

Chas. DeNoyer.

Fort Totten, Dakota Territory, was established by General A. H. Terry, July 17th, 1867. It was one of a series of posts built for the protection of an overland route extending from southern Minnesota into western Montana. The other forts in the series were Abercrombie, Ransom, Stevenson, Buford, Camp Cooke at the mouth of the Judith river in Montana and Benton.

Early in the summer of 1867, with a considerable force, General Terry advanced into the Devils Lake region. He had with his command Pierre Bottineau, a French scout, who acted as guide to the expedition. Leaving a detachment on the south shore of Devils Lake, General Terry proceeded to Fort Stevenson, where he took command of companies A, D, and K of the Thirty-first Infantry, they having arrived at that post by way of the Missouri river a short time previously. With these troops General Terry returned to the south shore of Devils Lake, and immediately began the construction of a temporary fort. The fort was named Totten in honor of Brevet Major General Joseph Gilbert Totten, late chief engineer of the United States army. The spot selected for the fort was located within the Devils Lake Indian reservation, on the south side of within the Devils Lake Indian reservation, on the south side of Devils Lake and about nine hundred feet from the shore. Its height above the level of the lake is about forty feet; its height above sea level is fourteen hundred and eighty feet. It is located in north latitude 47° 58' 50" and in west longitude 98° 54'. It is eighty-one miles from Jamestown, and one hundred thirty-eight miles from Pembina and three hundred ninety-six miles from St. Paul, Minn.

The region around Fort Totten is rolling and hilly. The hills near the lake are cut with deep ravines covered with timber and underbrush. At the time the fort was built the shores of the lake in the immediate vicinity were skirted with dense groves of ash, elm and oak. Machinery for a sawmill had been brought from Fort Stevenson and the rude log structures of the temporary fort were soon well under process of construction. Before the cold weather had set in, the troops were fairly comfortable in their new winter quarters. The buildings inclosed a space about four hundred feet square which was used as a parade ground. Standing about twenty feet back from the north side of the fort was a stockade built of oak logs, from about twelve to eighteen inches in thickness, and eighteen feet high. On the south side of the fort, between the magazine and the blacksmith shop was the sally port or entrance gate, made of heavy four-inch planks.

The first military force at Fort Totten consisted of companies A, D and K of the Thirty-first Infantry, and the first post commander was captain S. A. Wainwright. His command lasted from July 17th, 1867, the date of the establishment of the fort, until December 26th, 1867, when he was succeeded in command by Major J. N. G. Whistler. In the same summer that Fort Totten was built, Charles A. Ruffee of Minneapolis secured a government contract for a pony express between Fort Abercrombie on the Red river and Fort Benton, Montana. This proposed mail route ran from Fort Abercrombie to Fort Ransom, thence up the Sheyenne river and across to Fort Totten, west from that post by way of the big bend of the Mouse river to Fort Buford, thence along the Missouri river to Fort Peck, from Fort Peck up the Milk river to Boulder creek, and thence in a direct line to Fort Benton. It was thought that this would become a permanent overland route as it would be sufficiently protected by the forts embraced in its length. The mail company of which Mr. Ruffee was the head, had planned to establish camps or stations at intervals of fifty miles along the route. Two men were to be stationed at each camp, whose duty it would be to carry the mail bags to and from the neighboring stations. It was thought that the mail could be got through three times a week, but the plan proved entirely impractical and failed almost entirely. The stations could not be maintained. The men either deserted or were killed by the Indians. The mail company never succeeded in getting the mail carried farther than Fort Totten, and when it failed financially in the winter of 1867-68, the commanding officer at

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each fort was given charge of the mail service between his and neighboring posts.

During the winter of 1867-68, the mail for Fort Totten was carried at rather irregular intervals from Fort Abercrombie by way of Fort Ransom. The mail carrier was Mr. Thomas Crayon. On March 1st, 1868, Frank Palmer arrived at Fort Totten from Fort Peck, Montana. He had been employed during the previous summer by Charles Ruffee to take charge of the mail route between Fort Buford and Fort Benton. But as the mail company never succeeded in getting the mail through to Fort Buford, the eastern terminus of that part of the line under charge of Mr. Palmer, he had grown doubtful of its success and made this trip to Fort Totten for the purpose of investigating the matter. This long trip to Fort Totten for the purpose of investigating the matter. This long trip of over three hundred miles Mr. Palmer made with a sleigh and four dogs. Arriving at Fort Totten and learning of the failure of the mail company, he found himself out of employment, and gladly accepted the position of post guide, with headquarters at Fort Totten, from the military department. From this time on during the next several years the mail was carried from Fort Totten to Fort Stevenson once a week, but no attempt was now made to maintain stations along the way. Two men carried the mail over the entire route between the two forts, but there were some irregularities in this practice, for the hostility of the Indians did not permit of any uniform rule of procedure.

On May 15th, 1868, two mail carriers were killed by a band of Sioux between Fort Totten and Fort Stevenson. The names of these two men were McDonald and Rolette, the latter a half breed who accompanied the mail carrier. They were killed in the vicinity of Strawberry Lake, in what is now McLean county. Mr. Palmer had received the mail bag from McDonald the day before he was killed, and they had camped that night together. The next morning McDonald started back for Stevenson and, encountering the band of Sioux, he was murdered by them. That night Mr. Palmer camped with a man named Coon who was traveling across from Fort Totten to Fort Stevenson with a yoke of oxen and a wagon. Coon rose early the next morning and proceeding on his way, he encountered the same fate as McDonald. Palmer was in easy distance of Fort Totten and arrived there by noon. Shortly after his arrival, the band of Sioux rode up near the fort and attempted to stampede the garrison herd. The garrison mules were grazing about half a mile west of the fort where a single mounted soldier was watching them. Suddenly the Indians, twelve or fifteen in number, appeared over the rising round to the northwest, near where the Mission School now stands. They were very close to the herdsman before he was aware of their approach. They quickly surrounded the herd, and with loud yells and much flapping of their blankets, they tried to stampede the mules in a westerly direction. Some of them rode up and tried to push the herdsman from his horse. He did not immediately recognize the Indians as hostile, but took them for some of those on the reservation, and thought the attack a mere frolic on their part. While he was coming to a realization of the true situation, a curious thing was happening. The mules stampeded, but they stampeded in a way unfortunate for the Indians. They headed straight for the corral, and in spite of all the savages could do they held steadfastly to their course. The Indians persisted in trying to head them off in the opposite direction, and thus swept up until they were scarcely more than a hundred yards from the post. By this time the garrison was aroused and opened fire upon the Indians and thereupon they swerved off and took to flight. The soldiers mounted such horses as were then in the corral and started in pursuit, but the savages were too swift and could not be overtaken. When the Indians got out a few miles west of the fort, they encountered a wagon train with military supplies from Fort Stevenson. The commander, taking them for a band of friendly Indians from the reservation, called upon his men not to fire, and they rode past unharmed. Somewhat in the rear of the train, however, was a single teamster who had stopped at the head of the bay to water his mules. The Indians rode up, shot him in the face, and, thinking him dead, they cut the traces of his mules and escaped with them. The teamster, an old frontiersman named Fluery, was brought into the fort, his wounds were dressed and he recovered. In the meantime the detachment of troops from Fort Totten were pursuing the Indians who had committed these daring acts. The Indians were not overtaken, but their camp was located on the banks of Long Lake, a small body of water about six miles northwest of where the town of Oberon now stands. Farther south near the old trail to Stevenson, they found the body of Coon, who had been recently murdered. The bodies of McDonald and Rolette, however, were never found. McDonald was the husband of Mary, a daughter of

Special

Central Secret Office
Diamond Jubilee Book

ARRETON: An inland post office of short duration was established Aug. 14, 1901 with Pleasant O. Heald, postmaster; discontinued Oct. 18, 1901. Origin of name not known. (80)

BELMAR: A grain loading station on the G.N.R.R. in Willow Vale Twp., at which a post office was established Dec. 28, 1906 with Walter J. McDougall, postmaster; discontinued May 31, 1909. Origin of name not known. (80)

BJELLAND: Settlement began in Lansford Twp. in 1900. A post office was established Oct. 31, 1901 in the home of the postmaster, Chris H. Knudson, on the NE $\frac{1}{4}$ Sec. 12, who gave it the surname of his father Knute Bjelland. The post office was discontinued Dec. 7, 1903.

