, “Our Towns and What They Are, A Brief and General Description of them, Together with Future Prospects”, May 17,1902.
18. *Wonderland*, “Wants No Change of Name, Old one Good Enough”, July 10, 1902.
19. *Wonderland*, “A New Townsite Owner,” June 26, 1902.
20. *Wonderland*, “Passengers Transferred at Gardiner,” July 3, 1902.
21. *Wonderland*, “Hefferlin will delay moving their business from Cinnabar to Gardiner until later”, July 31, 1902.
22. Haines, *The Yellowstone Story*, 230. The design of the arch is often attributed to Robert C. Reamer, architect of the Old Faithful Inn; however, some historians dispute this claim. See Ruth Quinn’s “Overcoming Obscurity: The Yellowstone Architecture of Robert C. Reamer” in *Yellowstone Science*, Spring 2004 Vol. 12, 23-40. Currently, the stone arch is listed on the National Register as a National Historic Landmark with Reamer’s name attributed as its designer.
23. Ruth Quinn, “Overcoming Obscurity: The Yellowstone Architecture of Robert C. Reamer,” in *Yellowstone Science*, 12, Spring 2004, 29.
24. Quinn, “Overcoming Obscurity” 29-30. Reamer employed this style in other residences and buildings he designed in the Gardiner area. Most of these residences are within the park boundaries and some still remain standing today and contribute to the North Entrance historic district. These buildings include the following: barn, coach shed, bunkhouse and mess house for the Yellowstone Park Transportation Company, the North Entrance Ranger Station, the Kammermeyer residence, and the Lockwood residence.
25. Volume 21, Page 470, Park County Clerk and Recorder’s Office.
26. Bill and Doris Whithorn, *A Photo History of Gardiner, Jardine, Crevasse*, 12.
27. *Wonderland*, July 24, 1902, Vol. 1, Number 10.

28. M.A. Leeson, 1885, as quoted in Whithorn, *Photo History of Gardiner*, 1.

29. *Wonderland*, June 12, July 8, 1902.

30. R.L. Polk & Co.'s *Livingston City Directory including Big Timber, Park and Sweet Grass Counties, Montana, 1904* (Helena, Montana: R.L. Polk & Co. Publishers: 1904)

31. The scope of this survey did not permit research into county court proceedings and records of arrest. Gardiner did experience a number of criminal incidents including shootings and robberies, some of which are recorded in Aubrey Haines' book *The Yellowstone Story*.

32. Whithorn, *Photo History of Gardiner*, 22.

33. Doris Whithorn, ed., *History of Park County Montana 1984* (Montana: Taylor Publishing Company, 1985), 24-28.

34. Haines, *The Yellowstone Story*, 2, 338-339. For further discussion regarding the controversy of supplying water rights to Gardiner, see Haines' book for more information.

35. "Electric Light and Power", *The Electrical World and Engineer*, Volume 41, January 3 to June 27, 1903, 776.

36. Mary Shivers Culpin, "*For the Benefit and Enjoyment of the People*": *A History of the Concession Development in Yellowstone National Park, 1872-1966* (Wyoming: National Park Service, Yellowstone Center for Resources, YCR-CR-2003-01, 2003), 58.

37. For a more in depth discussion or analysis of these buildings, see the report for the North Entrance Road Historic District in the National Register of Historic Places.

38. Whithorn, *Photo History of Gardiner*, 11.

39. Whithorn, ed. *History of Park County, 1984*. 27.

40. Doris Whithorn, *Images of America: Paradise Valley on the Yellowstone*, (Great Britain: Arcadia Publishing, 2001) 24.

41. Culpin, "*For the Benefit and Enjoyment of the People*", 78.

42. Culpin, "*For the Benefit*", 87.

43. Whithorn, ed. *History of Park County, 1984*. 25.

44. Whithorn, ed. *History of Park County, 1984*. 26. Whithorn's book is an excellent resource for tracing ownership of many of Gardiner's businesses in the latter half of the twentieth century primarily from 1960-1984. If specific businesses are of interest to any one person, this is an excellent resource to begin research.



The Park Saloon or Tripp and Melloy's on Park Street. Photo courtesy Yellowstone National Park Archives: YELL 37097.

Appendices:

Design Guidelines and
Recommendations
Bibliography
Chronology
Maps
End notes

Design guidelines and recommendations

Contributing buildings:

If work is to be undertaken on a contributing building within the historic district, care should be taken to maintain the integrity of that building. Any proposed work should be evaluated according to the potential negative impacts on the seven criteria for integrity.

Location: Relocation of a building from its existing site or to another site can alter the character and spatial relationship of a historic district. The addition of historic buildings taken from elsewhere and added to a historic district into vacant sites or as infill can distort and confuse the historic character of a district and should be discouraged.

Design: Additions or alterations to the elements giving the property its characteristic form, plan, space, structure and style should be discouraged. Removal of historic elements such as dormers, windows, doors, or alterations in fenestration (window placement and size) can adversely affect a property's integrity. Addition of porches, garages, additional stories, dormers, windows and doors, or additional rooms must be sensitive to the building's character and not distort its characteristic form or obscure its integrity.

Setting: Buildings within Gardiner's commercial district are sited near the front property line while residences sit back from the property line with a small front yard. Placement of a building within the commercial district should be sensitive to the continuous line of store frontage. Placement of site features such as parking lots and outdoor patios or balconies should not erode the street frontage. Similarly, additions to contributing residences within a historic district should not infringe upon the small front yards typical in Gardiner.

Materials: A contributing building's materials should not be covered or removed. Rehabilitation of deteriorating materials should be pursued before complete removal and replacement.

Materials that require replacement due to deterioration, such as roofs, should be replaced with materials in-kind or historically compatible materials. Exterior sheathing such as lapboard siding, shingles, and stucco should be repaired, and maintained. Historic windows and doors are important components when determining a property's historic integrity. Wooden windows should be rehabilitated and preserved. Replacement of windows and doors should be discouraged and if they must be replaced, they should be replaced with historically sympathetic windows with the same number of lights, mullions, and materials.

