

YELLOWSTONE PARK

YELLOWSTONE PARK, AMERICA'S WONDER LAND, CELEBRATES FIFTIETH ANNIVERSARY.

Golden Anniversary Being Celebrated This Year.

DISCOVERER IS HONORED

Fascinating Story of Wonderful Reserve and Scenic Beauties Lure for Autoists.

YELLOWSTONE NATIONAL PARK, June 17.—In the northwest corner of Wyoming, taking in a few miles of Montana and Idaho, as well, preparations are now going on for one of the most unique birthday anniversaries in the world.

Early in the fifties a solitary trapper made his way into what was then an unknown, Indian-infested and almost inaccessible region. He met with nature marvels that appalled him. Alternately he believed that he had stumbled upon a corridor of the underworld, or a stoop of heaven, as its terrors and its sublime beauties were unfolded to him. Jim Bridger had discovered Yellowstone.

Unfortunately for this discovery, Jim was a man noted for the power and range of his imagination. After every trip that he made in the wilds he returned with marvelous stories; the bears that he shot were several feet larger than normal bears; the Indians whom he saw and escaped were more numerous than the whole race was supposed to be. It came to be so, that it was suggested that a good epitaph for him would be this simple statement: "Here LIES Jim Bridger."

Then when he returned with his story of a remarkable land where rivers boiled and columns of water rose higher than the flagpoles of the Virginia city and as thick around as Sequoias, people laughed at him and said it was only another one of Jim's yarns and told him to try it out on the Indians. But he did not transpire. Bridger for once in his life had actually made the tale less than it really was. His reputation, however, was against him and people called his discovery "the land that couldn't be."

Stories Attract Attention. But Bridger stuck to his story with such a tenacious grip that some began to believe that such a strange land probably existed, although, of course, much less wonderful than the customary exaggerations of the man had made it out to be.

A few old-timers remembered that the Indians locally had a tradition of such a land, but it had been taken to be just a fairy story. Now it was remembered to the advantage of Bridger. According to Indian folk legend it was a kind of rottisserie of the gods and the souls of the wicked were supposed to be the fare that the supernatural cooks were getting ready.

One real expedition, about 15 years later, to take a look at "the land that couldn't be." It was made up of David Folsom, C. W. Cook and a helper named Peterson, all stout and credible citizens. They penetrated this startling country up to Yellowstone lake, afterward crossing that astounding stream, the Firehole river, and as far up as the Lower Geyser basin.

Wonderland Beyond Belief. But they did not get even close to the heart of the miraculous land and they didn't see the Old Faithful geyser and the wonders surrounding it. But what they did behold was so overwhelming that they were afraid to talk about it, except to their intimate friends, so utterly beyond belief did this wonderland appear to them.

Their story, however, gradually became known and last Jim Bridger was vindicated. Shortly afterwards, at the instance of Nathaniel Pitt Langford, and under the leadership of Henry D. Washburn, an expedition set out. Washburn was the surveyor-general of Montana and his chief aide was Lieutenant Gustavus C. Doane of the United States cavalry. Their expedition removed all doubts about the Yellowstone and their reports of the land of miracles created a vast sensation.

On a certain point under the shadow of the National Park mountain a tablet will be erected to commemorate this expedition. "On the point of land between the tributary streams of the Firehole and the celebrated Washburn expedition which first made known to the world the wonders of the Yellowstone, was encamped, and here was first suggested the idea of setting apart this region as a national park."