(80; Bottineau County Diamond Jubilee Book, June, 1959)

BOTTINEAU: Early known as Oak Creek, the village marked the point where the stage road crossed the creek about 15 miles south of the Canadian boundary. A sub-port of entry for the U. S. Customs Department was established here Sept. 19, 1883 with W. H. Kirk as sub collector. The first store and hotel in which the post office was established March 3, 1884 were built and operated by Augustine Thompson. From 1883-84, a stage coach line connected the town with the nearest railroad point, Devils Lake, 120 miles to the southeast. Soon after the county was organized, Mar. 13, 1884, and named for Pierre Bottineau, most noted voyageur, guide and interpreter in the early military expeditions and railroad reconnoissances, the village of Oak Creek was renamed Bottineau for its county. Pierre Bottineau, born about 1812, was probably the first white child born in our present state of North Dakota. The first settlers of this vicinity were J. B. Sinclair, Alex McClay, Robert Brander and Wm. Hulbert, who came in the summer of 1882. Brander entered the land on which the principal part of the present town of Bottineau is situated, the homestead of Sinclair also forming a part of it. Originally Bottineau was established two miles south of its present location, but moved to the railroad site in 1887 when the G.N.R.R. extended its line from Rugby.

(11, p. 208; 31, p. 235; 38, vol. 3, no. 2, p. 31; 39, vol. 14; 80)

CAMP GRANT: A Sibley camp site six miles north of Woodward, marked by a small bronze tablet, named for Charles Grant, a trader at Pembina in 1850 and partner of Charles Bottineau at St. Joseph. (5, p. 236; 17, p. 59)

North Dakota Historical Society Library. Has a micro-film on the life of Pierre Bottineau that can be used in the library.

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→ Pierre Botineau, who had guided the troops of General Terry into the Devils Lake region the summer before. The Indian who had planned this daring project, and led this attempt to steal the garrison herd was no less a personage than Sitting Bull, then a chief of minor importance, with only a small following.

On May 25th, 1868, two mail carriers were captured, stripped of their property, but escaped. These two men were Brown, and a French half-breed. They had been put in the place of McDonald and Rolette, after the latter were murdered. They were captured by Sitting Bull and his band near the shore of Strawberry Lake in the evening just at dusk. The pack horse carrying the provisions for the mail carriers, however, had become frightened and run away. Many of the Indians started after it, leaving only a few of their number to guard the mail carriers. The latter succeeded in giving their captors the slip, crept down into the underbrush and rushes by the lake, slipped into the water and waded or swam to the opposite shore, whence they made their way back for Fort Stevenson.

On August 23rd, 1868, a small party between Fort Totten and Fort Stevenson was attacked by the Sioux. One sergeant and two men were killed, and the stock of the party was captured. Frank Palmer, who was with the party, gives a detailed account of this incident which is substantially as follows: "The party consisting of six soldiers and two citizens, had halted in the morning about eleven o'clock and pitched their camp on a high hill, the mosquitos being very bad in the low places. This spot was near the Big Coulee and not far from the site of the town of Maddock. After dinner Mr. Palmer and a soldier teamster started out to get the horses which were grazing near the foot of the hill. When they had reached the coulee bottom, about three hundred yards from camp, they suddenly heard a volley of shots fired and a great war-whoop in their rear. The camp had been attacked by Indians. They turned and hurried back to the camp, where they found that the sergeant and two of the soldiers had been killed. The sergeant was shot through the heart, and each of the soldiers received two balls. A sixth shot had struck a wagon tire near the head of the civilian mail carrier. Upon examining the ground they concluded that the Indians had determined to wipe out the whole party. Having full knowledge of the customs of small parties and knowing that two of the men would leave the camp to get the horses, the Indians had crept up to within thirty yards of the camp. The attack had not accomplished the full purpose of the savages, and they retreated, driving off the horses of the mail party as they went. The mail carrier, however, had one horse that was not taken with the rest, and with this he made his way back to Fort Totten and secured a military guard of twenty-five men who saw the mail through to Fort Stevenson.

Such were the dangers to which mail carriers on the west route, from Totten to Stevenson, were exposed. The east route, however, from Totten to Abercrombie, was comparatively free from Indians, lying as it did, closer to the border of civilization. Thomas Crayon continued to carry the mail over this route once every week until 1871. He traveled on horse back in the summer and with a wagon or sleigh and four mules after the weather grew cold. By 1871 regular mail stations were established along this route at the following places: first, out from Fort Totten, at Red Willow Lake, in the southwestern part of what is now Nelson county and about eighteen miles west of Aneta; second, at Sibley's Crossing on the Sheyenne river in the north central part of Barnes county, near the present site of Ashtabula; third, Maple River Crossing in the southern part of Cass County, and close to the present post office of Watson. By this time two mail carriers were employed by Blakely and Carpenter, the parties who had contracted for the carrying of the mail over this route. Mr. Edward Lohnes carried the mail from Totten as far as Sibley's Crossing where he met and camped with a second carrier who had charge of the mail on the east half of the route. The mail was carried over the east route until 1873 when the Northern Pacific railroad reached Jamestown, and the mail began to be carried from that point. The stations on this route were as follows: first, Brenner's Crossing on the Sheyenne river, about eighteen miles southeast of the fort, in the north central part of what is now Eddy county; second, Lake Bellow, near the present site of Larrabee in the northeastern part of Foster county; third, Grasshopper Hill, about twenty miles due north of Jamestown.

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When Fort Totten was built there were no Indians in the immediate vicinity. During the following winter, two traders with an interpreter, went out to the Big Bend of the Mouse river and invited the Sioux to come into the fort. The Indians sent back a small force of warriors to determine whether or not this invitation was made in good faith. Being satisfied that it was, they returned, and the Indians began gradually to come into the fort and settle in small bands on the reservation, in the near vicinity of the post. Their willingness to do so was probably due to their starving condition. The commanding officer at Fort Totten found it absolutely necessary to issue large quantities of rations to these Indians during this first winter to prevent their dying of hunger.

In 1868, Major J. N. G. Whistler, the commander at Fort Totten, reported that the largest number of Indians who had received rations at that post was 681. In 1870, J. W. Daniels, the United States Agent on the Sisseton Indian Agency, Dakota Territory, reported that of the Indians at Devils Lake there were 152 men, 143 women, and 245 children, a total of 540. During the summer of 1870 they had raised 276 bushels of corn from seed furnished by the agency. He recommended that an Indian agent be appointed for the Fort Totten reservation. At this time there were no buildings for employees or for storage of supplies, but the acting assistant quartermaster at Fort Totten had offered the old log quarters for the use of the Indian Department during the coming winter.

On May 4th, 1871, William H. Forbes, the first United States Indian Agent, arrived at Fort Totten. On September 30th of the same year, he reported the number of Indians on the Agency to be 732. During the summer of 1871 they had planted over one hundred acres, and had raised 1,500 bushels of corn, 500 bushels of potatoes, 1,000 bushels of turnips, and had cut and stacked 200 tons of hay. The agent lived at the old fort for lack of better quarters.

On September 6th, 1872, Major Forbes again reported to the Indian department. The largest number of Indians on the Agency during the year was 725. The wheat and oats crop that summer had been destroyed by grasshoppers. However, the Indians had harvested 2,000 bushels of corn, 1,500 bushels of potatoes, and had put up 300 tons of hay. A saw and grist mill run by a twenty-five horse power engine had been built. This together with other agency machinery to the value of \$5,000 had been purchased. More than fifty men had adopted citizens' dress. The Indian agent and his employees still occupied the buildings of the old fort.

A Catholic School was to be established at the agency. Reverend Father J. B. Genin was the missionary at the post. The Indians on the reservation numbered, males 249, females 471, total 720. On September 10, 1875, Paul Becksmith, successor of Major Forbes deceased, came to Fort Totten to assume the duties of Indian agent at that post. At this time there were 800 Indians on the reservation, 365 males, 335 females. There were twenty white employees and twelve others. There was one school building, with four teachers and thirty-five pupils. There were sixty-nine church members but no church building. Five agency buildings had been erected during the year. Of the Indians 275 wore citizen's dress. A manual labor school was at this time conducted by the Gray Nuns of Montreal. During this season the following amount of produce had been raised: 5,000 bushels of corn, 5,000 bushels of potatoes, 2,000 bushels of turnips, and 100 bushels of onions. The Indians had 560 horses, 122 oxen, 98 wagons and they occupied 109 log houses.