Workmanship: Any characteristics representing workmanship such as carvings, millwork, joinery, paintings or murals or other examples of craftsmanship should be preserved.

Feeling: Alterations to a contributing property's massing, materials, fenestration or placement can adversely affect its expression of its period of significance. For example, changing a property's roof line or slope can convey a different style or time period.

Association: This factor requires the presence of physical features that are sufficiently intact where an historic event or activity occurred.

Window and door replacement

A building's fenestration, or the placement of windows in a building's façade, plays a significant part in a building's character and historic integrity. When considering alterations to a building's façade, all efforts should be made to retain as much of the original windows and their materials as possible. Historic wooden windows can be rehabilitated and there are a number of solutions to improve energy efficiency without sacrificing historic integrity. More information on possible solutions and window rehabilitation can be found through the state's historic preservation office and the National Trust.

Changes in use and accessibility

The expansion of the commercial corridor along Scott Street potentially threatens the historic properties and contributing structures within this suggested district. Many buildings along Scott Street have been converted to businesses. When a building's use is changed, efforts should be made to preserve the characteristic features and avoid any potentially adverse effects that may reduce a property's eligibility. If new signs or awnings are desired or added, these additions should be done in such a manner where they are sensitive to the overall character of the historic district as well as the building's character. Additions such as signage, awnings, or other elements should be completed in such a manner that these additions can be removed and the building returned to its original state without any adverse effects.

Accessibility: Compliance with federal accessibility regulations requires that historic buildings be made accessible to all people. This presents challenges when meeting these regulations can significantly alter a historic building's character. The National Park Service and the State Historic Preservation Office can assist in determining acceptable, alternative options for providing access.

New construction and infill projects:

The following design guidelines should be taken into consideration when new construction projects are developed within the town of Gardiner especially within the proposed historic districts. These guidelines emerged from an analysis of the historic styles and elements seen in historic photos and used over the course of Gardiner's development. The guidelines are as follows:

1. Scale – the average height of most buildings in Gardiner is one-story with the occasional building reaching as high as two stories. Most commercial structures are sited to the front edge of the property line and fill the entire width of one city lot. Residences sit back from the property line but are sited in the front 1/3 of the property with a larger rear yard and often feature an out building. Garages are not common on historic homes and, when present, do not dominate the building's primary façade.

2. Architectural style – Commercial buildings features false-front architecture commonly found in towns of the American West. The false front often obscures a gable roof of whose slope is necessary for shedding winter snows. Residences primarily feature gable roofs with the openings on the gable end. Most homes are simple square plans with small extensions, typically a small porch on the front. Porches are elevated and covered with two to three steps.

3. Construction type and materials - most homes were constructed using wood framing or stacked wood logs. In some instances, stone was used. The common exterior sheathing is lapboard siding for most residential structures. Stucco was commonly used for commercial buildings and in some instances for residences. If a building was constructed of stacked logs, the building's primary façade would be finished either with wood lapboard siding or stucco. Stone foundations are common and used the natural rocky landscape as a source for materials. Cellars and basements embedded into sloping sites were constructed using stone. If specifying stone, efforts to match the tone and color of the natural stone of the surrounding environment should be attempted. Brick was not a common building material and is rarely found within the town. Use of brick, especially brightly colored brick should be discouraged.

4. Landscaping – Many homes feature stone retaining walls and fences to delineate property lines and establish barriers. The use of stacked and bonded stone is more prevalent within Scott's Addition but is also present in some instances within the old Gardiner town site. If fencing is desired, the material palette should include stone and wood. Chain link and vinyl fences detract from the historic character and should be avoided. Commercial buildings feature little landscaping due to their position at the front property line. Commercial buildings should plan to provide a sidewalk or boardwalk in front of the property to permit pedestrian traffic and separate vehicles and pedestrians.

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Chronology

Pre-history – Native American tribes live in, travel through, and hunt around the greater Yellowstone region.

1807 – John Colter, formerly of the Lewis and Clark Expedition is lost and travels across the territory. Colter’s account of journey becomes known as “Colter’s Hell”

1830 – Johnson Gardner travels up the Yellowstone River valley and establishes a trapping outpost along the river and canyon that would eventually bear his name.

1865 – Placer gold discovered at Bear Gulch. Jardine mining town develops

1872- Yellowstone National Park created

1879- James McCartney expelled from park and established ranch at northern boundary of Yellowstone.

1880 – Post office established at Gardiner. Date most often associated with founding of Gardiner.

1883 – Northern Pacific Railroad expresses interest to place terminus for park line at Gardiner. Land disputes result in terminus establishment at Cinnabar – approximately three miles north of Gardiner.

1885 – Gardiner’s first public school building constructed. It was a single-room log building.

1886 – Gardiner City platted by George H. Robinson.

1889 – A fire nearly destroys the entire town of Gardiner – 13 homes and 19 businesses are destroyed

1893 – First bridge to span Yellowstone River completed

1902 – Wonderland, Gardiner's first newspaper begins publishing

July 3, 1902 – The first passenger train arrives at Gardiner.

1902-03 – Gardiner Electric Light and Water Company is incorporated.

1903 – President Theodore Roosevelt visits Yellowstone National Park and participates in the cornerstone ceremony for the ornamental stone entrance arch.

1903 – The Northern Pacific Railroad passenger depot is constructed.

1903 – W.A. Hall builds and opens his store on Park Street.

1903 – The stone jail is built at the end of the railroad freight lines.

1903 – The stone public school building is built on the eastern end of Park Street.

1903-04 – Scott's Addition is platted and becomes an official part of the town of Gardiner.

1904 – Northern boundary fence is installed.

