



MONTANA
GHOST TOWN
PRESERVATION SOCIETY

preserving history for the next generation

VOLUME 49

NEWSLETTER

WINTER 2020

DUES ARE DUE / DUES ARE DUE / DUES ARE DUE / DUES ARE DUE /
DUES ARE DUE / DUES ARE DUE / DUES ARE DUE / DUES ARE DUE /



The Ghost town of Barker / Hughesville. To see how this cabin looks in real life and to read the history of the Barker Mining District, turn to page 6. Photo: TERRY HALDEN

Montana Ghost Town Quarterly

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Founded in 1970, the Montana Ghost Town Preservation Society is a 501c3 non-profit organization dedicated to educating the public to the benefits of preserving the historic buildings, sites, and artifacts that make up the living history of Montana.

Opinions expressed in the bylined articles are the authors' and do not necessarily represent the views of the M. G. T. P. S.

WINTER 2020

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The Prez Sez

BRAD O'GROSKY

Greetings everyone; Hope you are well and enjoying winter and had a great Christmas Season. With the convention in Red Lodge behind us with fond memories we're looking forward to 2020's convention in Kalispell which should be a great time. For 2021 your board is considering having it in White Sulphur Springs. This area has Castle, Lennup, Ringling, Neihart and Monarch as well as the Jaw Bone Railroad, so it is always an interesting area to explore. If you are interested in helping with it, or leading it, please let your board know of your interest.

Your board had a couple of changes with Gordon Tracy leaving it after many years of dedicated service. Thanks Gordon and Loretta, we appreciate all you've done. Taking his place is Aimee Harin from Red Lodge. Aimee is director of the Roosevelt Center in Red Lodge and was a great help with the convention.

Our projects for this year included the Springhill Cemetery data base which can be used at any cemetery and the window replacement at the Morris State Bank in Pony. The data base allows for a more complete record. Elkhorn might be a good starting point if someone is interested. We're still working with the owners of the IM General Store in Pony to replace some windows there. If anyone has some other project that we should consider please let your board know.

In the Bozeman area, the future of the Nixon Bridge is still being discussed and its possible preservation. The Axtell Bridge, another steel truss bridge over the Gallatin is being considered for replacement and the original bridge hopefully preserved. Your input on preservation of these and other historic structures is always important and needed. Remember, when its gone, its gone forever. Stay well, Brad

AS I SEE IT

from the RAMROD'S CHAIR

In this issue, we welcome back Rachel Phillips from the Gallatin Museum who has submitted an article about a local bicycle racer, just after the turn of the century. You might think bicycles and western history don't go together, but a hundred and fifty years ago, bicycling was the thing to do. Remember "Raindrops keep falling on my head" from the movie, "Butch Cassidy and the Sundance Kid".

The convention this year will be in Kalispell and the Steinfors Family is putting it together. Those of you who attended the last convention the Steindorfs ran, ten years ago in Polson will remember the excellent program they put on. Details next issue.

Terry

New Members

Membership Chairperson Connie reports the following **New Members** have joined our Association since the last newsletter. **Please make them welcome.**

Jo Beaty Bozeman, MT

Chris Lund Miles City, MT

M.G.T.P.S. Board Meeting
19th OCTOBER 2019

President Brad O’Grosky called the meeting to order at 1:03 p.m., other board members attending were Terry Halden, Mark Hufstetler, and Connie Griffin. Terry motioned to accept the June 1, 2019 Board Meeting Minutes as printed in the Summer 2019 Newsletter. Mark seconded the motion, the motion passed.

Treasurer’s Report:

Connie handed out the Treasurer’s Report for the Fiscal Year of July 1, 2019 to June 30, 2020. M.G.T.P.S. had an Income of \$5,681.00 and Expenses of \$9,442.79, for a Net Income loss of \$3,761.79. The Cash Balances are Petty Cash \$60.20; Checking Account \$8,221.94; and Savings Account \$10,424.55. Mark motioned to accept the Treasurer’s Report, Terry seconded the motion. The motion passed.

Membership:

Connie reported that M.G.T.P.S. has 229 members, 26 are not current with their dues. There are 19 new members this year. Connie will send out renewal postcards for 2020 dues.