The Fort Totten Indian Reservation had been provided for in a treaty signed February 19th, 1867, between the United States government and the Sisseton, Wahpeton, and Cut-head Sioux. This reservation contained about 360 square miles of territory, but within its borders an embracing about one-half of its area was the Fort Totten military reservation, established by an order of the president of the United States, January 11th, 1870.

The boundaries of this military reservation had been described previously and recommended in the following General Orders:

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CAMP AUSTIN

Diary of O. G. Wall, 1st Minn. Mounted Rangers - 1863

Dana Wright

Aug. 10th. Start out this morning enroute to Camp Atchison. We follow our old trail today. Arrive at Camp Atchison about four o'clock. Find the boys all well but some of them have been pretty sick. They captured Little Grow's son since we left. Bully good supper this evening which we relished very much. Distance today 22 miles (from the James river camp).

Aug. 11th. Lay over today to graze mules and horses. Tonight we are ordered to get ready to march to Ft. Fidgley in the morning by way of Snake river, 250 miles from here (near Aberdeen, S. D. D.W.) it is one of the (foolish?) things that has transpired this summer. There is about 250 of us going where old Sibley would not go with the whole command.

Aug. 12. Left camp this morning from Camp Atchison enroute for Snake river with about 300 men. Colonel McPhail commanding besides a long and lonesome trip we have got to live on half rations or starve, distance today 10 miles.

Aug 13. Left Camp Austin this morning on our long and lonesome way. We saw the train (Sibley's) today. It was six or eight miles from us. Distance today 15 miles.

Aug. 14. Left Camp Cox this morning. Cold as thunder, Looks like the storm will reach us soon. We captured six of Bracketts cattle last night at least they are supposed to be his. We pass salty lake today and strike the coteau. We camp tonight on a salt lake. It has commenced raining. I drove mules awhile today but finding it tough business I quit. Distance today 20 miles.

Aug. 15. Left Camp Barton this morning and as we came out of camp we saw a buffalo bull. He came within 200 yards of us. Lt. Thurber chased him some two or three miles and had to give up the chase. We camp tonight about three miles from the Sheyenne River. We saw several antelope today. Distance today 18 miles.

Aug. 16. Lay over today at Camp Johnson where the Sioux Indians had a council, 1853. (this was on upper, Dog creek, west of Kathryn, N. D. Identified personally by Louis LaBelle and Wm. Quinn to D.W. in 1923).

FORT TOTTEN

To protect an overland route from Minnesota into Montana, General Terry, Commander of the Military Department of Dakota, on July 17, 1867, established Fort Totten on the south shore of Devils Lake. It was garrisoned by three companies of the Thirty-first Infantry under Captain Wainwright. Mail from Ft. Stevenson was carried weekly by men who braved the always possible attacks by Indians in which several carriers were killed.

Book NORTH DAKOTA 1957
By: Annie S. Greenwood

FORT STEVENSON

On the north side of a bend in the Missouri River, about 50 to 60 miles northwest of Bismarck, a Fur Trading Post was built which was also used for military purposes.

Book NORTH DAKOTA
BY: Annie S. Greenwood

FAMED FORT TOTTEN WILL BE PRESERVED AS WESTERN SHRINE
TAKEN FROM "GRIT" published October 14, 1962:

Efforts of the state of North Dakota and interested residents have resulted in a pledge that the almost 100-year-old frontier army post at Fort Totten, near Devils Lake, will be preserved.

Sixteen buildings still stand as they were built about 1867, when Fort Totten guarded the edge of the white man's civilization against the Sioux Indians. Some historians say the fort is the last remaining cavalry post in the United States in its original form.

Visitors can see where General Custer's Seventh Cavalry quartered just before it met its fate at Little Big Horn in Montana.

A quirk of fate prevented Fort Totten from being torn down by settlers when the Sioux were finally subdued at the end of the 19th Century. Whereas most settlers eagerly appropriated any building materials they could cart away from old forts, Fort Totten in 1880 was turned over to the Interior Department as an Indian School.

The Department of the Interior recently agreed to deed the buildings to the North Dakota Historical Society, after those interested in saving the fort got a \$15,000.00 appropriation from the state.

HISTORICAL FORT TOTTEN CAVALRY SQUARE OF TERRITORIAL DAYS
DEEDED TO NORTH DAKOTA.

One of the last of this country's historic cavalry squares, and the only fort of the old Dakota Territorial days which still retains its original buildings, has been deeded to the North Dakota Historical Society by the US. Bureau of Indian Affairs.

Old Fort Totten, built in 1867 for the Seventh Cavalry, will be developed as a historical and recreational site, according to Russel Reid of Bismarck, historical society director.

The transfer is the result of two years of negotiations and includes nearly eight acres of land and 18 buildings, 16 miles south of Devils Lake.

The buildings on the square, probably the oldest permanent group of buildings in the state, were occupied by the men of the Seventh Cavalry for only two years before they joined General George Custer at Fort Lincoln near Mandan.

In 1876, Custer and 276 soldiers of the Seventh Cavalry rode out of Fort Lincoln to their deaths at the Little Big Horn in Montana.

* * * * *

The plan of the society is to maintain the square in its original form as nearly as possible, with the barracks buildings and officers quarters to be restored with complete furnishings whenever possible.

Also to be included are museums of natural history and geography, Indian and military history, pioneer cabins and transportation collections.

Reid said the work would be a continuing task, requiring state appropriations and the cooperation of area organizations and the Sioux tribe at Fort Totten.

He said 10 years probably would be needed to completely restore the fort and create the museums.

The land involved in the transfer was ceded to the United States by the Sioux Indians. Although the Indians had no interest in the land involved, no steps were taken to turn it back to the state until the Fort Totten tribe was brought into consultation with these persons interested in the restoration project.

Last June the Sioux tribe at Fort Totten gave its official consent to the transfer.

The buildings on the square, most of them of brick construction, are in general disrepair, and some had been condemned as long as 30 years ago.

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STEVENS 1853

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Lake Jessie. On the 11th of July, traveled 10 miles to a camp among hills, a high hill overlooked the camp from which they could see ranges to west. A Miles west of Mose, near Griggs - Foster County line.

12th- route over high hills- at 11 miles crossed a deep slough-good water, stopped an hour and had lunch. About a mile further crossed a fine little stream which I took to be the beaver lodge. We made 16 miles and camped on the side of a small lake, water and grass good, scarcity of wood. (Grace City)

13th - We were encamped on the banks of a lake, being almost surrounded by sloughs, to avoid which we had to make a considerable detour about 11 miles from camp. We made a halt on the bank of a slough where we had lunch. Our road is over a plateau, one or two sloughs interrupting our progress. 16 miles from camp we struck James R. running east nearly on our compass course, followed it 5 miles, camped, some widening of the river - like a lake.

14th - fired 3 rounds with a howitzer to call in Tinkham.

Fisk says 21½ miles from Lake Jessie to a very beautiful lake. 1½ miles perfectly round, low while sandy beach. Probably Billand. He passed there July 18, 1863. Called the lake Townsend in honor of Adj. Gen. of U. S.

Stevens passed July 12, 1853.

From the time of Lewis and Clark the territory comprising the present State of North Dakota became yearly better known to those engaged in the fur trade, although the United States Government had done little in the line of official explorations. So far as official information in the possession of the people went, practically nothing had been added to the general stock of knowledge contributed by the reports of Lewis and Clark and others associated with them.

By the late '30s the government had revived its interest in the trans-Mississippi country and several men of science had been financed to make exploratory expeditions. The first expedition of this nature sent to North Dakota was that of Jean N. Nicollet, authorized in 1838.

Jean N. Nicollet was a Frenchman who had come to the United States in the early '30s for the purpose of making a study of the physical geography and geology of different parts of the United States. For the first five years he had confined his scientific excursions to the Alleghany range and the upper Mississippi. Nicollet's work had been called to the attention of the War Department, however, and in 1838 he was asked by the War Department and the topographical bureau jointly to undertake the collection of information and the construction of a map of the territories lying west of the Mississippi.

Lieutenant John C. Fremont, afterward to acquire fame as a pathfinder and military officer, was assigned to Nicollet as an assistant. Nicollet organized his party in 1839 and took passage up the Missouri as far as Fort Pierre, which he reached on June 12. At this point several new members were added, among them being three interpreters and guides, William Dixon, Louison Freniere, and Baptiste Dorion's son who had been the interpreter at the post for the American Fur Company.

