

Headwater Plats

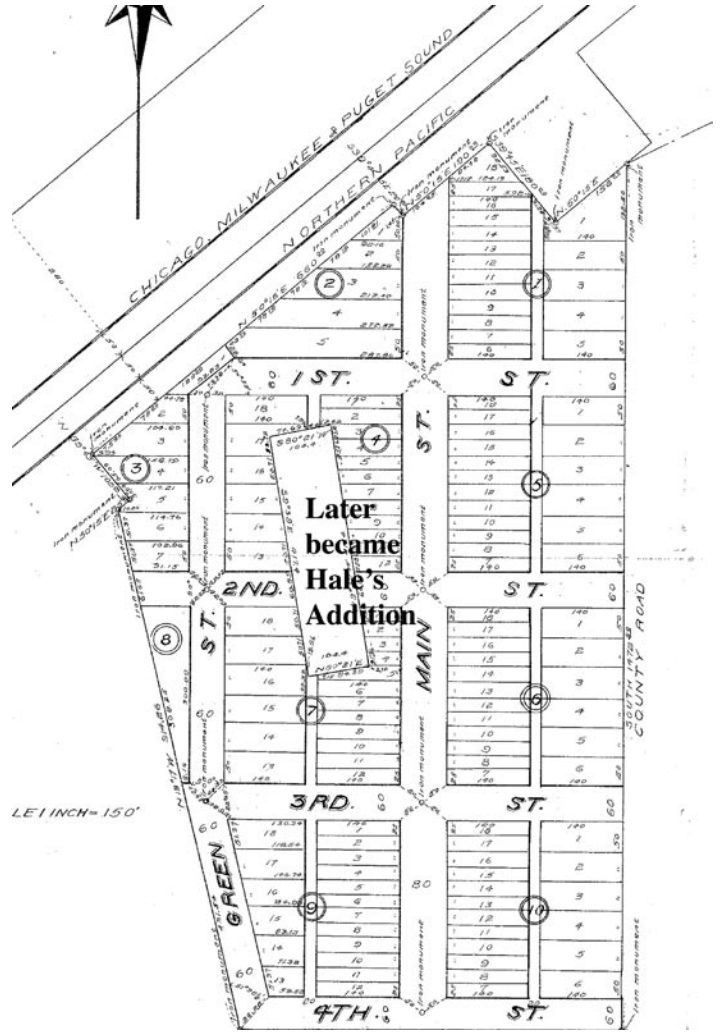
With both the Milwaukee Land Company and the Manhattan Company selling lots in 1908-1912, the "M" section of the county's grantors deed index is huge. And wouldn't you know it, this book, along with its sister book of Grantee's are the only books not digitized in the Clerk and Recorder's Office.

But it is nifty that most of the deed books of the county all the way back to 1865 are digitized. It makes things easier for an amateur historian and computer geek like me. The Clerk and Recorder's office also has a massive collection of maps. Maps have always been a fascination to me and the C&R has digitized many of the large scale maps, including the original plats of Three Forks, Old Town Three Forks, Willow Creek, Logan, Gallatin and Gallatin City.

Logan's original plat of October 20, 1892, nine years after the NP railroad came through the area, shows that William and Mary Flowers were the owners of record. Front Street was the business district while Flower Street led from the County road to the NP Depot. The Northern Pacific Addition, across the tracks from the original plat, doubled the size of Logan. The 1911 Milwaukee addition added several blocks up on the hill close to the Gallatin Valley Electric Railroad's line.

