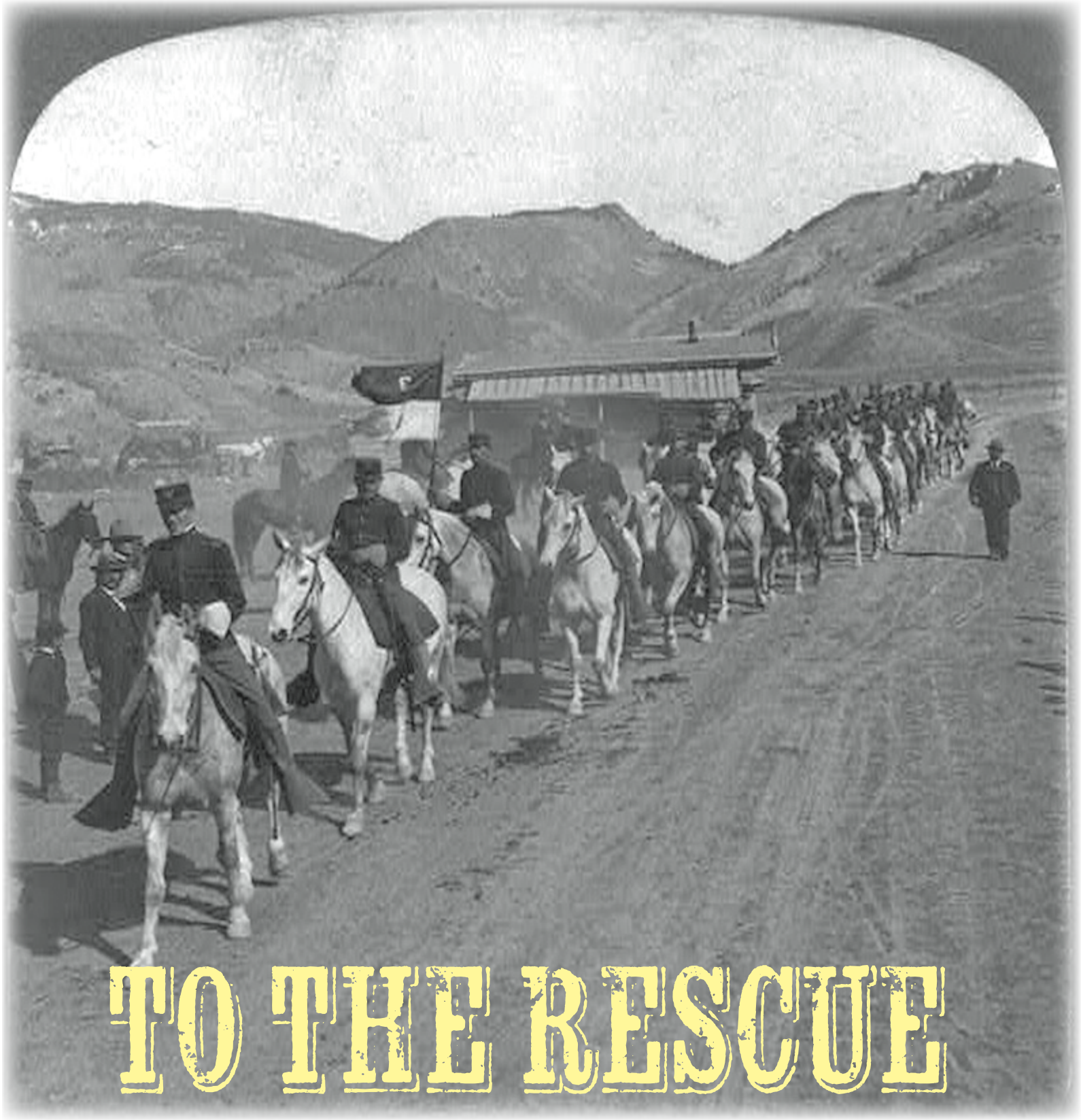


FIRST DRAFT



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Fort Yellowstone Cavalry: The U.S. soldiers who guard the great National Park, from a 1903 photograph.

U.S. Cavalry steps in to manage Yellowstone National Park

On Aug. 17, 1886, 60 soldiers of Troop M of the First United States Cavalry rode into Mammoth Hot Springs to take control of Yellowstone National Park.

It wasn't a military coup. Earlier in 1886, Congress approved Army management and protection of Yellowstone on a temporary basis. It wasn't so temporary. Cavalry units would remain in the park for more than 30 years.