The whole party, now consisting of nineteen members, began on July 1 to cross the Missouri to the east side with their horses and equipment. By July 3, the crossing having been successfully made, the party quitted the east bank of the river and headed northeast. After a ten days' march of 110 miles they reached the James River up whose valley they were to go. Their explorations were continued up the James River by easy stages and across the divides of the James and the Sheyenne to Devils Lake, which they reached on July 29. For nine days explorations were made around the shore lines of this lake, and then the party turned to the eastward and southward, following the watershed between the Sheyenne and the Red. Nicollet's journal of the expedition gives us no further details of the return journey.

Nicollet had never made excursions on the prairies before and he became quite enamored of the vast, treeless expanses. In his report he says, "It is difficult to express by words the varied impressions which their spectacle produces. Their sight never wearies. To look at a prairie up or down; to ascend one of its undulations; to reach a small plateau, moving from wave to wave over alternate swells and depressions; and, finally, to reach the vast interminable low prairie, that extends itself in front,--be it for hours, days, or weeks, one never tires; pleasurable and exhilarating sensations are all the time felt; ennui is never experienced. Doubtless there are moments when excessive heat, a want of fresh water, and other privations, remind one that life is a toil; but these drawbacks are of short duration. There is almost always a breeze over them. The security one feels in knowing that there are no concealed dangers, so vast is the extent which the eye takes in; no difficulties of road; a far spreading verdure, relieved by a profusion of variously colored flowers; the azure of the sky above, or the tempest that can be seen from its beginning to its end; the beautiful modifications of the changing clouds; the curious looming of objects between earth and sky, taxing the ingenuity every moment to rectify;--all, everything, is calculated to excite the perceptions, and keep alive the imagination. In the summer season, especially, everything upon the prairies is cheerful, graceful, and animated. The Indians, with herds of deer, antelope, and buffalo, give life and motion to them. It is then they should be visited; and I pity the man whose soul could remain unmoved under such a scene of excitement."

At Fremont's suggestion, Lake Jessie near the present city of Cooperstown, was named for Jessie Benton who afterward became his wife. Her father, Senator Thomas H. Benton of Missouri, served thirty years in the United States senate and was one of the most distinguished men in Congress. Fremont was the first nominee of the Republican party for president in 1856.

The Nicollet explorations were the first made through the central part of North Dakota.

STEVENS SURVEY

The election of Franklin Pierce to the presidency of the United States in November, 1852, insured a vigorous policy of exploration and settlement of the vast domain beyond the Mississippi. On March 3, 1853, Congress appropriated \$150,000 for the exploration and survey of railroad routes from the Mississippi to the Pacific, to be expended by the secretary of war under the direction of the president. It was early determined by Jefferson Davis, the new secretary of war, to survey four main routes to the Pacific.

Isaac Ingalls Stevens, a major of engineers in charge of the United States army coast survey, applied both for the leadership of the northern railway survey and for the governorship of Washington Territory which had just been formed from the northern part of Oregon. The latter post carried with it also the ex officio position of superintendent of Indian affairs for the territory. Stevens was a graduate of the United States Military Academy at West Point and had served as captain of engineers in the war with Mexico with great credit. In energy and ability he had few equals engaged in the public service.

One of President Pierce's first official acts was the appointment of Stevens as territorial governor of Washington, confirmed when the latter was but thirty-four years old and at the height of his mental and physical powers. After receiving this commission Stevens continued to urge his appointment as leader of the proposed northern railroad survey. He believed that by making the survey he could promote the interests of the new territory by obtaining a large amount of useful information in regard to the agricultural, mineral, commercial and manufacturing resources of the country through which the survey would pass, and that the information thus obtained when spread abroad would invite settlers to develop the dormant resources. In a letter to Secretary of War Jefferson Davis, he wrote, "Should an expedition be entrusted to my charge, I pledge the devotion of all my force, energy and judgment to its accomplishment."

Stevens' arguments carried his point and he was made leader of the expedition to survey the northern railroad route from Saint Paul to Puget Sound. The party which he organized for the survey included engineers, sappers, miners, surgeons, naturalists, interpreters, hunters and guides. The magnitude of the task was great. The domain to be covered was 2,000 miles in length by 250 in breadth. The route led across 1,000 miles of arid plain and two great mountain ranges, through a region still in the hands of predatory tribes, some of them by no means friendly.

Among other duties, Stevens was instructed to examine the navigability of rivers, find feasible mountain passes, and determine the depth of snow in winter; to collect information on climate, geology, animal and plant life; to treat with the Indians; to make sketches of the topography; and to survey a practicable route for a railroad.

His early matured plan was to operate two main parties at the same time, one at each end of the route. In carrying out this plan he placed Capt. George B. McClellan of the United States army, later a major general, in charge of the western end, charged with the duty of exploring the coast range and the territory inland for 200 miles. Stevens himself took active charge of the eastern end which covered 1,800 miles and included the Rocky and Bitter Root mountains. From each of the main bodies

3

subsidiary parties were sent out to collect all possible information bearing upon the specific objects of the expedition.

The part of the expedition organized by Stevens in Washington City set out for the West on May 9, 1853, with important stops on the route to complete arrangements. It reached Saint Louis on the fifteenth and on the twenty-third proceeded up the Mississippi to Saint Paul, then a village of 1,200. At Saint Anthony Pierre Bottineau, afterward so well known as a guide in North Dakota expedition, was employed as a guide and Menoc as a hunter. The expedition left Saint Anthony June 7, 1853.

Stevens' orders for the journey required men to go habitually armed, arms to be inspected morning and evening; forbade marching on Sunday, when a thorough inspection of persons and property was to be conducted and a bath was required of each man; instructed each member of the scientific corps to take care of his own horse and to load and unload his own personal baggage; forbade any firing of guns on the march; and limited personal baggage to twenty-five pounds for each man. These regulations were stringent but salutary.

The main train crossed the Red River near the town of Breckenridge, and the James River some miles north of Jamestown, continuing just south of the Mouse River loop to Fort Union. Detached trips were made on both sides of the general course pursued by the main party.

The crossing at Breckenridge occurred June 29. On July 1 the Stevens party met Norman Kittson and Joe Rolette, members of the Minnesota territorial legislature, Charles Cavileer, collector of customs, and Father Delacour, all of Pembina. These men were on their annual trip to Saint Paul with furs, robes, pemmican and dried buffalo meat obtained in trade from the half-breeds of the Red River settlements.

Continuing their northwest course, on July 10 Stevens' party arrived at Lake Jessie, named, as we have already seen, by Nicollet in 1839. All members of the party took much interest in the country and the life of the plains, and all vied with one another in bringing specimens for Doctor Suckley, the naturalist of the party, to study and preserve.

On July 16 in western Wells County the Stevens expedition fell in with a train of Red River hunters which consisted of 1,300 men, women and children, 824 carts, and about 1,200 animals. The half-breed hunters of Pembina made two hunts each year, each hunt consuming about two months. The first started in June when animals were killed for food, the tongue dried, and the meat made into pemmican. The skins at this season were of no value for robes but were used for making skin tepees. The fall hunt began in October when they got meat and robes to sell to the Hudson's Bay Company or to haul to Saint Paul where they were exchanged for ammunition, coffee, sugar, tobacco and dry goods.

Before a hunt started the half-breeds met and selected a governor who regulated the party's movements, adjudicated differences, and took command in case of skirmish with the Sioux. The leader of this party was Governor Wilkie who, according to Stevens, was about sixty years of age, of fine appearance and pleasing manners. Their priests accompanied them and on the Sabbath there was neither marching nor hunting, for the day was passed in devotions.

In going into camp the hunters arranged their carts hub to hub with shafts pointing inward. About twenty feet inside the shafts the 104 conical skin tepees were lined up parallel to the line of carts. Within the inclosure thus formed the horses were kept at night, although in the daytime when not in use they were put on herd outside. Thirty-six of the men were on guard all night. Stevens was much pleased with the good conduct and hospitable kindness of the half-breeds.

Stevens' route lay to the northwestward by the high hill known as Butte de Morale, so named for a half-breed who was killed there in an engagement between a war party of Sioux and a body of Red River hunters; thence by Dogden Butte and the south loop of the Mouse River to Fort Union. The main part of the expedition reached Fort Union, 715.5 miles distant from Saint Paul as measured by the odometer, on August 1. This distance had been covered in fifty-five days or, excluding halts, forty-eight traveling days.