Gordon Tracy is relinquishing his director position on the board. Aimee Haran has expressed an interest in becoming a board member and helping with the M.G.T.P.S. Facebook page. M.G.T.P.S. is looking for new members and members that are interested in joining the Board of Directors.

Terry motioned that a letter be sent to Gordon Tracy thanking him for all his work and years as a board member of M.G.T.P.S. Mark seconded the motion and the motion passed.

Facebook and Webmaster:

There are no updates on progress for the M.G.T.P.S. website or Facebook page.

Newsletter:

Please email Terry with articles for the January 2020 newsletter.

Old Business:

The 2019 Red Lodge Convention was excellent despite the cooler temperatures and rain. The speakers were knowledgeable and had very interesting topics. Unfortunately, the fees for attending the convention did not cover the cost.

Brad has not received a request for funding for replacing some of the windows in the Morris State Bank building in Pony, MT. The building owner is planning on having them replaced in October 2019.

There have been no estimates submitted for window replacement at the IM Store building in Pony.

Rachel Phillips joined the meeting with an update on the Springhill Cemetery Project. The student intern has almost completed the story map. They are hoping to go live with it in a couple of weeks. The intern has added photos and excerpts from local newspapers. She also made a “How-to-Manual” to share with other cemeteries that are using the template. There is interest in using the template for the Brondel Catholic Cemetery in Bozeman, MT next.

There is renewed interest in preserving the Nixon Bridge in Manhattan, MT. The engineering firm didn’t apply for a permit until this year. Now more people are aware that it was going to be torn down and would like it to be preserved even if it is to be relocated.

New Business:

Jerry Hanley has requested help for printing more brochures about the ghost town of Maiden, MT. It was mentioned that the money slated for the signs in Maiden could be used for the brochures.

Mark is looking into the general store in Lennop and the schoolhouse in Maudlow for new projects to support.

Terry suggested considering White Sulphur Springs, MT for the 2021 Convention.

Terry motioned to adjourn the meeting, Mark seconded the motion. The motion passed. The meeting was adjourned at 1:45 p.m

Connie Griffin, Sec/Treas.

Bicycles and Taxidermy

by RACHEL PHILLIPS

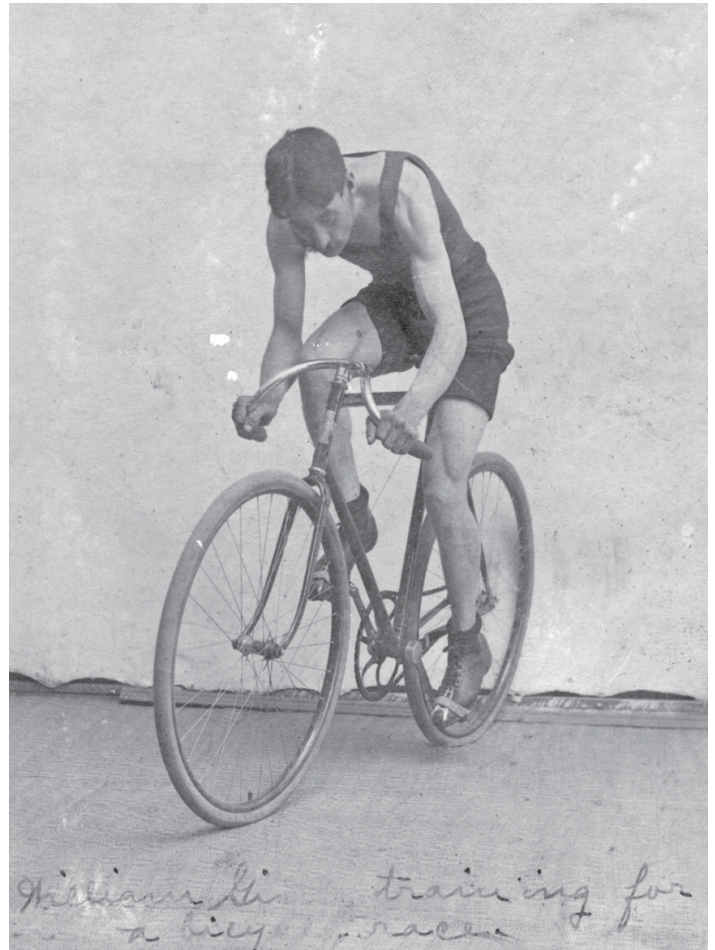
In a century-old photograph, William Ginn proudly poses with six gigantic trout, a hint of a smile on his lips and a sparkle in his eyes. In another image, he is propped up on a bicycle in front of a curtained backdrop, muscles straining for the camera. Bozeman businessman William Ginn truly loved the outdoors. Bicycling, fishing, hunting, and taxidermy captured Ginn's fancy, and his passions were burned into photographs that speak of days gone by.