1905 – Gardiner's Union Church is built.

1910-11 – The Opera House (Eagles Hall) is constructed.

1914 – Suspension footbridge connecting Scott's Addition with Gardiner proper is erected.

1915 – Second story is added to the Gardiner public school building.

1916 – Congress passes the National Park Service Organic Act.

1917 – First season when only vehicles are permitted to tour the park.

1917 – Wylie permanent Camping Company and Shaw & Powell Camping Company merge to form Yellowstone Park Camping Company.

1925 – Yellowstone Park Transportation Company garage completed near northern park boundary.

1930 – New bridge constructed at site of suspension bridge connecting Scott and Second Streets.

1935 – Wylie Hotel destroyed by fire.

1946 – Northern Pacific ends passenger rail service to Gardiner.

1950 – Shaw Hotel destroyed by fire. Back wall and site become location for The Town.

1951 – Gardiner Public School is constructed inside passenger rail loop.

1954 – Northern Pacific passenger depot designed by Robert Reamer is torn down. New depot constructed in its place.

1955 – W.A. Hall Company ceases operations and closes store on Park Street.

1961 – Cecil Paris buys W.A. Hall store and opens Cecil's Restaurant and Gift Shop

1972 – Yellowstone celebrates its centennial

1972 – Highway 89 is widened and bridge across Yellowstone is reinforced and widened.

1975 – Burlington Northern ceases freight operations to Gardiner and freight line is removed. Town lots become available for construction of homes and businesses.

Maps:

- 1886 – Map of Gardiner City Gallatin County
- 1903 – Map of Scott's Addition to Gardiner
- 1904 – Map of Scott's Addition to Gardiner
- 1907 – Sanborn Fire Insurance Map
- 1927 – Sanborn Fire Insurance Map
- 1938 – Sanborn Fire Insurance Map
- 2013 - Georeferenced map with 1938 Sanborn Map
overlay
- 2013 - Gardiner Proposed Historic Districts
- 2013 - Gardiner Proposed
Historic Districts with contributing buildings

Map of SCOTT'S ADDITION TO GARDINER

PARK COUNTY, MONTANA.
Sec 23, T9S, R5E.

SCALE 1 IN = 50 FT.

J. H. EDWARDS

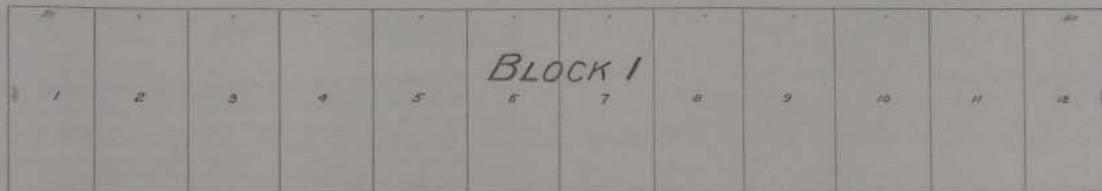
JAN 1892



State of Montana }
County of Park }

I, Chas. B. Scott do hereby certify that I have caused to be surveyed and platted into blocks lots and streets as shown by the plat and certificate of survey hereto annexed the following described tract of land to wit: - Part of Sec 23 T9S, R5E, to be known & designated as the Scott Addition to Gardiner Park to Wm. and all the lands included in all the blocks shown on said plat are hereby granted and dedicated to the use of the public forever.

Chas. B. Scott



Scott Street

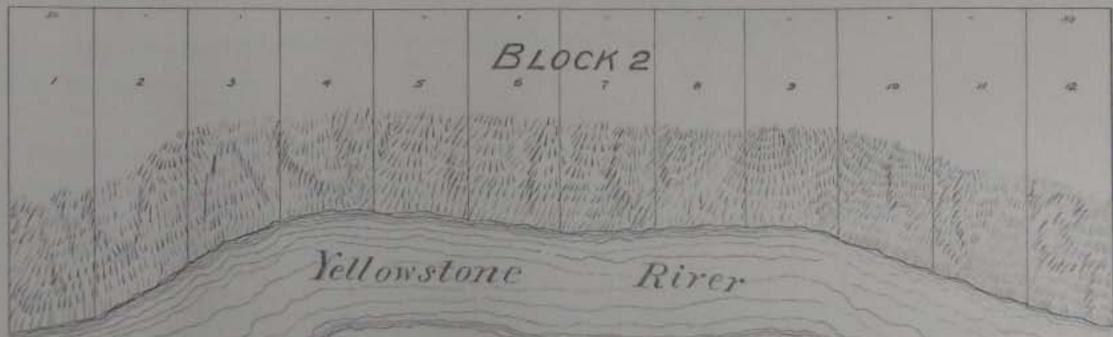
State of Montana }
County of Park }

On this day of in the year 1892 before me O. M. Harvey a Notary Public in and for said County and State personally appeared Chas. B. Scott known to me to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same.

In testimony whereof I have hereunto set my hand and affixed my notarial seal at the City of Livingston Park County Montana this day of 1892

O. M. Harvey
Notary Public

in and for Park County Montana



Yellowstone River

State of Montana }
County of Park }

I, H. Edwards being first duly sworn depose on oath that he is the surveyor who executed the survey of the Scott Addition to Gardiner Park County, Montana of which the annexed plat is a true representation and the said Addition was laid out according to the requirements of the law regulating the same and that the streets, blocks, lots and other monuments are correctly shown on said plat.

J. H. Edwards

Subscribed and sworn to before me this 20th day of February 1892

O. M. Harvey
Notary Public

Witness my hand and seal this 20th day of Feb. 1892

Chas. B. Scott

Jan 4, 1892

MAP
OF
SCOTT'S ADDITION TO GARDINER
PARK COUNTY MONT.
Sec. 23 T9S. R.2E.