The party left Fort Union after a short stay for rest and repairs and continued the journey to the Pacific. It would take the reader too far afield to give details of the expedition beyond Fort Union. It is not out of place to say, however, that the route explored throughout its course is practically followed today either by the Northern Pacific or by the Great Northern Railway, a fact which attests to the accuracy and the

(4)

worth of the surveys.

When passing through North Dakota, the artist with the expedition made a number of fine sketches which are reproduced in Volume I of the Pacific Railway Survey reports. Among the sketches may be named the following: a Buffalo Herd near Lake Jessie; a Landscape on the Mouse River; and a View of Fort Union as it appeared but a few years before it was demolished.

Gen. I. I. Stevens met a heroic death in the Civil war at the Battle of Chantilly, September 1, 1862. Stevens' old regiment, the Seventy-ninth New York Highlanders, had lost five color bearers in succession. When the last one fell General Stevens ran in, picked up the flag, shouted, "Highlanders, my Highlanders, follow your general," and rushed forward, bearing the flag. He fell at the moment of victory with a bullet through his brain, the flagstaff still clutched in his lifeless fingers and the folds of the flag draped around him. He had just saved the army from an appalling disaster, for with only nine regiments he had stopped the forward march of several times that number under Stonewall Jackson until the Union army could prepare to meet the onslaught of the enemy.

At the time of General Stevens' death President Lincoln and his advisors were considering him as a possible commander of the armies in Virginia.

* * * * *

PIERRE BOTTINEAU.

The most noted guide in the early military expeditions and railroads reconnaissance in early day Dakota. Bottineau County is named in his honor.

Accompanying the expedition as chief guides were Maj. J. R. Brown, for many years a reservation agent among the Sioux in Minnesota, and Pierre Bottineau, whom we have already met as a guide to the Stevens Pacific Railway Survey that crossed North Dakota in 1853. The Rev. Stephen R. Riggs, for forty years a missionary among the Sioux and an authority on their language, was interpreter for the expedition.

Camp Atchison named for Captain Charles B. Atchison
on staff of Gen. H. H. Sibley in 1863.

On page 95 of F. B. Heitman's Historical Army Register, we have the following information:

Charles B. Atchison of Ill., 3d. Lt., 3d Inf. 5th Aug. 1861; 1st Lt. 9th Feb. 1863; Capt. and acting aide camp 11th July 1862 to 1st Sept. 1866; Captain 3d Inf. 5th March 1867; unassigned 17 May 1869, assigned to 14th Inf. 1st Jan. 1871; brevet 1st Lt. July 1st, 1862 for gallant and meritorious service at the battle of Malvern Hill, Va.; Captain 2d April 1865 for gallant and meritorious service during the operations resulting in the fall of Richmond, Va.; Major 2d April for gallant and meritorious services during the (Civil) War; Lt-Colonel 28th Oct. 1867 for faithful and meritorious services during the war; brevet major and Lt-Colonel volunteers 31st March 1865 for gallant conduct in the field; and colonel of volunteers 31st March 1865 for gallant conduct in the field, and colonel of volunteers 17 November, 1865, for faithful and meritorious service during the war, wholly retired 25th February, 1876. Died 10 May, 1876.

Captain Atchison had been serving on the staff of General John Pope who was in command of the district of the Northwest with headquarters at Milwaukee, Wisconsin, on or about October 27th, 1862, his first duty was to muster into the United States service the 7th Regiment of Minnesota Volunteer Infantry, which had already been in active service against the Sioux Indians in the Minnesota uprising. He was later attached for duty as staff officer on General Sibley's staff, it seems that he was a useful addition, as practically all Sibley's men were civilians with no experience with the round about ways of the army or other government agencies.

Captain Atchison accompanied the Sibley expedition to the Missouri river and return to Minnesota, he continued in service in the army but dates and locations are obscure. As no further reference is made to him.

In closing the campaign, it was General Sibley's plan to cover a wide area in returning to Ft. Snelling in Minn. He intended to send flanking parties out from the main body to make a display of forces to any Indians who might linger in the country. One of these parties diverged to the south or right of the main trail, the point of separation being near Camp Burt, or to be exact, on Section 3, Twp. 144, Range 59. This was about three miles east of Annaford. Here on the morning of the 13th Colonel Samuel McPhail of the 1st Minn., Mounted Rangers was detached with five companies of cavalry and a cannon to scout down the Sheyenne river past Bear Den Hill, where Fort Ranson was located in 1867, thence back to Minnesota. The trail he laid out was later the Ft. Ranson-Ft. Totten Trail.

The Infantry from Sibley's column was given brief leave at their homes in Minnesota before being sent south to take part in the Civil war. The Minnesota Rangers were disbanded and reorganized into the 2nd Minn., and served with General Sully in 1864, west of the Missouri.

The buffalo were nearly gone, the Indians subdued and sulky, were herded onto reservations and no longer a danger to the Minnesota settlements which were quick to expand and sweep over the western prairies. The Sibley expedition was now history.

① Page 9
FORT ABERCROMBIE STATE PARK.

This park is located at Abercrombie and is on the bank of the Red River and contains a portion of the military reserve upon which was built in 1858 Fort Abercrombie, the first Federal fort within the limits of the state. During the Dakota Indian outbreak of 1862 the garrison of this fort was subject to a fierce attack by the Indians. Fort Abercrombie served in early days as a defense for the first settlers of the Red River Valley and as the gateway into the new lands of the West and Northwest.

Two deeds cover the transfer of the present site of the park to the state, as follows:

Lots 1 and 2, containing according to survey thereof made by W. A. Baker, civil engineer, six and twenty-five hundred twenty-eight (6.2528) acres and known as the Abercrombie State Park, being part of the north half of the southeast quarter of Section 4, Township 134 north, Range 48 west.

Most of my study this winter has been on the Sully expeditions, especially the 1865 trip across to Devils Lake (Sully Hill) from Ft. Rice also the supporting column under Col. Carnahan which came up from St. Paul over the Sibley trail of 1863. After campaign, in which they saw no hostile Indians, Sully went west to Ft. Berthold and Carnahan kept east of the Sheyenne and struck the Red river at Georgetown, Minn. a few miles north of Fargo.

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Griggs County
Historical Society
Cooperstown, N. Dak.

Early explorations in Griggs County

Omitting the Indian and Metis hunters and the wandering unrecorded whites who were sometimes found in the border land between the land occupied by the whites and those used by the Indians, the earliest white travelers in this part of North Dakota were probably J. N. Nicollet and his engineer officer Lt. John C. Fremont. Their exploration of the country west of the Sheyenne from near Bear Den Hill and Devils Lake is illustrated in the map which they made following their trip in 1839. This indicates that they paused briefly at Lake Jessie on the 25-26th July, 1839. Their camp was on the bare knoll north of the old McCulloch building site, the legal description, the SW. Sec. 14-147-60. Lt Fremont named the lake for the lady whom he later married. Jessie Benton, daughter of Senator Thomas Benton of St. Louis, Missouri. It is said that the Senator did not approve of the proposed match and had a hand in sending the young lieutenant in to the wilderness hoping the romance would cool off. The two young leaders of this exploring party noted several landmarks by name which are still in use. Butte Michaude, on the Sheyenne north-east of Cooperstown (center of Sec. 35-T. 148-R.59), Nicollet says the elevation was 1586 above the sea and 120 feet above the surrounding prairie. The name is supposed to have been taken from some old Indian leader buried in the artificial mound on the summit. The name being French would indicate that it originated after the Indians had contact with the whites. Metis hunters told me many years ago that on an occasion when they had a hunting camp in the vicinity, one of their men named Michaude became separated from the camp in a fog and was absent long enough so that his friends became anxious for his safety, after he was relocated they called the butte Michaude or "the place where

Michaude was lost".

On P. 155 of Upham's Glacial Lake (1887) Agassiz he says another angle of the moraine is marked by the conspicuous hill called Butte Mashue, from the name of an Indian who was buried in the mound on its summit. This hill, situated in the east half of Section 35-T. 148-R. 59, rises 150 feet or 175 feet above the general level east and north, or nearly 350 feet above the Sheyenne river, which is only a mile distant to the northeast."

On Nicollet's map the name is spelled Michaux, they made the elevation 1386. Their map also gives the location of Horse Butte and Lake, also on the Sheyenne, on SW $\frac{1}{4}$ 24-T. 147 R. 58, named from an Indian tradition. Farther up the Sheyenne the Beaver lodge creek and Poplar groves are located. Both are land marks from long ago, they are in Nelson county.