In the early 1900s, Bozeman vied with Livingston to provide the biggest and most spectacular Fourth of July event. Today, we think of our neighbor over the hill as the destination for Independence Day festivities, but there was a time when Bozeman held its own. Parades, fireworks, orations, feasts, games, and dances often spilled over into a two-day party. Some of the most popular events were the bicycle races.

At the turn of the twentieth century, the local long-distance cycling champion was a future civic leader named Frank Wilton. Wilton arrived in Bozeman in 1893 and remained a prominent businessman in town until his death in 1939. He worked for the Northern Pacific Railroad and the Willson Company, and eventually launched his own store, Wilton's Fashion Apparel. Frank worked hard and was a talented cyclist. He was also about to get the race of his life.

William Ginn was a 25-year-old Bozeman newcomer with a young family and a knack for mechanics. Born in Iowa and raised in South Dakota, Ginn himself was an avid bicyclist and loved competition. In July of 1901, both Frank and William entered the grueling five-mile road race that highlighted Bozeman's Fourth of July athletic contests.

Race day dawned, and each rider prepared for the big event. The *Avant Courier* later exclaimed: "[the] race put to the severest test the strength and physical endurance of those who entered it, and it was intensely exciting, too."



William Ginn in training

Photo: AUTHOR

To the thrill of the spectators, Ginn out-rode Frank Wilton and won. People remembered this event for decades to come. According to his obituary in the July 26, 1946 *Avant Courier* newspaper, "He was well known in his early days in Bozeman as a bicyclist [sic] and took part in the racing sport. The day he out-distanced Frank Wilton, the champion, was a big event."

William continued his strong performance the next year at the 1902 Fourth of July races. Showing his talent for speed as well as endurance, he edged out Wilton again, this time in the shorter half mile dash. Ginn secured victories in the one mile handicap and the one mile consolation race, cementing his reputation as one of Bozeman's finest competitive cyclists.

At the turn of the twentieth century, bike travel was popular in Bozeman. Streetcars clattered around town every day, but cycling held a certain charm. Some of Bozeman's first city ordinances regarding bicycle use were introduced in 1901. Initially, people were only prohibited from riding bikes on Main Street's wooden sidewalks, but this law soon expanded to walkways all over the city. As the *Avant Courier* noted on June 29, 1901, "Bozeman is the only city in this state where wheeled vehicles are accorded the privileges of the sidewalk, and the city council in according that privilege, in all probability transcended its authority." Main Street was finally paved with cement in 1908, undoubtedly a great event for cyclists, who no longer had to contend with wheel ruts, dust, and mud.

Taking advantage of the contraption's popularity, William Ginn decided to turn his talent into a career. Soon after his arrival in Bozeman, Ginn opened his own bicycle repair shop, one of the first such establishments in town. William's father, James, assisted for several years, and the two men ran their operation from a shop on Main Street. His business later expanded to include automobile repair, and William enjoyed a 20-year career as a mechanic.

William Ginn was a well-rounded outdoorsman, and other activities also caught his fancy. Like many locals today, he hunted and fished in the streams and hills around southwest Montana. Photographs document several of Ginn's excursions, providing a glimpse of early angling and hunting activities.

Madison River fishing was quite popular in the first half of the 1900s, and remains so today. W. J. Thompson of the Bozeman Fisheries Station expounded on the virtues of this waterway in a letter to one Walter D. Warrick of Chicago, dated July 1, 1931. "*This Madison is one of the greatest fishing streams of the west, yet at the same time it might be difficult to land a big one just when you were in the humor; strangely enough, the big ones are not always in that frame of mind when you are.*" If Ginn's fishing photos are any indication, angling on the Madison River was indeed good at the turn of the twentieth century.