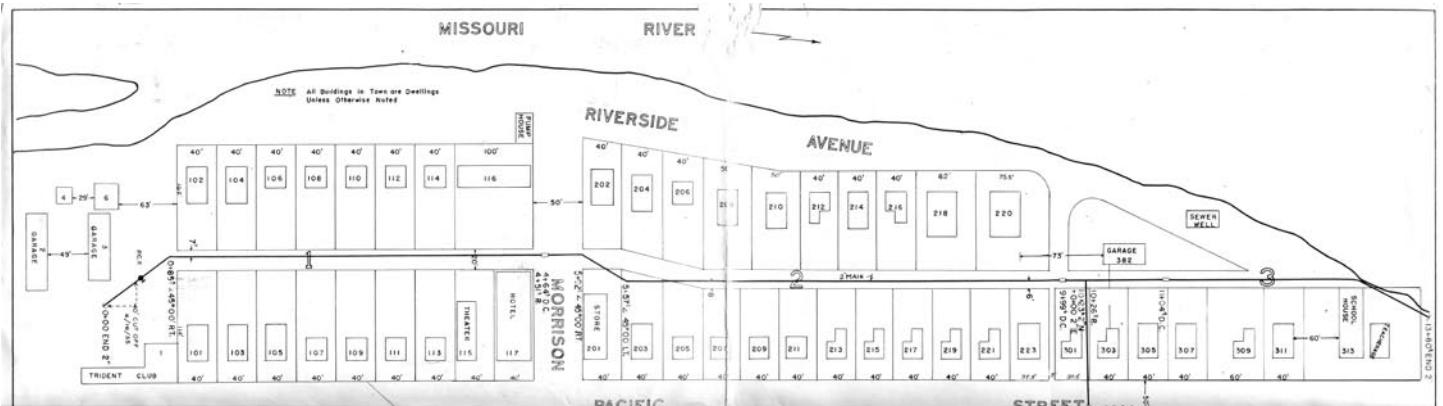
The original plat of Willow Creek is a bit of a wonder. Willow Creek is one of the first areas in the valley to be settled, but its plat wasn't filed until 1910. According to the Headwaters Heritage History, when the Northern Pacific Railroad built its line to Butte in 1887, "the town moved nearer the tracks for convenience." But apparently no one but the Hales and Woodwards bothered to buy the land. Ben S. Adams, son of Three Forks' founding father, was the landowner who finally filed the town plat. There was a bit of a problem with the Hale property smack dab in the middle of town tilted at an angle to the grid, but it got worked out in the end.

Township 2 North, Range 2 East seems to be a jinxed area, as far as towns go. In the township that holds the headwaters of the Missouri, five towns have been planned but only one still has residents. Gallatin City I was laid out in 1862 and incorporated in 1865. Section 8 that it sits on has been in the domain of four different counties over the years and the original plat seems to be lost in the shuffles. The plat for Gallatin City II (in Section 17) was recorded in 1872 and the land owner of record is Jarvis Akin. As if in memorial, the last remaining building in that city,



The original plat of Willow Creek shows the Hale land hindering the grid system, but it was later worked out. Also note there are no roads into the north side of town.

Below is the layout of the Trident village in a document dated 1950. The houses to the north (right) were the larger homes reserved for management personnel.