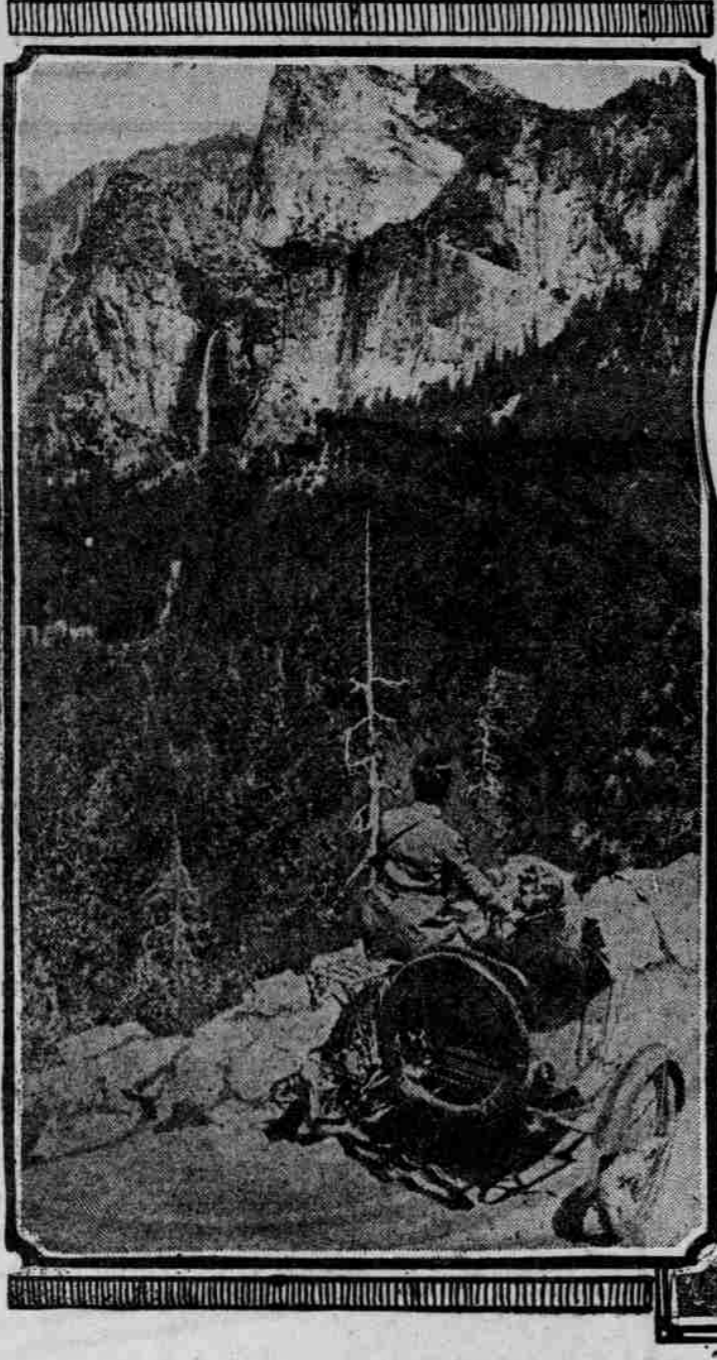
Bill Creates Big Park. It was almost directly as a result of this that the park was devoted to the public. Those who at once saw in it the possibility of a great preserve pushed the agitation which gave the grounds to the whole people.

The bill creating the Yellowstone National park was passed by congress on March 1, 1872. It had a result little expected by the framers of this law. To it may be in a large measure credited the fact that America remained an outdoor nation. It led to the creation of other wonderful national parks, although the Yellowstone remains the largest of all, as it was the first.

Fortunately those who will take part in the anniversary celebration this summer will see the park almost exactly as it was in the days when it was discovered in all its virgin loveliness, 50 years ago, every effort having been made to keep it as it is in nature. Even the hotel lodges are built in log cabin style. The real parkites are campers, however, and are to be found beside the streams and the fires making themselves comfortable. Although Yellowstone has frosts every month in the year, the air is so rarefied and so full of ozone that no one minds the occasional cold while in the daytime the tempered sunlight sheds a beneficent warmth.

The only change in the park since its opening is in the same direction as the whole country has taken. America has become an automobile nation. And the park has moved in step and laid out some of the finest roads in the country for the convenience of motor tourists.