Back then, hunting differed as well. Recreation took second place to acquiring food, although hunters like William enjoyed the sport involved. In 1910, Ginn



William Ginn and his catch of fish.

Photo: AUTHOR

mailed one of his hunting postcards to a friend in South Dakota. He wrote: "*Well Major here I am & Mr. Johnson. We both went Elk Hunting & got our limit in Elk. 2 Day Hunting, I got the Bull. Six Points & now we are Eating fine Elk Stakes [sic] & Roasts.*" William Ginn appreciated more than "Stakes & Roasts". Something about the "Six Points" also attracted him.

As with his cycling passion, William Ginn managed to incorporate an outdoor activity into a money-making venture. In addition to (and for a time along with) his bicycle shop, Ginn and his father ran a thriving taxidermy business. In a photograph taken about 1901, the two men pose proudly behind a pelt-covered counter in a shop filled with hanging hides and mounted deer, elk, and pronghorn. Ginn's passion for taxidermy must have rivaled his fondness for cycling. William's obituary proclaims: "*He also was a taxidermist and there are mounted elk and deer heads all over the country that testify to his craftsmanship.*"

William Ginn passed away in Bozeman in July of 1946 at the age of 70, survived by his wife of nearly 50 years, Ida, and five of their six children. He lived an eventful life, filled with bicycles and taxidermy.

The mining district in the Little Belt Mountains that was discovered in Meagher County, came to the front with production in Cascade County and died, becoming a ghost town in Judith Basin County

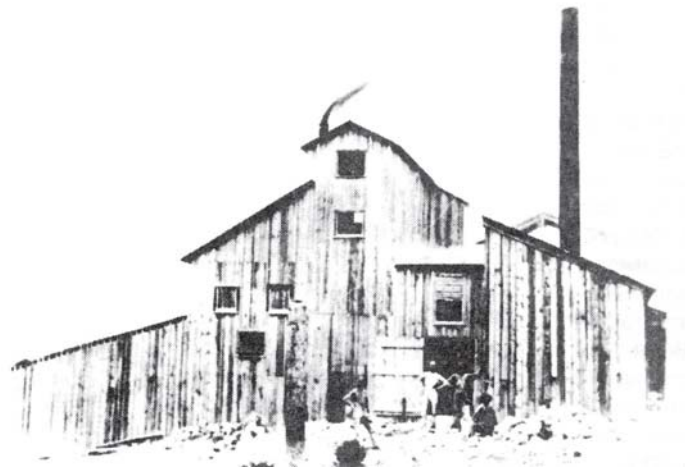
BARKER Mining District & the ghost town of HUGHESVILLE

by TERRY HALDEN

Patrick H. Hughes and his partner, Elias A. 'Buck' Barker, had wandered north from the Yogo Mining District and had commenced prospecting for placer gold, on, what became known as Galena Creek, a small tributary of the East, or Dry Fork of Belt Creek in the Little Belt Mountains. On October 20th 1879, while Barker had gone out to hunt for supper, Hughes was looking around for prospects. He discovered some silver bearing rocks which he traced the source to be a rich outcropping of lead and silver ore. The pair staked two claims, the 'Barker' and the 'Grey Eagle', and, as news leaked out, the area soon became inundated with prospectors. By June 1880, there were dozens of mines in the area and three camps were springing up. Hughes City; next to it was Galena City; and across the creek, Leadville. The latter two combined to form Meagher City and eventually they all merged together to form Hughesville. At the time the district was in Meagher County.

Because it was necessary to freight ore to Fort Benton, and then ship it to Swansea, Wales, for smelting, it was obvious from the start that a local smelting operation was badly needed. In January 1881, Col. George Clendennin visited the district, and being favorably impressed, formed the Clendennin Mining and Smelting Company, with backers from Chicago and Boston. He made plans to erect a brick building 65 feet, by 110 feet, four storey high, using local clay to make the needed 200,000 bricks. He ordered the machinery from Boston, and in June it arrived at Fort

Benton, on two river steamers. The machinery weighed a massive 208,805lb and had to be transported to the site by bull team. By November, it was installed and the smelter was open for business, using local iron and limestone for fluxing. Below the smelter, the town of Gold Run was laid out, but as soon as it was granted a post office, the name was changed to Clendennin, in honor of the man that had done so much for the area.