In the text of Nicollet's report, P. 138 he uses the name "Lake Jessie" with the French name (Lac des Bois or Wood Lake) he makes no further reference to Lake Jessie in the text.

The elevation in the text is given as 1586 for Butte Michaude possibly the 5 was originally 3 or 1386 feet elevation which would be nearer correct. He gives the water level of the Sheyenne at north of Beaver Lodge creek at 1328-the plateau 1486, this is some distance to the northwest up the Sheyenne Mouth of 1st Bald Hill creek (riverie aux Buttes Pelees)

47^o-8'-47"; 94^o-49'-30"

q Lake Jessie (Lac des Bois) 47^o-32'-32"; 98^o-1'-45"

X at Beaver Lodge, level of plateau; 47^o-46'-29"; 98^o-13'-30".

Born of French parentage January 20, 1813 in Savannah, Georgia, his boyhood was rather turbulent, and his earlier attempts to settle down in a profession unsatisfactory. After acting successively as tutor on a private family, professor of mathematics on the United States Frigate Independence, and engineer on surveys in the southern states he accompanied Nicollet's expedition in its explorations between the Missouri and the British line. While thus engaged he received in July 7, 1838, a commission as 2nd Lieutenant in the corps of topographical engineers. While in Washington in 1840, engaged in a report of these expeditions, he met and became engaged to Jessie Benton, the daughter of Senator Benton of St. Louis, and this lady then only sixteen, he secretly married in October 19, 1841. In 1842 he started upon the famous "first expedition" to the Wind river mountains, ascending Fremont's peak now known as Pike's peak, on August 15th. On his return to Washington the report of his expedition was laid before Congress, which brevetted him 1st lieutenant. The report attracted great attention, both at home and abroad, and young Fremont had the honor of high complimentary ^{letter} from Humbolt.

In 1843, he began his explorations beyond the Rockies. He returned to Kansas in 1844 and after preparing his reports was brevetted captain in 1845, and sent out on his third expedition to explore the great basin and the maritime region of Oregon and California. This was the most eventful of all his journeys. Threatened at Monterey by the Mexican government for his refusal to leave California, Fremont withdrew into Oregon, but meeting in 1846 despatched directing him to watch over the interests of the United States, in California, there being reasons to apprehend that that province would be transferred to Great Britain, he promptly retraced his steps. The American settlers, whom the Mexican government threatened to destroy, flocked to Fremont's camp and in a

month, northern California was free. On July 4th, 1846, Fremont was elected its governor. In conjunction with Commodore Stockett he undertook to reduce the entire state, but the Mexican war interfered and at its close the territory was ceded to the U. S. by Mexico.

He was court martialed in 1848 for some trouble in relation to the governorship and resigned from the service, refusing to accept pardon from President Polk. He was afterward elected senator from California. In 1856 he became "free soil" candidate for President. Soon after the outbreak of the Civil War he was made a major general: there were differences between him and the administration and he resigned. In 1870 he was made governor of Arizona.

General Fremont was outstanding as an explorer in the western areas of the United States and was commonly called in his later life the "Pathfinder." He was active in politics but less successful and had decided views on various matters which involved him in unpleasant situations and disputes.

He has been described as a slightly built man about 5-9, very active and carried a himself lightly till in upper years when peritonitis attacked him about five days before his death which occurred in New York, July 14 (?) 1890. Funeral at the Episcopal church, of which he was a member.

He left two sons and a daughter, besides the widow.

Fremont was a brown haired man; he never shaved, tho he trimmed his beard neatly when and where he could. His eyes were large and blue, nose aquiline, his forehead high and capacious. He was a very modest man about his own accomplishments or plans. Such was the man who named Lake Jessie in 1839.

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CAPTAIN WILLIAM H. BURT

Griggs County
Historical Society
Cooperstown, N. Dak.

Captain William H. Burt, age 35 when appointed 2nd Lieut. and recruiting officer August 8, 1862, in Minnesota. Captain Company C, 7th Infantry 24th. August 1862. Captain Burt was a lawyer in civil life and spent considerable of his personal funds in supplies for his men. Toward the close of the Civil War the regiment was stationed near Daubhin's Island in Mobile Bay and had oysters hauled in by the wagon load from the bay. He died in March 15th, 1866.

Some personal comments made by men who knew him were that he was a large man with a voice to match, who made short cuts to his objective. While he was absent on the Devils Lake expedition, one of his men left behind at Camp Atchison obtained liquor at the sutlers tent and became disorderly. On return the captain spilled the remainder of the juice without process of law.

When General Sibley left Camp Atchison on July 20th, he had been informed by the Chippewa buffalo hunters that the main body of the Sioux were located about fifty miles to the west in the Missouri coteau; he had further contact with the hunters who informed him that a small band of the Sioux were still in the Devils Lake region, Sibley sent word back to Camp Atchison by messenger, directing Major Cook to send a scouting expedition to the north to investigate. This message was dated on the 22nd and sent from Camp Olin on the James River, this was the last message back from Sibley till on his return trip.

Major Cook directed Captain Burt of Company C., 7th Minnesota Infantry to lead a party consisting of two infantry companies and one of the cavalry to the lake region. It is supposed that he was accompanied by one gun and some Indian scouts. He started north on the 24th, the day Sibley had his first skirmish with the Sioux camp and also the day Lt. Freeman was killed and Brackett cut off from the column.

Captain Burt was absent his scouting trip in the Devils Lake region about eight days his trail led him to the north, where he seems to have crossed the Sheyenne River near the mouth of Beaver Lodge Creek, this was the point where the Ft. Totten-Abercrombie trail crossed from 1867 on. Continuing on to the Northwest Capt. Burt scouted the south shore

of Devils Lake and some distance on to the west. The only Indian he saw was Wa wi na na, (one who appears) sixteen year old son of the hostile chief Little Crow, who had been the leader of the uprising in 1862. The young Indian was alone and nearly starved when found, he was identified by Wm. Quinn one of the scouts, whose father had been killed at the beginning of the outbreak.

ALBERT R. FIELD

Albert R. Field age 26 mustered into Co. C. 1st Minn. Mounted Ranger Nov. 24, 1862, Served on Sibley expedition, mustered out of service November 28, 1863.

Reentered service as Captain of Company A 2nd Minnesota cavalry at page of 27, November 27th, 1863, served to February 14th, 1866, when had several of his men froze to death on the march from Fort Wadsworth to Abercrombie. Their bodies were not recovered until spring.

JOSEPH ROBINETTE

Joseph Robinette enlisted in Company K, 1st Minn. Mounted Rangers on December 30, 1862 at the age of 28, mustered out with regiment December 10, 1863, served on Sibley expedition, wounded by Lt. Fields at Camp Atchison, July 18, 1863.

Reentered service January 24th, 1864, Company M, 2nd Minn. Cavalry, veteran, discharged for disability April 15th, 1864.

Robinette was a mixed blood Indian, his disability may have been caused by the wound in side from pistol ball fired by Lt. Field.

CAPTAIN EDWARD CORNING

Captain Edward Corning: born and appointed from New York; 1st Lieut. and regimental quartermaster 85th New York Inf. 30th November 1861; captain in and acting quartermaster of volunteers 24th March, 1862, resigned June 12, 1865. Acting quartermaster on Sibley's staff during the Indians campaign of 1863; was in charge of the pontoon train.

MAJOR MICHAEL COOK

Major Michael Cook, mustered into service from Rice County, Minnesota as major in the 10th Minnesota Infantry, September 15, 1862. Aged 34. Served with Sibley in the Indian campaigns of 1862 and 1863. Later in south in Civil War. He was shot through the lungs at the battle of Nashville, Tenn. on December 17, 1864, and died December 27. When Camp

Atchison was established on July 18, 1863, he was left in command while Sibley made the flying trip to the Missouri and return.

CAPTAIN CHARLES B. ATCHISON

P. 267 Hammersly' Army Register.

(Born in Ill, Appointed from Ill.) 2nd. Lieut. 3rd. Infantry, 5th August 1861. 1st. Lieut., 9th February, 1863. Captain, 5th March 1867. Unassigned 17th May, 1869. Assigned to 14th Inf. 1st January, 1871. Wholly retired 25th February, 1876; Brevet ranks; Brevet 1st Lieut. 1st July 1862, for gallant and meritorious service at the battle of Malvern Hill, Va. Brevet Captain 2nd. April, 1865, for gallant and meritorious service during the operations resulting in the fall of Richmond Va. Brevet Major, 2nd April, 1865, for gallant and meritorious service during the war. Brevet Lieut. Colonel, 28th October, 1867 for faithful and meritorious service during the war."