Scale 1"=100'

APPROVED
11/2/06



State of Montana }
County of Park }#

N. P. Nygaard, being first duly sworn, deposes and says, on oath; that he is the surveyor who executed the survey of the Scott Addition to Gardiner, Park County, Montana, of which the annexed plat is a true representation, and that addition was laid out according to regulations of law regarding the same; that the streets, blocks, and lots, and stone monuments are correct as shown on said plat.

N. P. Nygaard
Surveyor

Subscribed and sworn to before me this _____ day of December, A.D. 1906

O. M. Hurmy

Notary Public in and for Park County, Montana.



State of Montana }
County of Park }#

I, C. B. Scott do hereby certify that I have caused to be surveyed into blocks, lots and streets, as shown by the plat and certificate of survey hereto annexed, the following described tract of land, Sec. 23 T9S. R.2E., to be known as the Scott Addition to Gardiner, Park County, Montana, and all lands included in streets, as shown on said plat are hereby granted and dedicated to the use of the public forever.
Dated Dec 27 1906

C. B. Scott

State of Montana }
County of Park }#

On this 27th day of December, A.D. 1906 before me O. M. Hurmy, a Notary Public in and for Park County, Montana, personally appeared C. B. Scott, to me known to be the person whose name is subscribed to the within instrument, and acknowledged to me that he executed the same.
In testimony whereof, I have hereunto set my hand and affixed my official seal at Livingston, Park Co., Montana, this 27th day of December, A.D. 1906.

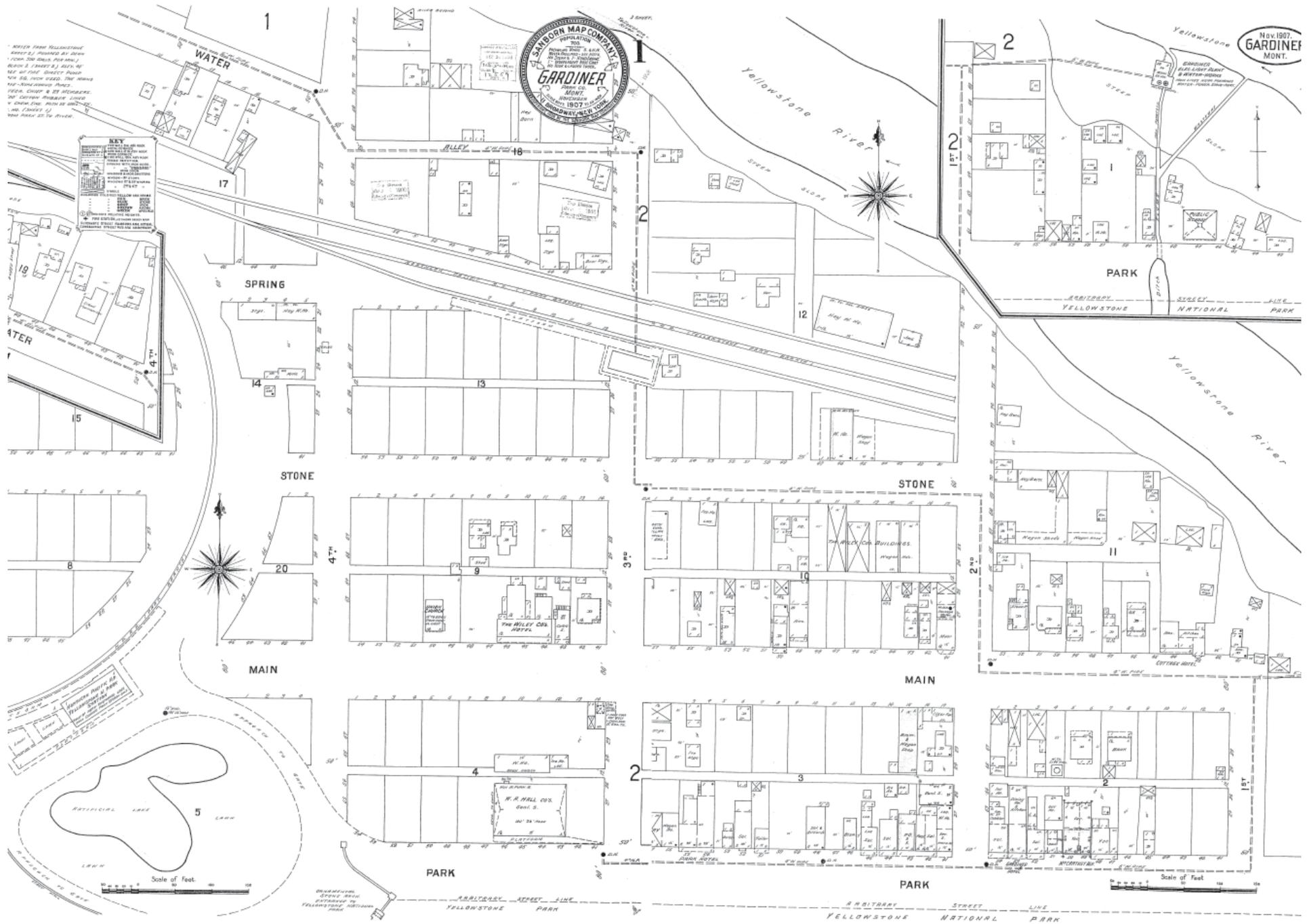
O. M. Hurmy

Notary Public in and for Park County Montana.

Note -
Blocks 1 and 2 surveyed by S. H. Crooks June 1903.
Blocks 3 to 9 inclusive surveyed by N. P. Nygaard.