CLENDENIN MILL 1883. Photo: JOE CROFF

In October 1881 it was reported that 'Buck' Barker, one of the two men that had started the district, had sold his interests for \$13,000 cash, was leaving the area and retiring to his old home town of Odessa, Missouri. A comfortable retirement sum in 1881.

Unfortunately, in February 1882, Clendennin had been on a tour of the Wright & Edwards mine, one of the ore suppliers to his smelter, when a small cave-in had struck and killed him. Without him at the helm, the fortunes of the smelter and the Barker district diminished. The smelter only operated for just over

two years before closing down, believed to be the result of a financial backer in Chicago going bankrupt. In the 1889 State Report on Mines, reference is made to the Clendennin furnace, stating "*work was stopped on account of some financial complications. The appearances at the furnace indicated a sudden and unexpected suspension of work. There are piles of wood and ore, some arranged for roasting; and some of the coal ovens are half charged, as if the work had stopped between two shifts by some unforeseen calamity like an Indian raid or an earthquake. This was a sad stroke to the prosperity of the camp. It cast a deep shadow over many a bright prospect and obscured the fond hopes of a speedy competence then entertained by many patient prospectors and hard working miners.*" The furnace stood idle until 1890, when creditors sold the machinery to the Eureka Mine in the Running Wolf District. An arsonist torched the empty buildings in January 1895.

The remoteness of the area, the poor roads, and the low-grade ore that was being produced, combined to stall any development for almost a decade. The roads were so bad, often impassable, that freighters demanded an extra 5c a pound on freight, to or from the camps. By 1889 the population was down to forty, consisting mainly of small mine owners that were hanging on, awaiting better times.

It was not until September 13th 1891, when the Great Northern Railroad completed a spur line from Monarch to Barker (as Clendennin had been re-named) that prospects started to improve. Although few mines were in a position to start shipping ore to refiners, it didn't take long for the area to attract new workers. By 1892, the population peaked at over five hundred, with most probably, an equal number in the hills around. The town exploded, attracting the usual businesses and sported fifteen saloons (the barometer used for measuring the

HUGHESVILLE 1900

Photo: LOU MARANTETTE



size of a mining town). A glowing report, titled 'Barker the Beautiful', extolling "*the rich and most productive mines in the Belt Mountains*" was written by deputy sheriff Mike Foley, and sent to Senator Wilber F. Sanders on May 11, 1892.

Then came the silver crash of 1893. Because higher-grade silver was being mined, more economically, at other locations, the Barker area was hit hard, and although some mines continued producing, miners started leaving. Soon businesses closed down, the railroad was down to three trains a week, then one, and finally the track was ripped out in 1903. By 1904 there was very little mining going on, but prospectors still roamed the hills looking for the elusive bonanza. No one cared much that the district had now been transferred to Cascade County.

The following year, there was only one family living in Barker, and one in Hughesville, two miles north. It was not until 1906, when the Gunn Thompson Company of New York acquired several of the mines, installed new equipment and reopened them that the population started to grow again. In December 1910, T.C. Power and Bros. quietly secured title to the Barker and Grey Eagle mines. In 1911, the new owners, operating under the name of Block P Mining Company, continued to improve the mining and milling equipment at their two mines, erected a new seventy five ton concentrator, increasing the capacity to one hundred ton the following year. People, that had left the district for other mining towns, returned. A new hotel was built. Ore was now being transported by wagon, over the old railroad bed, to Monarch, where it was then shipped, by train, to smelters in Great Falls or East Helena. Copper was discovered at the four hundred foot mark of the Barker Mine, and lead was being mined, along

with the silver. The population fluctuated over the years between two and four hundred until the late 1920's. In 1920 Judith Basin County was created and the Barker Mining District moved again, to the western extremity of the new county.