BOB SILBERNAGEL

They arrived initially because 14 years of civilian oversight had been a disaster. "I would submit the Army went a long way towards protecting an area that had very little protection and turned it into a place of relative tranquility, where tourists could enjoy it while also protecting its wonders," Yellowstone National Park Historian Lee Whittlesey told the Smithsonian Magazine.

When 2.2 million acres of Wyoming and Montana territories were designated as Yellowstone National Park 1872 — the first national park in the world — Congress failed to provide funding or administrative structure.

In fact, some Congressmen had been hostile to the whole idea of a national park. "I do not see the reason or propriety of setting apart a large tract of land ... in the Territories of the United States for a public park," bemoaned Sen. Cornelius Cole of California before the park was approved.

A decade after the park was created, Congress finally approved \$15,000 for Yellowstone, mostly for road construction. Eventually, that was raised to \$40,000 to pay for a park superintendent and 10 assistants

Still, the park was at the mercy of poachers, illegal timber cutters and tourists who hammered off pieces of colorful rocks and geyser cones for their own souvenirs. Graffiti was painted or chiseled into rocks everywhere tourists visited. Additionally, there were proposals to drive a railroad through the park.



NATIONAL PARK SERVICE

A soldier holds a woman's horse in Yellowstone National Park circa 1893, while a fellow soldier holds another horse.

And tourists poured into the park. Newspapers in the East and Midwest offered weeks' long railroad excursions to the edge of Yellowstone, then wagon, stagecoach or horseback trips within the park.

Even so, during the 1880s, a few members of Congress advocated selling the entire park, arguing the United States should not be involved in "show business."

Colorado Sen. Edward Teller played an unfortunate role in the Yellowstone drama. In 1882, as Secretary of Interior, he approved an agreement that granted exclusive rights to 4,400 acres of land within the park to Eastern investors. Later, when he returned to the Senate, he was among those who advocated selling the northern portion of the park to a railroad concession.

In addition to these issues,

multiple forest fires were burning in Yellowstone in August 1886. Into this maelstrom marched Troop M, led by Capt. Moses Harris, a decorated Civil War veteran. Moses had a reputation for honesty, integrity, and for implacability in carrying out his duties.

He soon realized Congress needed to pass laws to grant the cavalry authority to arrest, fine or jail poachers and vandals. When those laws weren't forthcoming, he created his own rules.

At Camp Sheridan, the military encampment Harris established at Mammoth Hot Springs, he announced a set of rules for the park. They included a prohibition on hunting, trapping or discharging firearms in the park. Fishing was allowed only with a hook and line. Cutting of green timber and destruction of mineral

deposits were outlawed. So was the practice of throwing rocks and sticks into geysers, a favorite activity of many tourists. Campfires were only allowed in emergencies, liquor could only be sold within the park at hotels, and only for their guests. Livestock could not run loose.

To enforce these edicts, Harris decreed that anyone caught engaged in the prohibited activities was to be summarily removed from the park. Additionally, most of their possessions were to be confiscated, although this punishment was later deemed illegal by the U.S. Attorney General.

Harris also ordered the soldiers in his command to enforce these rules "in a courteous and polite, but firm and decided manner."

He created a rotation of his troops to be on fire duty to try to quash the multiple fires in

the park, most of which, he said, were started by untended campfires.

He initiated a policy of winter patrols to isolated parts of the park by soldiers using snowshoes or "Norwegian skis," in an effort to halt illegal trapping of beaver and other fur-bearing creatures.

Consequently, even with the limited means of enforcement at his disposal, Harris managed to significantly reduce poaching, illegal timber cutting and vandalism during the three years that he was the park's acting superintendent and its military commander.

Harris' successors with the cavalry continued and expanded his policies. They also built new troop quarters called Fort Yellowstone, which became the park's headquarters.



WIKIMEDIA COMMONS

Capt. Moses Harris led the first troop of cavalry into Yellowstone National Park in 1886, and established policies that became the foundation for many National Park Service policies today.

YELLOWSTONE:

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Many of Harris’ edicts became the basis of National Park policy, not only in Yellowstone but in national parks and monuments around the country.

Yellowstone had its supporters as well as opponents. One of the earliest was Ferdinand V. Hayden, whose 1870 survey of the Yellowstone Region helped push Congress to create the park. The most persistent supporter in Congress was Sen. George Graham Vest of Missouri. He repeatedly introduced legislation to provide more funding and regulations

for Yellowstone.

Outside of Congress, there was George Bird Grinnell, who as editor of the magazine “Forest and Stream,” relentlessly promoted the need for more protection for the park.