This means the passing of the



Have you heard the call of the open road? These people have (below at right) and they are already pitching their tents in Yellowstone national park. At the left is shown a magnificent view in Yellowstone valley, one of many points made accessible by construction of new automobile roads, while above at the right is a park visitor having the time of her life giving a "handout" to a deer.



—Photos by Williams Service, N. Y.

picturesque stage coach of older days. The descendants of the pioneers and in many cases old timers themselves used to be the drivers and the setting out of the coach with its four, high-prancing horses, the "boot" with its mysterious looking baggage and the bidding for the favored place on the seat beside the driver all had their thrill, which is perhaps missing now in the too efficient automobile.

It gave a wild western flavor to the proceedings, and these old drivers taking advantage of the greenness of the tenderfoot from the east used to tell whoppers about the scenic wonders, that would have made even Jim Bridger confess that he was outdistanced as a performer upon the imagination.

The favorite one was about the geyser that spouted on a record below-zero day and got frozen into a solid column of hot ice. It may be a surprise to those who know that almost invariably the blame fell for it. And it is hard to blame the geyser because it was their nature to swim in boiling water and could only be fried or baked, was an older tale that ran the hot-ice story close for honors.

The drivers and their yarns are gone. Today they would not have been so successful anyway, for it is no longer an unknown region and the guidebook method of traveling is growing in vogue.

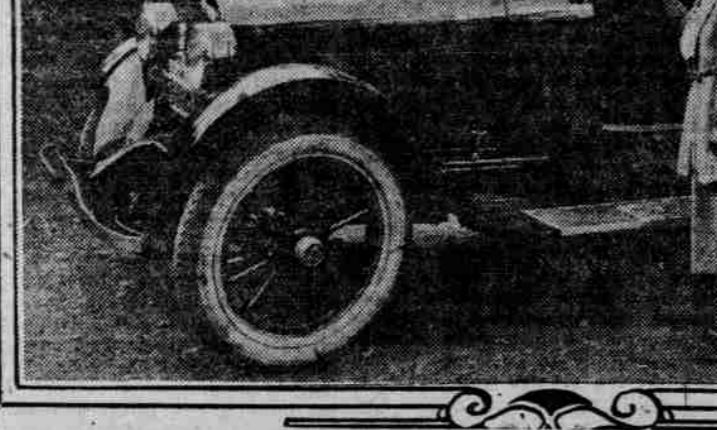
Group of Guides Provided. Besides the park authorities have provided a group of guides, well educated and attractive people, young, enthusiastic over the country they know so well and better capable of pointing out the real wonders of the place than the old timers. This service was started at the suggestion of the famous naturalist, Enos A. Mills, and has proved a great success.

Since the days of the discoverers, nature herself has made changes. Some of the old geysers are no longer spouting, but new ones are taking their places. But the people around are still telling time by the blackpines of Old Faithful and the hot springs, the Firehole river with its steaming waters, the mud volcanoes, the enchanted pools with their fairy-like banks and their strange depths glowing with miraculous colors, and of course, the forests with dark green and the marvelous Yellowstone lake, the Giant Falls and the most stupendous wonder of them all, the Grand Canyon and the other canyons of the Yellowstone river as they were half a century ago. In the meanwhile the strange formations of crystal beds have been added to. As the water of the hot springs and the geyser flows evaporates the minerals which are absorbed in it are deposited on the ground and in their growth take on the most fan-

tasitic shapes, besides being magnificently colored. To these wonders the government has added protection of the wild animals, besides the game which otherwise, with modern hunting methods, would soon have been exterminated. To the animals native to the park, others have been added and all of these bears, deer, elk, beaver, etc., will be there to extend the greeting of the original inhabitants to the guests who come to the party. It is said that this wild animal asylum is the most successful in the world and many of the shyest of the creatures have become so tame from the kind treatment accorded them that the park is virtually a zoo—only without the cages and bars.