BARKER MILL Ca 1911

Photo: FRANCIS DAVIDSON

In 1927, the St. Joseph Lead and Zinc Company purchased the mines, and over the next year, again upgraded the equipment in the mines to the tune of one and a half million dollars. This included a four hundred ton flotation mill, and a 10,250 foot tramway, which had fifty-four buckets, each capable of holding $\frac{3}{4}$ ton of ore. A new two storey boarding house, equipped with steam heat, showers, electricity, refrigeration and a reading lounge to accommodate over a hundred miners was completed. They also contracted out the rebuilding of the railroad connection to Monarch. Trains started arriving in Barker again, although it was only twice a week, with no passengers and no freight, just empty hopper cars, waiting to be loaded with processed ore. The mine, which had reached a depth of fourteen hundred feet, was now producing four hundred tons of ore a day and was the largest lead producer in the state. A new hospital was planned, with a resident doctor, and a full staff of nurses.



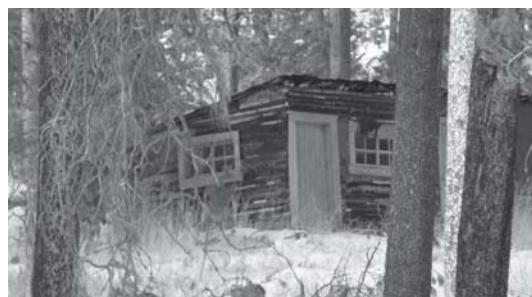
The Hughesville cabin on the front page.



Another Hugheville cabin.



Yet another cabin in Hughesville.



One more of the many cabin remains in Hugheville.

All photos this page. TERRY HALDEN

But the new prosperity was not to last, for the stock market crash dealt a severe blow to the mining industry, and in September 1930, the mine closed down, throwing three hundred and fifty men out of work. The following year, the pumps, that had been keeping the mine dry were pulled, and the mine flooded. In 1937, the price of lead had risen enough to make it economically feasible to mine. The pumps were reactivated, and as the waters were drained, miners reentered level upon level. Again, there was a surge in population to almost four hundred, as other mines, such as the 'Tiger' reopened, but again it was short lived. In 1943, the mine closed down for good. The reason stated was low-grade ore, and a lack of skilled manpower, due to the war. By the end of 1945, there were no businesses operating in Barker, and in 1953, the school closed, because there was only one pupil remaining. Today, there are still a few seasonal residents, living amid the many deserted cabins but the remains of the St. Joseph Mining operation buildings were torn down in 2012 by an aggressive D.E.Q.



The remains of the St. Joseph Co. mill, taken through a mist. This photo was the basis for our mast-head.



Photo taken the same day, looking back to the mill, showing the "Barker" mine buildings on the hill.



Photo taken from the same spot in summer 2012 showing how the D.E.Q. had turned the area into a parking lot.

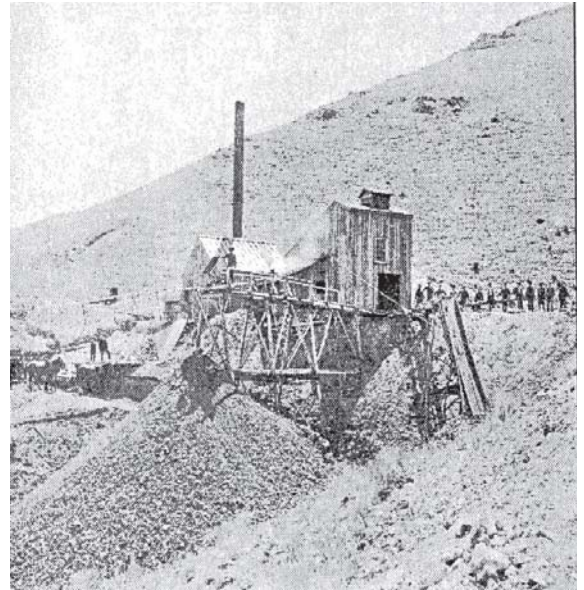


Although all work had ceased on the site, the culprit, the 'Gray Eagle' was still leaking its toxic waste. The stream in the original photo was orange in color.

