Yellowstone National Park

1800s – 1916
Discovery
Protection
Development

Why is Yellowstone important?

- Historical significance
  - First US and World National Park
  - Established in 1872
- Not first protected place in US – Hot Springs, AR (Federal Reservation in 1832) and Yosemite (Public Trust in 1864)
- Protected because of its features

Why is Yellowstone important?: Features

- Water erupting from ground
The Instigators

• Ferdinand V. Hayden, a Civil War veteran and head of the US government's new geological survey, surveyed the area
• Northern Pacific Railroad argued that the land was worthless for cattle and farming

Organic Act of 1872

• Created Yellowstone National Park
• Two acts:
  – Preserve the wonders of the Park
  – Wonders to be enjoyed and to benefit the public
• Little money given to this endeavor: Congress led to believe that Park would by self-serving.
• Also, what does it mean to “preserve”?
**Preservation obstacles**

- Poachers – illegal hunting
- Squatters – build ramshackle facilities for tourists
- Railroad – wanted to build a railroad through the Park
- Vandals – ruined geysers and hot springs

**Early years**

- From 1872-1885: early Park Superintendents struggled to protect the park with little money
  - Also interpret the idea of "preserve" and allow Yellowstone to be enjoyed by public
  - Set up laws protect features (hard to enforce)
  - Scientific exploration
  - Set up a few structures and roads

**Failure**

- Congress failed to enact penalties for laws broken on federal land
- No jurisdiction (federal land surrounded by state land)
- Little money
- Tried to expel transgressors but they returned
  - Poaching of wildlife
  - Destruction and removal of artifacts

**Here comes the Calvary!**

- 1886: no money from Congress resulted in the Department of Interior asking the U.S. Army to take over the administration of the Park
- Troop "M," First U.S. Cavalry, stationed at Fort Custer, Montana Territory was given the assignment
U.S. Calvary

- Army in the Park from 1886 - 1916
- Army's mark on Yellowstone and the National Park Service still evident today
- Success of Army attributed to:
  - Ability to bring order and management structure to Park
  - Manpower
  - Able to manage people (tourists and locals alike) – enforce rules

The Army Footprint

- Established Fort Yellowstone at Mammoth Hot Springs, (Park Headquarters today)
- Built barracks, parade grounds, administrative buildings

The Army succeeded to a large extent in protecting the park’s natural curiosities and much of its wildlife, and in building an infrastructure of administrative facilities that is still in use today.
Soldier Stations

- Established soldier stations throughout the Park to help guard the resources
- Many of the stations later became areas of development

Established roads

- Rudimentary road system in place when Army took over in 1886
- Engineer Officer Hiram Chittenden, from the U.S. Army Corps of Engineers, oversaw much of the construction of Park roads and other infrastructure

- Architecture of the soldier stations and other Army buildings influences other building designs
Within 20 years of the Army entering Yellowstone, the basic road system of the Park was in place and is still in place today.

Road system is a “Figure 8”
- 3 mountain passes
- 5 entrance stations

Wildlife
- Extermination of bison had left the herd dangerously close to extinction
- Army established the Buffalo Ranch in the northeast part of the Park in order to manage and cultivate the herd
- Other efforts to protect the MOST of the wildlife in the Park
Concessionaire development
- Northern Pacific Railroad was interested in marketing Yellowstone to wealthy tourists
- Called Yellowstone the “Wonderland”
- Began rail service to Yellowstone in 1883

Concessionaire: company that has permission to operate a specific type of business in a protected place
The prices and the goods offered are regulated, more so today than in the past.

Idea of Yellowstone
- The Western National Park:
  - Has cookouts
  - Rustic furnishings
  - Cowboys
  - Sagebrush
  - Bison
- Different from Glacier National Park – development by Burlington Northern
  - Glacier became the “American Swiss Alps” locale

Tourists would arrive near the North Entrance of the Park (Gardiner, Montana) and be taken into the park in carriages (eventually tourists were also brought in the West Entrance)
Way stations (for food and rest) were set up a day’s ride away from each other.

Developed area choices

- Tourists visiting Yellowstone prior to 1917 had few choices of lodging
- Most places have tent camps
- Few places had established hotels, generally designed for the wealthy tourist

Mammoth Hot Springs

- Fort Yellowstone
- Hotel established to handle guests
- Evolved from rudimentary to rustic – maintaining the “western feel”
Norris Geyser Basin

- The second stop on tour had a camp, not a hotel
- The idea of “roughing it” by staying in a tent appealed to wealthy tourists
- The basin itself has the largest concentration of thermal features in the Park
Old Faithful Area

- One of the highlights of the tour: Old Faithful Geyser and the surrounding thermal features
- Old Faithful Inn – large log structure 7 stories high

Lake/Fishing Bridge Area

- Situated besides Yellowstone Lake (the highest alpine lake in the country), Lake Hotel was build with a regal attitude
Canyon Village

- The third “must-see” on a trip to Yellowstone was the Grand Canyon of the Yellowstone
  - Located downriver from Yellowstone Lake
  - 2 waterfalls
Protection

- During the time of building and establishment of visitor services, the Park also acquired protection.
- 1900 Lacey Act (still in place today) protects both plants and wildlife by creating civil and criminal penalties for a wide array of violations.
- A concerted push for protection of game also occurred as park officials became aware of the tenuous situation of the park’s bison population and took steps to reinvigorate it.

Automobiles enter the Park

- Despite other protected places allowing cars in their Parks, Yellowstone forbade cars until 1915, when officials were forced to do so in the hopes it would increase revenues.
- For a brief time, cars and horses existed on the same roads until the use of carriages were discontinued.

Cars

- 5,000 cars entered Yellowstone in 1917
- Today, more than 3 million people visit Yellowstone
- Cars changed the landscape: tourists were no longer confined in coaches
- Way stations were no longer essential and several were closed
- Car camping (along the side of the road) was acceptable to lower class citizens
- Automobile Camps were established in the Park
<table>
<thead>
<tr>
<th>Transfer of Power</th>
</tr>
</thead>
<tbody>
<tr>
<td>• National Park Service was created on August 25, 1916.</td>
</tr>
<tr>
<td>• Management of Yellowstone transferred to the NPS</td>
</tr>
<tr>
<td>• The mandate and philosophy of the new bureau were drafted by Frederick Law Olmsted, Jr., as part of the National Park Service Act. “[The NPS’s] fundamental purpose,” wrote Olmsted, “is to conserve the scenery and the natural and historic objects and the wild life therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations.”</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>What the Army left behind</th>
</tr>
</thead>
<tbody>
<tr>
<td>• A road system</td>
</tr>
<tr>
<td>• Buildings</td>
</tr>
<tr>
<td>• Protected resources</td>
</tr>
<tr>
<td>• Most wildlife in better conditions than when they arrived</td>
</tr>
</tbody>
</table>