RIVER FROM YELLOWSTONE
 MAPS IS SHOWN BY DASH
 (FROM 200 FEET PERCH)
 ROAD IS (DASH) IS SHOWN BY
 TWO DASHES. DASHES ARE
 FOR 50 FEET ROAD. TWO DASHES
 FOR 100 FEET ROAD. THREE DASHES
 FOR 150 FEET ROAD. FOUR DASHES
 FOR 200 FEET ROAD. FIVE DASHES
 FOR 250 FEET ROAD. SIX DASHES
 FOR 300 FEET ROAD. SEVEN DASHES
 FOR 350 FEET ROAD. EIGHT DASHES
 FOR 400 FEET ROAD. NINE DASHES
 FOR 450 FEET ROAD. TEN DASHES
 FOR 500 FEET ROAD. ELEVEN DASHES
 FOR 550 FEET ROAD. TWELVE DASHES
 FOR 600 FEET ROAD. THIRTEEN DASHES
 FOR 650 FEET ROAD. FOURTEEN DASHES
 FOR 700 FEET ROAD. FIFTEEN DASHES
 FOR 750 FEET ROAD. SIXTEEN DASHES
 FOR 800 FEET ROAD. SEVENTEEN DASHES
 FOR 850 FEET ROAD. EIGHTEEN DASHES
 FOR 900 FEET ROAD. NINETEEN DASHES
 FOR 950 FEET ROAD. TWENTY DASHES
 FOR 1000 FEET ROAD.

KEY
 1. BUILDING
 2. DRIVE
 3. ALLEY
 4. SPRING
 5. ARTIFICIAL LAKE
 6. WATER
 7. STONE
 8. MAIN
 9. PARK
 10. YELLOWSTONE NATIONAL PARK
 11. YELLOWSTONE RIVER
 12. YELLOWSTONE RIVER
 13. YELLOWSTONE RIVER
 14. YELLOWSTONE RIVER
 15. YELLOWSTONE RIVER
 16. YELLOWSTONE RIVER
 17. YELLOWSTONE RIVER
 18. YELLOWSTONE RIVER
 19. YELLOWSTONE RIVER
 20. YELLOWSTONE RIVER