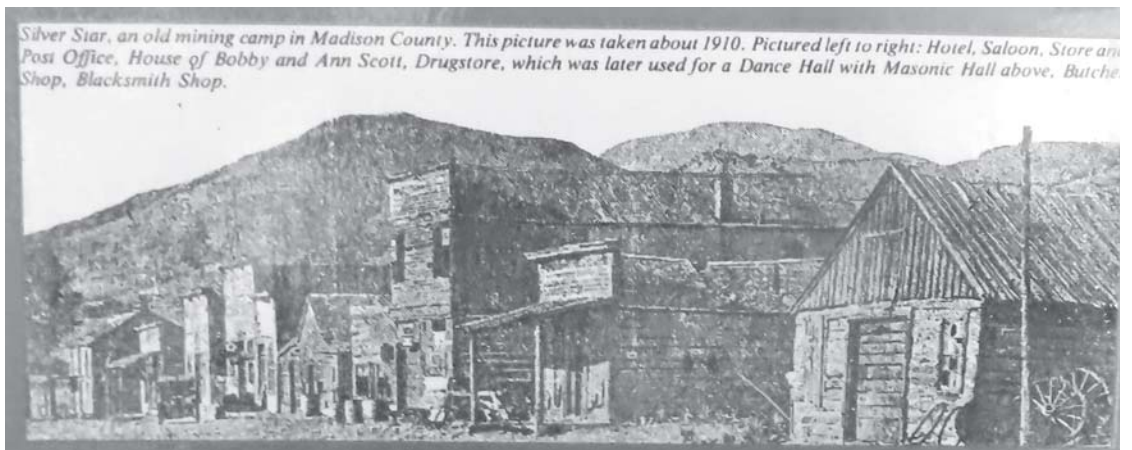
by TERRY HALDEN

In the Spring 2019 Newsletter I authored an article about the Silver Star Mining District, with emphasis on the mine that kept changing its name from the 'Broadway' to 'Bowery' to 'Victoria' and is still being operated, albeit from the valley to the east. I've done further research and discovered that the 'Victoria' is not the only mine in the area that is still sustaining activity.

In 1866 a prospector by the name of Green Campbell was looking for gold in the eastern foothills of the Highland Mountains, west of the Jefferson River, when he hit pay dirt, naming his find after himself. Campbell was a prospector, not a mine developer and quickly sold the 'Green Campbell' to two Cleveland investors, Salisbury and Everett, who built a small concentrating mill in the Jefferson River Valley, a mile and a half to the east. This mill became the embryo of what was to become the bustling town of Silver Star. The town mushroomed to include several saloons, two hotels, a drug store, a post office (which it still has today), a meat market, two general stores, a blacksmith shop, and a bakery. It was the second busiest town, next to Virginia City, in Madison County.



The original 'Green Campbell' mine, date unknown. Photo from the Internet



Silver Star in 1910.

Photo Courtesy:
Twin Bridges Museum

Besides the 'Green Campbell' and 'Broadway' prospectors located, the 'Aurora', the 'Chrome', the 'Eagle' the 'Hudson' the "Keystone' the 'Silver Star' and others. Although many so called 'mines' were merely holes in the ground, looking for a sucker to purchase them.

Including the 'Green Campbell', all the mines in the district went through either changes in ownership or being leased out at various times in their history. New owners or lessees tried newer updated methods of mining or milling often no more than going through the old mine dumps and with newer ways were able to extract some more gold. At the turn of the century the cyanide method of milling was the vogue and in

an article written in 1903, it was stated that the 'Green Campbell' in its history had produced over \$250,000 in profit, but with current methods, that figure might well have been half a million. That was the year that the 'Green Campbell' was purchased by Green Campbell Consolidated Gold Mining Company, consisting of investors from Connecticut. The new owners sank a new inclined shaft to the 400 foot level, located the vein and drifted 600 feet through the vein. According to the Montana Inspector of Mines report for 1906 "*the company has erected a 100-ton Sherman mill for the reduction of mine ores that is conveniently located. (Near the mine) The mine is in good condition and well ventilated*".

But the following year in its June 1 issue, the Mining World reported “*The Green Campbell Consolidated Gold Mining Co. which has been struggling against adversity is about to go out of existence*”. Apparently, the cost of the mill crippled the company and when it was discovered that there was an insufficient supply of water to run the mill, it was the final nail in the coffin. The United Mining Company leased the mine for two years at a cost of \$210,000 and proceeded to mine the low grade gold, presumably using the cyanide method of milling. There were no further reports of the ‘Green Campbell’ in the mining press until it sprang to the front of the news again just before and during the Second World War.