Also on P. 3 'Officers of Volunteers'

Charles B. Atchison; appointed, Col. Ty. Capt. Add'l A.D.C., 11 July 1862. Mustered out 1st Sept. 1866. (Does this refer to the same officer?)

CAPTAIN DOUGLAS POPE

Captain Douglas Pope, aide de camp on staff of General Sibley. He had previously been on duty on the staff of General John Pope, commanding the district of the Northwest at Milwaukee, Wisconsin.

His record in Heitman's Historical Register on Page 527. Born in Maine; appointed from Missouri; Captain and acting aide de camp 30th June, 1862; brevet major of Volunteers 13th March, 1865 for distinguished service in the army of the Virginia, and in the military district of Missouri; honorably mustered out 1st October, 1866; 1st Lt. 37th. Inf. 28th July 1866; regimental quartermaster 27th April 1867 to 31st of December 1868. Unassigned 19 May 1896; assigned to 13th Infantry 1st January 1871; brevet captain 2nd March 1867 for gallant and meritorious service at the battle of Groveton, Va. and brevet major 2nd March 1867 for gallant and meritorious service during the Civil War. Resigned 10th of October 1871-Died 7th of February, 1880.

Was at battle of Big Mound 7/24/1863.

GEORGE A. BRACKETT

George A. Brackett long a prominent business man in Minneapolis; was beef contractor with the Sibley expedition and drove a herd of several hundred head along to supply the soldiers with fresh meat. Arriving at Camp Atchison, about 150 head were detached and left for use at the camp. the balance accompanied Sibley to the Missouri.

On July 24th, Brackett and Lt. Ambrose Freeman left the main column and went on an antelope hunt, they were attacked by a small party of Indians who killed Freeman. Brackett escaped by hiding in a slough, then wandered several days back along the trail to Camp Atchison where he arrived worn out and nearly starved near the end of July. Exact day not established. He arrived in the evening and crawled into the part of the camp occupied by Captain Chase's pioneer company. He brought the first news from the Sibley column in its advance toward the Missouri river. During his absence from Camp Atchison, the herders who were left in charge of the beef herd there, let about 130 head escape, also 24 mules very few were ever recovered. The loss occurred on the 2nd day of August, General Sibley was much annoyed at the carelessness and threatened action against those responsible. It is not of record what was actually done, the McPhail flanking party picked up a few head of the cattle south of Camp Burt. This camp was named for the Captain who conducted the Devils Lake scouting party.

① Page 14
 Frank Desjarlais was one of the mail carriers employed by Charles A. Ruffee, and was stationed near the present site of Fort Totten, in the summer of 1867 shortly before that post was established.

Mr. Desjarlais was born at Red Lake, Minnesota, in 1825. His father was a guide and frontiersman of French Indian extraction, and his mother a full blood Chippewa woman. The boy grew up near St. Boniface, where both of his parents died while he was still a child. At that time there was nothing at Pembina but a trading store belonging to the Hudson's Bay Company. In the summer of 1843 and again in 1844 Mr. Desjarlais made a trip to Hudson Bay. He went as a boat hand in the employ of the Hudson's Bay Company. The trip was made by way of the Steel river, a stream flowing into Hudson Bay. Great skill was required in rowing down this river as the current is very swift and the banks are strewn with great boulders. It required but one day to descend Steel river but three days for its ascent, as the men had to pull the boats up the stream with ropes. The boats each had six oarsmen, and about ten such boats were sent down to Hudson Bay at a time. Their cargoes consisted of furs and dried meat, and they returned to Winnipeg with supplies of all kinds for the Hudson's Bay Company. Mr. Desjarlais states that the boats which brought these supplies to Hudson Bay had great masts which looked like groves of dead timber. They anchored a long way out from the shore while smaller boats, which came in with the tide and went out with the tide, brought their cargoes to land. The boatmen from Winnipeg spent several days resting on the shore of Hudson Bay before beginning their return trip, which required about twelve days if the weather was favorable.

After his return to Winnipeg in the summer of 1844, Mr. Desjarlais went to St. Joseph where Commodore Kittson had established a trading post. Here he engaged in hunting and trapping with many other Indians and half-breeds. Two trips were made each year, one beginning early in June and lasting until about the middle of August for the purpose of obtaining supplies of pemmican, and the other late in the fall for securing furs. During the first trip the women accompanied the hunters and prepared the pemmican, but the hunters went alone on the fall trip. The general route of the hunting expedition led out from St. Joseph to the east end of Devils Lake and the Sheyenne river, although sometimes they went to the Turtle Mountains. In the summer of 1868 there was a great scourge of grasshoppers, and the season was so dry that the hunters went as far westward as the Coteau du Missouri in search of game.

These hunting expeditions that went out from St. Joseph were of considerable size. Some of these half-breed hunters had as many as twenty or twenty-five carts, and most of them had at least three or four. There were often several hundred carts in the expedition. The buffalo were numerous, and the carts were usually brought back heavy laden with pemmican. During the fall trapping, the men broke up into small parties of four or five. Dogs, three or four to train, were used to haul back the furs, and each man usually had one such train. Buffalo carcasses were used as bait, around which foxes and wolves were trapped. Of all the animals trapped, the pelts of otter were most valuable. The sioux used strips of otter hide to braid in their hair and would often trade a horse for a single pelt. At the trading post of Commodore Kittson in St. Joseph the otter hides brought five or six dollars, and as the half-breeds generally sold their furs there, that gentleman is believed to have made an independent fortune. The pelts most valued after otter were those of the black and silver foxes. They brought five dollars, but as the half-breeds discovered later, the traders had robbed them on these. In the very early days, however, before they began to make hats of silk, the beaver pelts had been the most valuable of all. For a time they had brought seven dollars per pound.

In the spring of 1867 Frank Desjarlais was employed as a mail carrier by an agent of Charles A. Ruffee, named Grand, then stationed at St. Joseph. Mr. Desjarlais was assigned a station on the south shore of Devils Lake near the present site of Fort Totten, and was at that point when the troops of General Terry reached there, early in the summer of the same year.

(Frank Desjarlais con't.)

As he had been engaged for but a month and as the mail was never gotten through to Fort Totten, Desjarlais soon left that point and returned to his home in St. Joseph.

In 1868 Desjarlais removed with a large band of half-breeds from St. Joseph to Wood Mountain in the Milk River Valley of Montana. The Grosventres, Crows, and Sioux had been at war in this region for years and the fur-bearing animals were left comparatively undisturbed. Besides the half-breeds from St. Joseph a great many from Pembina and the Turtle Mountains moved into the Milk River Valley at about this time. Their furs, pemmican and other produce they disposed of at posts on the Milk river or sometimes took it across the Canadian line to stores of the Hudson's Bay Company.

After the Custer massacre, Desjarlais met Sitting Bull in Canada. In fact he acted as interpreter for that chief at Wood Mountain, where an agreement was made with Major Wise of the English army for the removal of the Sioux into Canada. Mr. Desjarlais states that Sitting Bull was a very humane chief, and that he always ordered his men to spare the women and children of their enemies.

For the past twenty years Mr. Desjarlais has been located on the Red Lake Agency in Minnesota, where he practices medicine among his people. Although eighty-five years of age, he is in the best of health and remains in full possession of all his faculties. He speaks French fluently, as well as Sioux, Chippewa, Cree and other Indian languages.

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FRANK PALMER.

Genl. Society
Cooperstown, N. Dak.

Frank Palmer was born May 12th, 1847, in the town of Eton, Preble county, Ohio. At the age of fourteen he enlisted in Company B of the Fifty-seventh Volunteer Infantry. He was with the army of Grant at Shiloh and with Burnside's at Murfreesboro. After the latter battle, he was transferred to the Signal Corps of the Signal Corps of the United States Army, and there completed his three years service. After being discharged from the army at Chattanooga, Tennessee, he returned to Richmond, Indiana, at which place he had originally enlisted, and there he resided for the next six months. He then started for the gold fields of Idaho, but upon arriving in St. Paul, he found that the government would not permit the expedition that season. He then went to Mankato, Minn., where he remained until June 1866, when an expedition was organized by Colonel Thomas Holmes of Shakopee, Minn., which he joined and proceeded overland to Montana. This expedition consisted of about three hundred men, with half as many ox teams and twelve span of horses. They left Mankato about the first of June and arrived at Fort Benton late in August. Each man furnished his own outfit. Mr. Palmer's consisted of two yoke of oxen, two milch cows and a covered wagon, loaded with provisions. When the men reached Fort Benton they found that the great rush of immigration into Montana had made work there very scarce while the cost of living was exceedingly high. They also learned through the mail that there was a very large wheat crop in Minnesota causing a great rise in wages, and consequently the expedition disbanded and most of the men returned to Minnesota.