Scale of Feet
 0 50 100 150 200

Scale of Feet
 0 50 100 150 200

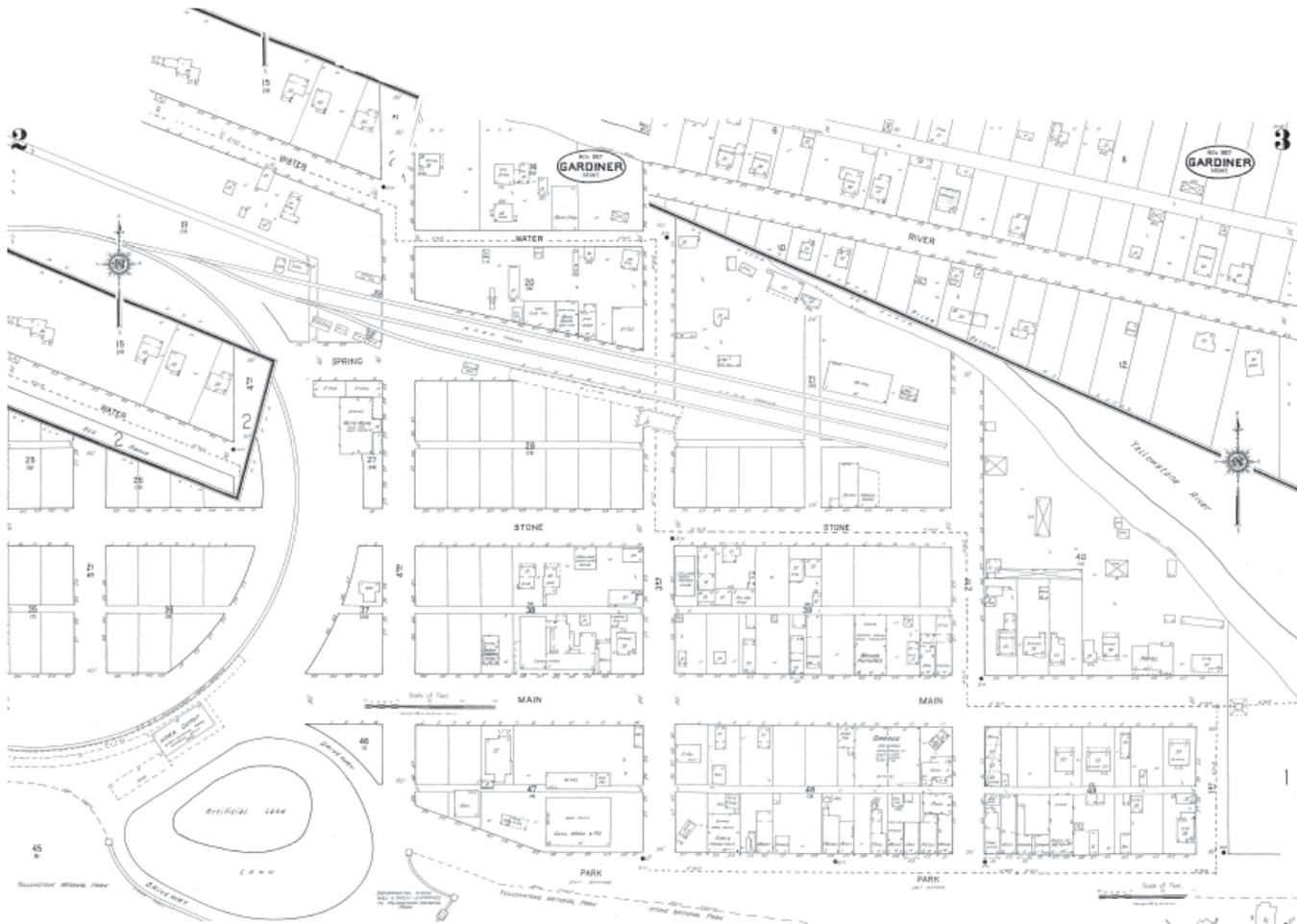
ORIGINALLY
 STONE WITH
 DISTANCE TO
 YELLOWSTONE NATIONAL PARK

PARK

PARK

ARBITRARY STREET LINE
 YELLOWSTONE NATIONAL PARK

ARBITRARY STREET LINE
 YELLOWSTONE NATIONAL PARK

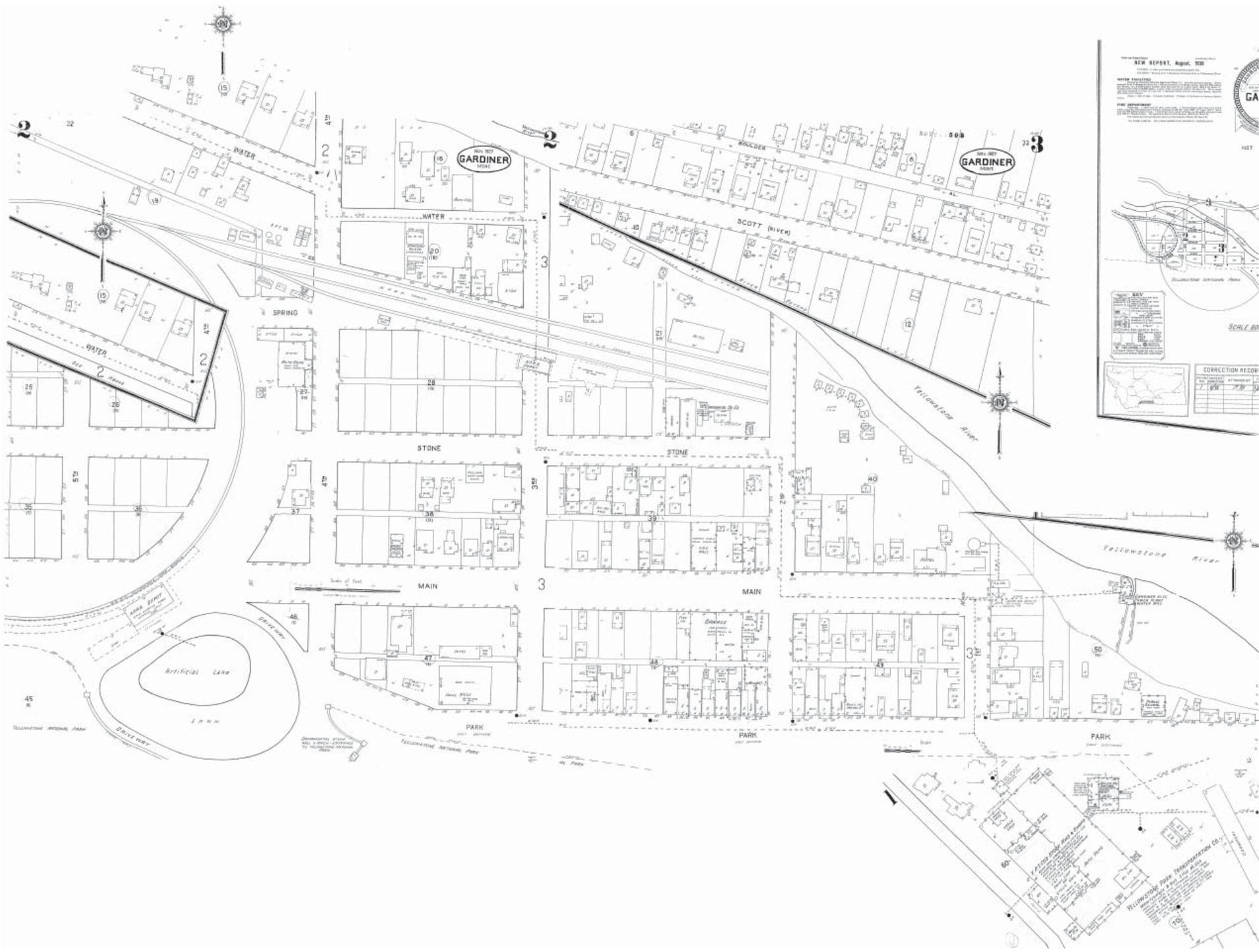


NOTE: This plan was prepared under the supervision of the City Engineer and is subject to the approval of the City Council. The City Engineer is not responsible for the accuracy of the plan or the results of any construction therefrom. The City Engineer is not responsible for the accuracy of the plan or the results of any construction therefrom.

Scale of Feet

Scale 600' = 1"





NEW REPORT, August, 1930

WATER ANALYSIS
 This report was prepared for the Yellowstone Park Transportation Co. at Yellowstone Park, Wyoming. The water was analyzed for the purpose of determining its suitability for drinking and for the use of the hotel buildings. The analysis was made by the U.S. Geological Survey, Denver, Colorado, under the supervision of Mr. J. W. Galloway, Chief Hydrogeologist.

PHYSICAL CHARACTERISTICS
 The water is clear, colorless, and has a pleasant taste. It is soft and contains no objectionable amount of iron or manganese. The total dissolved solids are 100.0 mg. per liter.

CHEMICAL CHARACTERISTICS
 The water is slightly alkaline, with a pH of 7.5. It contains 100.0 mg. per liter of total dissolved solids, consisting of 60.0 mg. per liter of calcium carbonate and 40.0 mg. per liter of magnesium sulfate.

CONCLUSION
 The water is of good quality and is suitable for drinking and for the use of the hotel buildings.