The nature guides will point out one splendor which old-timers missed. By means of it visitors can read the history of this fairy ground in nature's own book. In the canyons and almost on every precipice a close look will disclose amazing reading matter and on pages so huge that it is necessary to go off a distance to see the print. This is the petrified forests standing one upon the other. The story is wonderfully clear. At the bottom one can see distinctly the stone forest that was once green and flourishing woods. The very sag of the branches may be seen, even the cracks where the branches were broken. As one gazes upon it is easy to re-enact in the mind the grim tragedy drama that happened there.

Nature Repairs Damage. Over a flourishing forest the volcanoes erupted. The lava flowed over the ground and between the trees. The ashes of the eruption dropped down in a steadily increasing shower until there was no space between the tree tops and the bottom of the ground that had not been filled in. The inferno finally ended. In its own way nature made up for the damage and ruin and while the pressure of the load of volcanic matter was turning the buried forest into stone, the wind and the migratory birds were sowing the denotation with seeds and gradually a new forest arose on top of the old one to be buried in its turn by the next great eruption and volcanic tempest. Thus tier upon tier of buried forests preserved with marvelous freshness arose. It is impossible not to be impressed by this simply and grandly told story of the tragedies and dramas of nature. Not even the buried cities under the ashes of Mt. Vesuvius are as terribly grand as these entombed forests. Whoever watches them with a close eye will have his reward in seeing not only the forest but even the petrified bodies of some of the animals who died under the holocaust. One of the greatest kinds of game—fossils, which require a good deal more than a good aim, can be hunted here and sometimes upon a cas-



Handsome new car obtained by Mrs. George L. Greenfield, 718 East Nineteenth street north, from the C. L. Bosa Automobile company, local Hudson and Essex distributors. The car is one of the handsome new Hudson coupes, the first of which were received here only a short time ago by the local organization. Mrs. Greenfield is shown standing beside the car.

OPERATIONS ARE MANY

157 PROCESSES USED IN MAKING TRANSMISSION. Machines Simplify Procedure but Some Hand Work Is Required in Preparing Parts.

There are no less than 157 separate and distinct operations in making the transmission of the modern motor car before the parts are hardened, says an article in the Chandler Bulletin, the monthly publication distributed to owners of Chandler cars.

The most precise automatic machinery is used in the cutting of gears. No more painstaking workmanship is expended on the entire car. It is pointed out, that in the machining of the various parts that form the transmission and the differential.

The first operation on all gears is a process of annealing in the heat treating department to relieve the various forging strains. After annealing the gear forgings are turned and formed on automatic machines which produce in many instances as many as four parts at one time and do as many as six operations on each piece while it is still in the machine.

Subsequent machining consists of roughing on hobbing machines which form the teeth. This is followed by chamfering. Gear shapers then finish the teeth of two gears at one time and do as many as six operations on each piece while it is still in the machine.

The differential side gears and pinions, being bevel gears, must be machined by different methods and still other methods are required for the cutting of the rear axle drive gears.

In finish cutting the teeth of the spiral cut bevel driving gears, intricate machines of the finest accuracy are used, making four separate and distinct movements for each cut.

Proper Pressure of Brakes. Brakes must be so adjusted that with a moderate pressure on the foot pedal they will stop the car, but will not lock the wheels, but should operate so that with additional pressure they will grip sufficiently to lock the wheels when required. Brakes which act too quickly will cause premature wear of the rear tires, and if they are not quick enough of action, the car and its passengers will be in danger whenever the brakes are called upon to stop the car. Great pressure should not be necessary to operate them efficiently.

GARAGES AID RECOVERY. Auto Dealers and Garage Owners Unite to Take Steps.

SAN FRANCISCO, June 17.—Garage owners of San Francisco and of several cities of northern California have combined with the Motor Car Dealers' association of San Francisco to prevent the storing of stolen cars in public garages.