Then there was the young U.S. Civil Service Commissioner and former president of the Boone and Crockett club, Theodore Roosevelt, who wrote letters and lobbied congressmen to provide more money and authority for the park administrators.

Ironically, however, it was a poacher named Edgar Howell who turned the tide for Yellowstone. He was caught red-handed in March 1894 butchering bison that he had



NATIONAL PARK SERVICE

Members of the U.S. Cavalry display some of the bison heads confiscated from a poacher in 1894. That incident helped convince Congress to provide more money and enforceable laws for Yellowstone National Park.

illegally killed so that he could sell the heads.

A reporter and a photographer working for Grinnell were on the scene shortly afterward. Grinnell published an article in May 1894 that included photos of the carcasses of bison that Howell had killed. It helped convince members to act on a bill by Iowa Congressman John F. Lacey.

Lacey’s bill established federal regulations against game poaching, vandalism, timber cutting within the park and transportation of illegally taken game outside the park. It also set penalties of up to \$1,000 and imprisonment of up to two years. It was a forerunner of later legislation

to protect wildlife nationwide that became known as the Lacey Act.

Lacey’s legislation for Yellowstone became the foundation for nationwide park policies when the National Park Service was created in 1916, and the cavalry began its retreat from Yellowstone. Cavalry units also served for time in Yosemite, Sequoia and General Grant (now King’s Canyon) national parks.

The late historian H. Duane Hampton believed the horse soldiers were critical in the development of Yellowstone and the Park Service overall. “The United States Cavalry [protected] the beginnings of the National Park system at a

time when no other protection was feasible,” he wrote.

Sources: “How the U.S. Cavalry Saved Our National Parks,” by H. Duane Hampton; “How the U.S. Army Saved Our National Parks,” by Jim Morrison, Smithsonian Magazine, October 8, 2015, <https://www.smithsonianmag.com/history/how-army-saved-our-national-parks-180956840/>; “Safeguarding Yellowstone: The U.S. Army Years 1886-1918,” Yellowstone Forever, <https://www.yellowstone.org/safeguarding-yellowstone-the-us-army-1886-1918/>; Historic newspaper articles at www.newspapers.com.

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From Uniqlo to Zara, clothing brands try to win over Gen Z with A NEEDLE AND THREAD

By ANNE D’INNOCENZIO
THE ASSOCIATED PRESS

NEW YORK — Encouraging customers to mend worn clothes instead of buying new ones might seem like a self-defeating sales strategy. But in-store repairs and sewing workshops are becoming essential retail services for clothing brands as they try to appeal to young consumers who want to save money and the planet.

While luxury fashion houses and select specialty retailers like Patagonia have offered product repairs for decades, the concept has caught on. Jeans giant Levi Strauss & Co., casual wear chain Uniqlo and budget retailer Primark are some of the apparel companies hoping to win over Generation Z shoppers with a needle and thread.

Levi’s created a handstitching course for high school students after determining that many Gen Zers lacked the sewing skills to match their interest in thrift store shopping and sustainability. Employees spend 90 minutes instructing teenagers on four tasks: sewing on a button, hemming, patching a hole and fixing a tear.

The Wear Longer program, which the San Francisco-based company is expanding across the U.S., builds on the repair and customization services Levi’s offers at hundreds of stores worldwide.

“We think it’s important to empower the people who buy our clothes with the skill sets to maintain them, to get them to that second life,” Paul Dillinger, Levi’s head of global design innovation, said.

Detroit resident Chloe Halprin, 25, is the kind of consumer retailers hope to attract with a “fix it, don’t ditch it” message.

In high school, Halprin shopped at inexpensive, trendy stores. Fixing a big rip felt beyond her limited sewing ability. If she damaged a top or skirt from Forever 21, “I might just throw it away.”

These days, Halprin buys most of her clothes second-hand. She recently learned to hem with a sewing machine and hopes to tackle projects like turning a skirt into a shirt.

“I try to be conscientious of my carbon footprint,” Halprin, a nonprofit grant writer, said. “I really don’t like waste. I’m trying to save money as well.”

MENDING IS A TINY PART OF CUTTING THE WORLD’S MOUNTAINS OF TEXTILE WASTE

The evolution of mending

from an economic necessity and traditional craft to a method for cultivating customers didn’t happen overnight. The fashion industry as a whole has come under intensifying pressure to reduce its contributions to environmental pollution and climate change.

Textile waste — which includes manufacturing remnants, unwanted clothes and linens, and unsold products — is one of the industry’s most pressing challenges. Each year, the world generates fabric waste at a rate equivalent to a garbage truck’s worth getting dumped or incinerated every second, the United Nations Environment Program estimates.