KEY

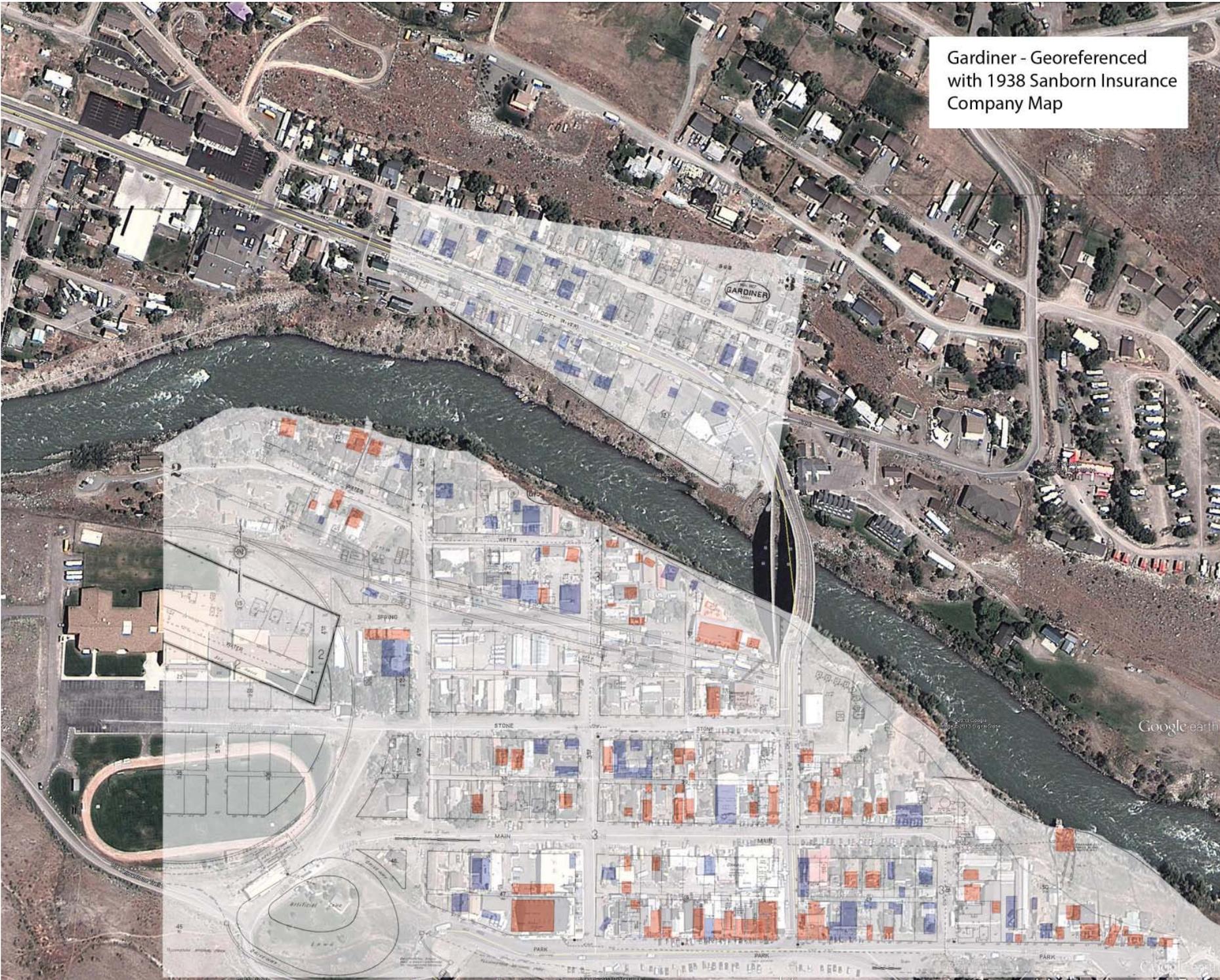
CORRECTION RECORD

No.	Date	Description
1	8/10/30	Added note on page 2.
2	8/15/30	Corrected typo on page 3.

SCALE 60'