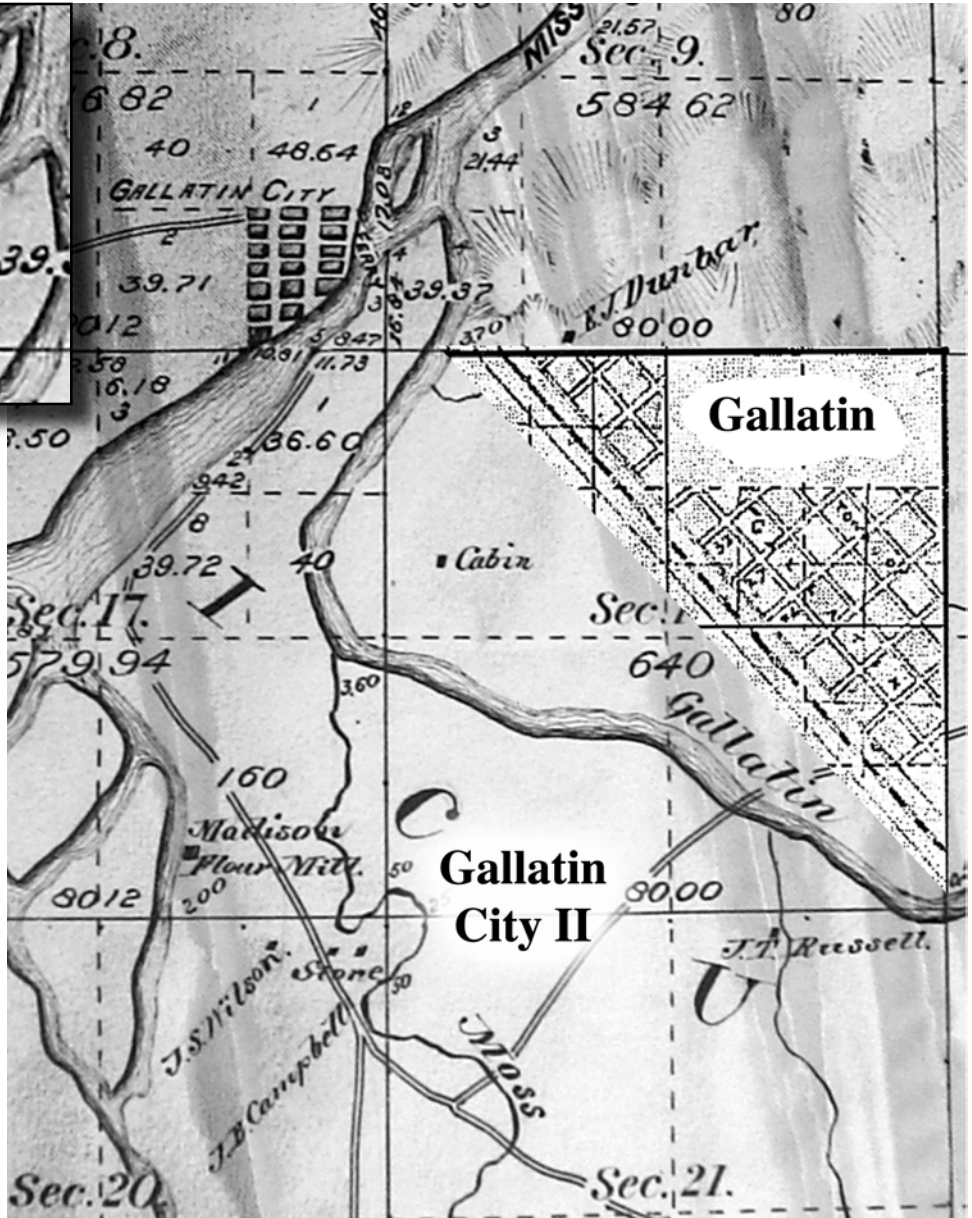




Above is an enlargement of Gallatin City I. Note that the ferry is marked.

Right: Gallatin City I and the beginnings of Gallatin City II can be seen in this 1869 survey map. An overlay shows the location of Frank Dunbar's 1883 plat of Gallatin on the Northern Pacific Railroad.

1869 map courtesy of Broadwater County Clerk & Recorder.



Gallatin Hotel, was built by him.

Gallatin (in Section 16) is a city that never was. Frank Dunbar had Gallatin surveyed and platted on the north side of the Northern Pacific Railroad in hopes that a station there would bring prosperity to the flagging town of Gallatin City II in 1883. A station / section house was built, but the town itself managed only to be a tent city while the railroad workers were in the area. The station was abandoned altogether when the Trident depot was built.

Trident's village plat (in Sections 4 & 9) was never recorded at the County, but its 47 residential lots, four commercial lots and one school lot are laid out in documents on file at the plant. Riverside and Pacific streets are parallel to the river while Morrison Street (named for D. A. Morrison, a founding father of Trident and its first postmaster) intersects them at the depot, where the rail crossing was some years back.

Bridgeville, Bridges, or Madison had been in existence since 1864, having been a village growing up around the toll bridge built by James Shedd. Asher Paul and Michael Hanley purchased the section (19) and their 1882 plat named it Three Forks, but it is now called Old Town. It was at one time in the mid 1880's the center of a small British invasion, who later sold out to the Anaconda Company. Its hotel was moved to the new town of Three Forks, renovated, enlarged, and renamed The Sacajawea.

Original survey of Jarvis Akins for Gallatin City (II). It is difficult to reconcile this survey with the 1869 map above.