Researchers broadly agree that repairing and reselling clothes can reduce a garment’s environmental impact, especially if it delays or replaces a new purchase. But many caution the practices remain too limited to offset continued growth in clothing production and consumption.

Clothing production roughly doubled between 2000 and 2015, while the average number of wearings per garment declined by about 36%, according to the Ellen MacArthur Foundation. The sustainability nonprofit estimated that less than 1% of discarded clothing material got recycled into new apparel.

Enter Generation Z, born between 1997 and 2012. It’s the generation that grew up with fast fashion and e-commerce, then had school years and young adulthood shaped by the coronavirus pandemic and post-pandemic inflation.

Whether due to limited budgets or a rejection of materialism, Gen Z has helped the preowned clothing market grow much faster than retail apparel sales in the U.S., independent market intelligence firm GlobalData estimated in a report with resale platform ThredUp.

For companies that make new clothes, mending programs and classes address “some deeper consumer needs and consumer behaviors at the moment,” GlobalData retail analyst Neil Saunders said.

“It puts a halo on the brand,” he said.

SKEPTICS SAY THE ENVIRONMENTAL IMPACT OF RETAILER REPAIRS IS LIMITED

The hands-on response from mass-market retailers, especially fast-fashion chains like Primark, Zara and H&M, has generated interest as well as skepticism.



THE ASSOCIATED PRESS

Jesse Sanchez practices sewing during a clothing repair workshop at a Levi’s retail store in downtown San Francisco, Wednesday, July 22, 2026.

Zara, which has its headquarters in Spain, launched a digital platform in 2022 for customers to resell their used pieces and to request basic alterations and repairs. The program is available in 17 of the nearly 100 countries where the trend-driven retailer operates.

Ireland-based Primark has focused more on customer education. The value-focused retailer hosts free “Love It For Longer” events where customers are taught skills like replacing zippers and buttons.

“Learning how to repair and care for clothing is probably one of the most simplest but absolutely totally effective ways that we can reduce waste and also extend the lifetime of whatever we buy,” Vicki Swain, Primark’s product longevity & partnership lead, said.

The company has held the workshops — more than 730 altogether — in nine of the 17 countries where Primark has stores, including the U.S. Primark also tested in-store repairs at three U.K. locations this year.

Swain argues that affordable clothes can be just as durable and repair-worthy as more expensive ones. Half the items Primark sells annually are basics like socks, underwear, T-shirts, and jeans, she said.

“There is nothing throw away about our products,” Swain said.

Uniqlo, which focuses on wardrobe staples, offers a range of aftercare services, including

repairs, decorative sashiko mending, embroidery and creative restyling.

Available in 75 of the Japanese mass-market retailer’s roughly 2,500 stores, the services are promoted as a natural extension of product life cycles. The program also strengthens Uniqlo’s connection with customers, said Jean-Emmanuel Shein, director of global corporate responsibility at Uniqlo USA.

Kate Fletcher, a professor of sustainability, design and fashion systems at England’s Manchester Metropolitan University, said she thinks popular retailers are well-meaning, but she doubts their repair initiatives will have much environmental impact.

“The fashion sector’s primary source of impact is due to the overproduction of pieces and growing volumes of garments created,” Fletcher said. “Repairing a garment in store happens in addition to these growing production volumes, not instead of them.”

COMPANIES WANT TAX INCENTIVES TO MAKE REPAIRS AND SECONDHAND SALES MORE PROFITABLE

The question facing the fashion industry is whether repairs can evolve from niche service to commercially viable.

Sweden’s H&M Group, which has more than 4,000 stores in over 80 countries, has been unusually candid about one

of the biggest obstacles: the economics. The company has argued that repair and resale are desirable goals, but manufacturing new garments costs less than keeping existing ones in use.

H&M experimented with mending and redesign studios in several European cities, but in-store repairs now are offered only at its Paris flagship, a spokesperson said. The company, which is majority owner of an online consignment platform called Sellpy, also sells preowned pieces at selected stores in 13 cities.

In May, H&M joined Primark, ThredUp and dozens of other fashion and textile businesses in signing a statement that urged governments in North America and the European Union to adopt tax policies that would make eco-friendly services profitable.

Making mending work in retail is challenging because it’s labor intensive and must be priced low enough to entice customers, Saunders, of GlobalData, said. Signals from consumers also are mixed, he said.

“I think younger shoppers still shop fast fashion because even though it goes against some of their principles, it is one of the most accessible parts of the market,” Saunders said. “But what they’re doing as well, though, is they’re buying into alternative channels like resale. And they’re having things repaired.”