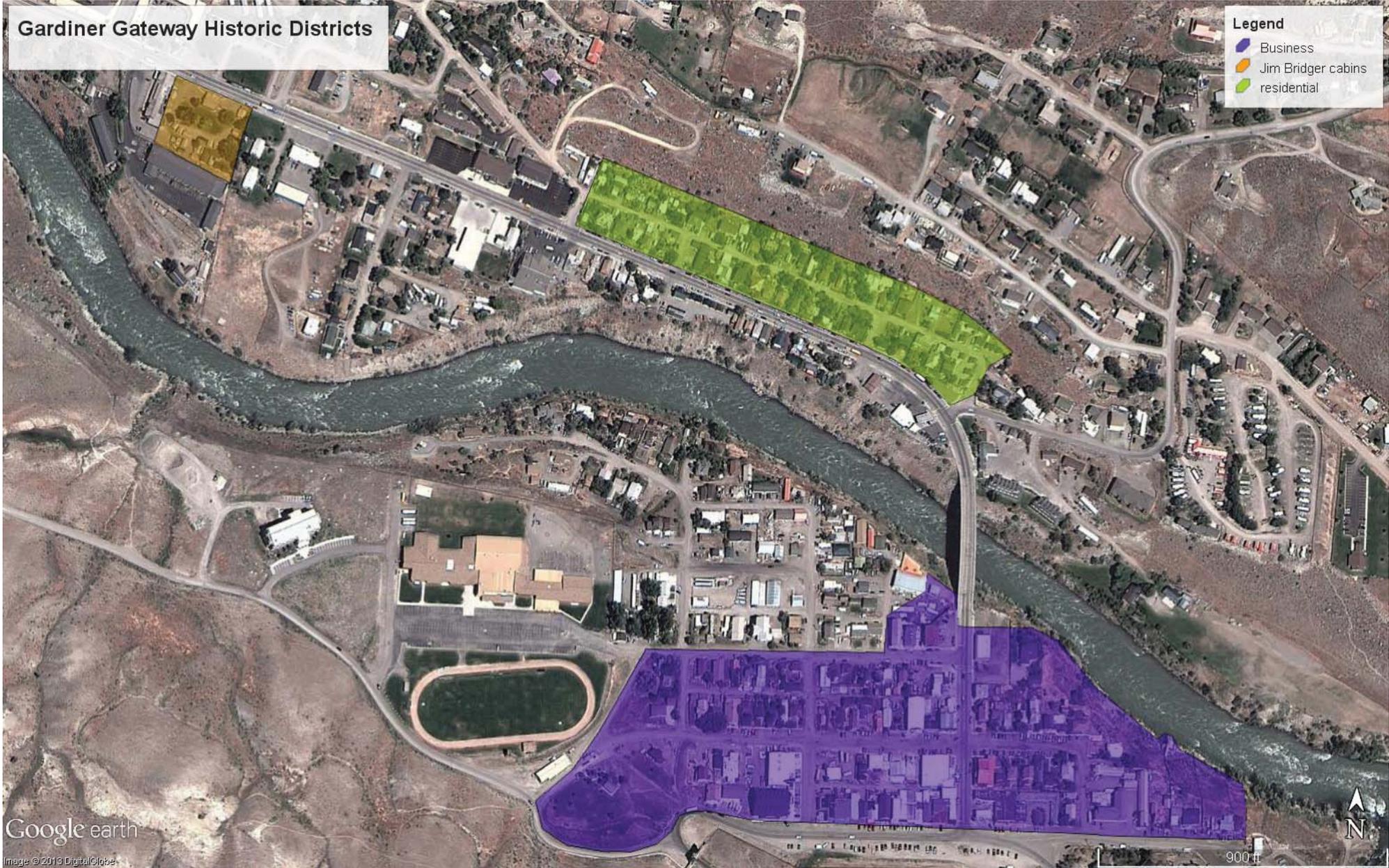


Gardiner - Georeferenced
with 1938 Sanborn Insurance
Company Map



Gardiner Gateway Historic Districts

- Legend**
- Business
 - Jim Bridger cabins
 - residential



Google earth

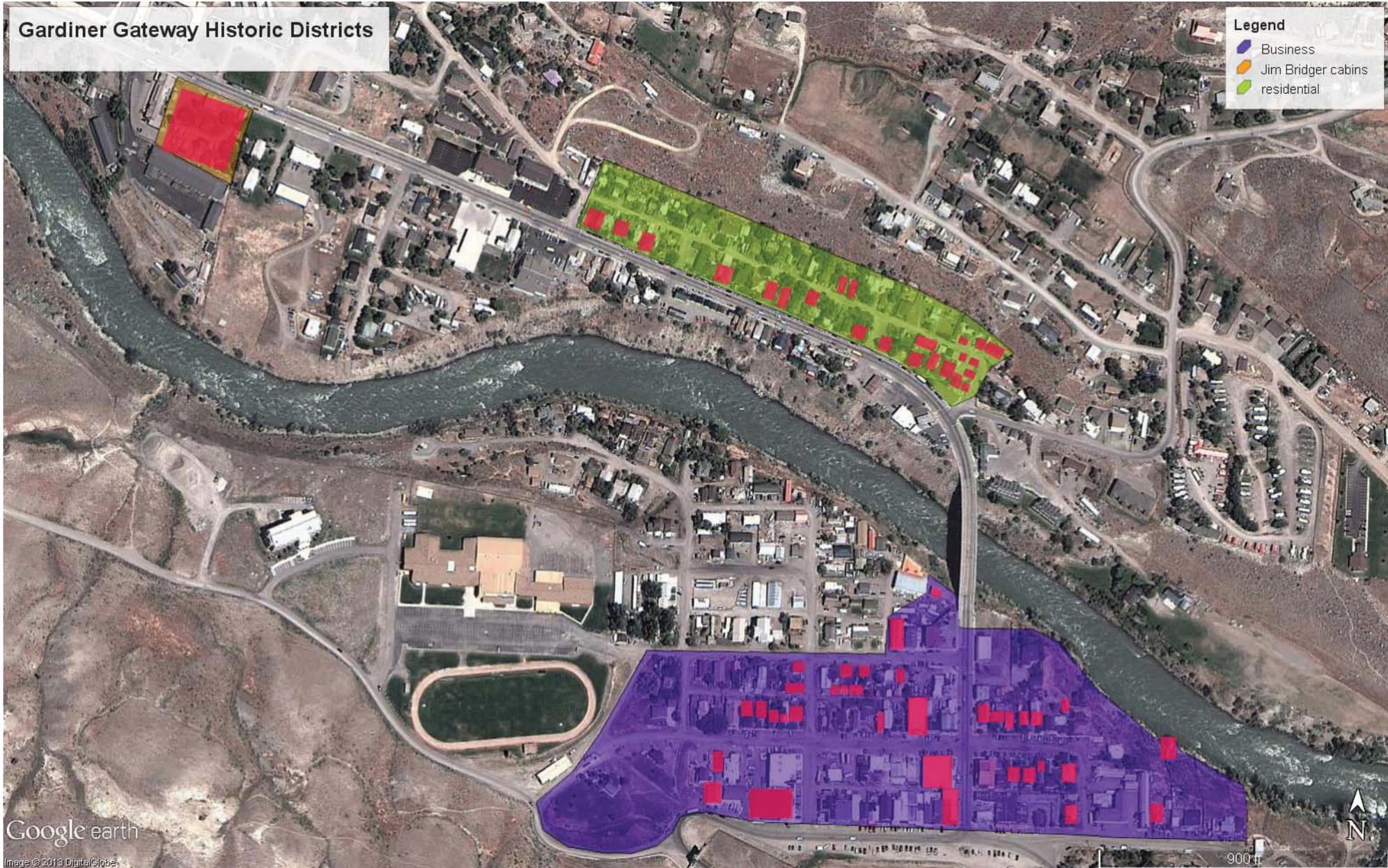
Image © 2013 DigitalGlobe

900 ft

Gardiner Gateway Historic Districts

Legend

- Business
- Jim Bridger cabins
- residential



Google earth

Image © 2013 DigitalGlobe

900 ft