W. F. Culbertson, president, and Elliott M. Epstein, attorney of the dealers' association, have been at work for more than a year on this project and at last have obtained an agreement with the Garage Owners' Protective association whereby the latter agrees to furnish reports twice a month on each car which has been stored in any member's garage for 15 days preceding the date of the report.

The agreement was concluded at a meeting between Arthur F. Etzel, secretary of the garage owners' organization; A. F. Lemberger, general manager of the Motor Car Dealers' association; Captain of Detectives Duncan Matheson and Sergeant of Police Arthur McQuaid, with Epstein helping on the details.

NEW CAR TO BE OUT SOON. Production of Air-Cooled Auto to Start Within 60 Days.

DETROIT, June 17.—Production of the Detroit air-cooled car will be started in 60 days, according to a statement by W. J. Doughty, president of the company. Bids for ma-

terial and parts are being sought in 1000-lot quantities. Jigs and patterns for the car are complete, Doughty said, so that the company is prepared to get into immediate production. Men identified with Doughty are:

G. R. Tremolada, designer of the twin-three engine; C. H. Bennett, president and general manager of the Daisy Air Rifle company; August Gieseler, superintendent of the National Tool company, Cleveland; John McArthur, coach and automobile body builder, Detroit; Frank Sanders, former Franklin distributor, Chicago; George Gagner, Detroit, and Earl B. Newton, secretary-treasurer Mansfield Steel corporation.

Healthmobile Appears. A new "Healthmobile," designed for the New York Tuberculosis association, was recently placed in service to show motion pictures in poor communities. The motor will be operated by Mrs. Emily C. Hawley, a member of the Red Cross.

Advertisement for NEW Velie automobiles. The main headline reads "NEW Velie" in large, bold letters, followed by "Demand Greater Than Supply". Below this, a paragraph of text explains that the company would not advise anyone to make an unremediated purchase of an automobile, but they believe it is their duty to acquaint their friends with the facts of the delivery situation affecting VELIE SIX motor cars. They suggest that if one wishes to secure a reasonably prompt delivery of a VELIE, they should place their order at once. At the bottom of the advertisement, the name "W. R. DeLay Motor Company, Inc." is prominently displayed, along with their address "BROADWAY AT BURNSIDE, PHONE BROADWAY 3121" and a note that dealers can be found by wire or by writing to their territory.

Advertisement for DURANT Pacific Motor Company. The headline reads "14 Years of Fine Hupmobiles". Below this, a paragraph of text describes the company's reputation and the quality of their vehicles. It mentions that the cars are "14 Years of Fine Hupmobiles" and that they have a "background of success". The text also highlights the company's commitment to providing "fourteen years of fine Hupmobiles assure you that in the present Hupmobile every element that gives economy, and reliability, has been developed to its highest point." At the bottom of the advertisement, the name "DURANT Pacific Motor Company" is prominently displayed, along with their address "Broadway at Flanders".

Advertisement for NEW LOW PRICES RIVERSIDE TIRES. The headline reads "NEW LOW PRICES RIVERSIDE TIRES". Below this, a paragraph of text explains that the tires are "High Grade, First Quality—Guaranteed". The advertisement includes a table of prices for various tire sizes, ranging from 30x3 in. to 35x4 1/2 in. The prices are listed in dollars and cents. At the bottom of the advertisement, the name "Montgomery Ward Co." is prominently displayed, along with their address "27TH AND VAUGHN STREETS".

Advertisement for Seiberling 30x3 1/2 CORD TIRE. The headline reads "Seiberling 30x3 1/2 CORD TIRE". Below this, a paragraph of text describes the tire's features and benefits. It mentions that the tire is "Genuine Seiberling 30x3 1/2 CORD TIRE" and that it is "Peerless Tire & Rubber Co." The advertisement also includes a price list for various tire sizes, ranging from 32x4 to 34x4 1/2. At the bottom of the advertisement, the name "Peerless Tire & Rubber Co." is prominently displayed, along with their address "13th at Stark and Burnside".