In 1937 Walter Giebel formed a partnership with his sister’s husband John H. Patterson and together they brought in other Montana men, created the ‘Green Campbell Mining Company and bought the mining property. They started mining and were making a small profit, when in August 1942, the War Production Board ordered the shutdown of all gold mining operations. Not to be dictated to by the Federal Government, Giebel formed another company, the Montana Western Mining Company, purchased the ‘Emma’ mine and mill in Rochester, which was still producing strategic materials, and on the side used the mill to process ore from the ‘Green Campbell’, pocketing the gold profits. Of course in 1952 it didn’t stop him from submitting to the government a claim for ‘lost profits caused by the shutdown’ to include: Lost Profits; Cost of watchmen during closing; Cost of re-opening, to include checking mine safety factors, electrical supplies, poles, wires etc.; other rehabilitation costs; the list went on for ten pages and totaled several million dollars. Nowhere in his papers, at the Montana Historical Society is there any indication of how much the Government actually believed and gave him. Giebel died on May 2, 1978 at the age of 89.



TOP RIGHT: ‘Green Campbell’ mine & mill from the south
 TOP: From the north
 Bottom: Cabins, Giebel built to house his miners

Last summer Kennecott Exploration Company were busy boring test holes all over the area near the ‘Green Campbell’ mine and mill site. The test results will determine if it is feasible to reopen the old mine or to dig a new mine shaft.

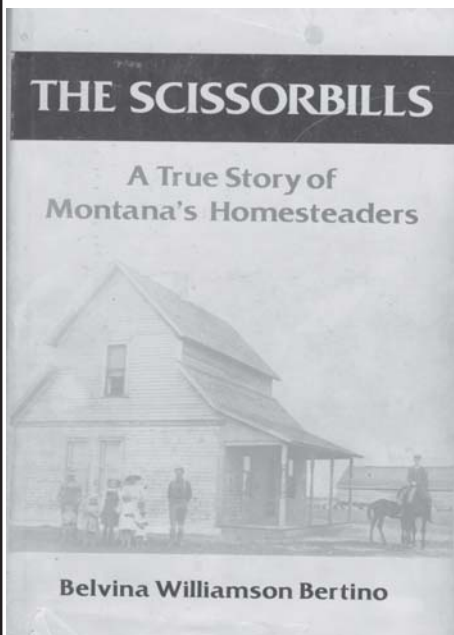


P.O. BOX 1861, BOZEMAN, MT, 59771-1861

REVIEW:

"The SCISSORBILLS"

by BELVINA WILLIAMSON BERTINO



At the age of three, in 1910, Belvina Williamson, her parents and siblings, moved from their farm in Iowa to homestead south of Dodson, Montana. The track of land Christen Williamson, her father had selected had the Milk River as its boundary and the Assiniboine Indian's Fort Belknap Reservation as neighbors. The shack he built was soon replaced by a two story log cabin, strong enough to withstand the prairie elements. In her excellent book, the author reminisces chronologically about the triumphs, setbacks, drought years, gopher infestations, grasshopper hordes, Spanish 'Flu epidemic, hot summers when the temp was in the 90s for months and cold winters when the temperature registered 55 degrees below zero, with snow every day for four straight months. Minor injuries and ailments were treated at home by her mother, as the nearest doctor was 35 miles away in Malta and the nearest hospital was in Great Falls.

After graduating from the Western College at Dillon in 1931, Ms. Williamson pursued a career in teaching, until she met and married a stockman, Frank Bertino and settled on his ranch south of Culbertson. Her writing career began in 1942 when her children's books were published.

She then became editor-manager of the Culbertson Searchlight and wrote a weekly column which was reprinted in other local newspapers of the area. In 1976, answering a plea from K. Ross Toole that there was a glut of Montana history books about Mining, Ranching and Politics, but none about homesteading she wrote Scissorbills, using a nickname for Homesteaders, popular at the time, as her title. The book is still available on Amazon.com

Terry Halden