
THE YELLOWSTONE HIGHWAY

The organization of the Utah-Idaho-Yellowstone Highway Association at Pocatello last week is the latest and best development of the long struggle to put the route from the Great Salt Lake to Yellowstone park on the scenic world-map of good roads. The association is designed to pick up the tangled ends of numerous similar organizations along the highway, and knit them together in one compact, hard-working set of officers from Ashton to Salt Lake, and this has been done. Its by-laws emphasize the fact that no good roads association is so situated, or individual so remote, that all cannot and should not work together in perfect harmony for the suc-

cess of the project, and every citizen of the eighteen counties included in the organization should heartily support it.

Discussing the proposition from a local aspect, it may be said that a large part of the work yet to be performed lies within the territory covered by the Upper Snake River Valley Good Roads association from the south line of Bonneville county, in Idaho, to the National park, including the Targhee forest in Idaho and Madison forest in Montana. The big association has apparently swallowed up the local one and commandeered its principal officers, thus displaying good judgment at the outset. President Mark Austin is about the biggest, most hustling hustler, good roads booster, and widely known business man in this section of the northwest. Secretary C. C. Dietrich is particularly well fitted for the onerous duties of his office, and is, by long odds, the right man in the right place. These men will take up the work of the other officers and the additional prestige and influence of the larger organization, with its added burdens and duties, will prosecute with renewed vigor the construction of the continuous highway.

Along this great trunk line, at the cities and towns and other advantageous points, branch highways and roads are being constructed to place practically every subdivision of land in the eighteen counties along the route upon a first-class market-way for the cheap and quick transportation of crops.

In 1915, over this highway which

serves as the trunk of the local county systems, it is estimated 5,000 people passed in automobiles to the park alone. Through the medium of this association, working in conjunction with countless other bodies, the automobile logs will tell every car owner in the United States to pass thru Idaho Falls on his way to the park. With the completed highway the traffic will be tremendous beyond present comprehension.

These are the results for which the Utah-Idaho-Yellowstone highway association is working with respect to every city, town and community from Salt Lake City to Yellowstone. That being done, then it is that the tangled ends will have been knitted and joined together, with every individual on a good, connecting highway, and the object of the association will have been accomplished.

The incalculable economy of such a system in the administration of local affairs should appeal to the pocket-book of every one.

The benefits to be derived from the great stream of traffic which will yearly pour through our gates into this great scenic playground of North America will only be bounded by the scenery we have to show, the investments we have in store, and the welcome we extend.

And best of all, it will bring into closer communion than ever the best people in the best country in the west, from Salt Lake to Yellowstone—Idaho Falls Register.