Mr. Palmer remained, however, and in September, 1866, he entered the employ of Charles Huntley, who was then operating a stage line from Fort Benton, Montana, to Helena. Mr. Palmer was given charge of the station at Tongue River Crossing, his duty being to take care of the herd of thirty-six horses, six of which were kept in readiness for the stage driver. After the close of the state route, Mr. Palmer entered the employ of Malcolm Clark on his ranch in Frickly Pear Canyon, where he remained until the following May. He then went to the lower crossing of the Sun river, to take charge of a stage station for the Wells, Fargo Company.

In July, 1867, Charles A. Ruffee of Minneapolis, secured a government contract for a pony express between Old Fort Abercrombie on the Red River to Fort Benton, Montana. Mr. Palmer was placed in charge of the line from Fort Benton to Fort Buford, and remained in this work until March 1st, 1868. The plan of the Ruffee mail company was to have temporary camps or stations at intervals of about fifty miles between Fort Abercrombie and Fort Benton. Two men were to be stationed at each camp, whose duty it would be to carry the mail to and from adjoining camps. But this plan did not prove successful; the men deserted the camps, or were killed by the Indians. The mail company went into bankruptcy, without once having got the mail transferred from one end of the route to the other. Mr. Palmer, however, continued at his work as supervisor of the western division of the mail route for almost eight months, his duty being to travel from Fort Benton to Fort Buford, and to see that the mail carriers at the stations along the way started promptly with the mail bags on schedule time. Each man was to have a single horse, and the camps were to be provided with provisions once a month; but as has been said the plan never worked out as originally intended. Only a few straggling mail carriers could be maintained on all this western division, while the carriers east of Fort B Buford never succeeded in getting the mail to that post. In fact, the postmaster at Fort Abercrombie never sent mail over this route that was due west of Buford, and the mail received in western Montana came from the east over the Salt Lake route. The mail carriers from Fort Buford on the Ruffee route were given empty sacks as a matter of form. After several months of this fruitless work, Mr. Palmer determined to investigate the matter and on March 1st, 1868, started from Fort Peck to Fort Totten, the headquarters of the Ruffee mail company. Upon arriving there and learning that the mail company had gone into bankruptcy, he secured employment as post guide at the fort, with the very substantial salary of one hundred and fifty dollars per month. His duty now was to act as a guide for mail parties (now acting

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(Frank Palmer con't.)

under the authority of the different post commanders), to arrange for camping places for the parties, etc. In this work he continued for two years. He next entered the employ of Brenner & Terry, post traders at Fort Totten. With them he served as clerk for seven years, or until 1877. In that year he formed a partnership with John Cramsie, who had just been appointed Indian trader at the post. After a few years Mr. Cramsie was appointed Indian agent, and Mr. Palmer continued the business alone until December, 1907, when he sold his establishment and retired from active business life.

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EDWARD H. LOHNES.

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Edward H. Lohnes, one of the Ramsey county delegation in the North Dakota Constitutional Convention, was one of the early pioneers in Dakota Territory. He was born in the little village of Schaghticak, New York, on April 24th, 1844. His father, George Lohnes, was a Pennsylvanian of German Descent, and his grandfather had served in the Revolutionary war. On his mother's side his ancestry was Irish. When Edward was but an infant his father was accidentally killed in a powder mill. Not long after his father's death, his mother moved to the town of Valley Falls, and later, when the lad was about ten years of age, to Lansingburg. In this latter place the boy grew to manhood, attending the village school during the winter months and working in a rope factory during his vacations.

Late in the spring of 1862 he went to Albany to enlist in the volunteer service. From that city he was transferred to New York where he was sworn in and became a member of Company D in the first regiment of New York Mounted Rifles. With this regiment he served for three years and two months, being present at the siege of Petersburg and the fall of Richmond. He was discharged, by order, at Urbana, on the Rappahannock in the summer of 1865. Returning to Valley Falls he worked there in a powder mill until the spring of 1867. He then enlisted in the regular army in Troy, as a member of the Thirty-first United States Infantry. This company was soon after sent to Governor's Island, New York, and thence by way of Omaha up the Missouri river to Fort Stevenson. After a short stay there, the three companies, A D and K of the Thirty-first Infantry, under command of General A. H. Terry, were marched across the plains to the southern shore of Devils Lake, where they were immediately set to work constructing the temporary buildings on Fort Totten. Mr. Lohnes remained with his company at Fort Totten until 1869, when it was removed to Fort Rice. Here the Thirty-first Infantry was consolidated with the Twenty-second United States Infantry, and it was as a sergeant of the Twenty-second United States Infantry that Mr. Lohnes was discharged in April, 1870. At this time, the commander at Fort Rice was Colonel Elwell Stephen Otis of the Twenty-second Infantry, later General Otis, commander of the United States army and Military Governor of the Phillipine Islands.

Upon being discharged, Mr. Lohnes returned to Fort Totten and not long after he began carrying the mail between that post and Sibley's Crossing on the Sheyenne River. For this work he used a team of ponies in the summer and as a rule, a dog sledge in the winter time. He much preferred the dogs for once driven over a road they would never leave it. The dogs were also easier to care for, each being fed only a pound of pemmican every evening. The sledge used was very like the ordinary toboggan about two feet in width and about ten feet long; it was drawn by four dogs. After following this route for two years, Mr. Lohnes was transferred to the Jamestown route and continued the work there for eight years. After leaving the mail service, Mr. Lohnes was wood contractor and beef contractor at Fort Totten for several years. In the spring of 1882, he took land near Sweetwater Lake in Ramsey county and farmed there extensively until 1904 when he removed to a farm near Crary.

Mr. Lohnes served as county commissioner in Ramsey from 1883 to 1889. He was then chosen as a delegate to the State Constitutional Convention. After North Dakota was admitted to statehood he served in the lower house of the State Legislature.

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JOSEPH NICHOLAS NICOLLET

Date Right
3/5/1961

From P. 122- Folwell's History of Minnesota.

Joseph Nicholas Niccollet, was born in 1790 in a small town in Savoy, in the extreme northwest of ~~EMATE~~ Italy (near the border of France). At the age of ten he was apprenticed to a watchmaker, with whom he served eight years, however French encyclopedias state that he did nothing but herd cows till he was twelve, when he learned to read and was sent to school. A few years were spent in the capital of his province, where he supported himself by watchmaking while engaged in study. He won a mathematical prize of some importance, then returned to his native village where he taught mathematics and studied Latin and other languages, English being probably one of them. Later we find him in Paris, first a student in the Ecole Normale and not long after an instructor in the College Louis-le-Grand. His first publication, which appeared in 1818, was on the mathematics of life insurance. It brought him introduction and opened the doors of society. He next turned his attention to astronomy, in which he soon distinguished himself; he was employed in important investigations, advanced to a professorship, and decorated with the medal of the Legion of Honor. About the year 1830 this career of prosperity and distinction was rudely checked. The slender biographical materials available indicate that Niccollet, who has been successful in a financial way and had saved up a little fortune, entered upon certain speculative enterprises in which not only lost his all but involved his friends as well. This disaster did not involve his honesty in the least. However he was bitterly reproached by those who had been his friends. Stung by their revilements he suddenly abandoned all his engagements, turned his back on Paris and sailed for New Orleans in the year 1832.

In 1833 he secured war department letters to commanding officers and Indian agents on the upper Mississippi and loan of the astronomical instruments to be used in a proposed exploration. This project was delayed three years for some unknown reason. It was not till the summer of 1836 that he arrived at Fort Snelling, where his charming manners rendered him a welcome guest. He spent the fall exploring the upper Mississippi to its source, returning to Fort Snelling on the 27th ^{September} where he spent the winter with Major Hallafarro (Tolliver) and Henry Sibley who later became General.

In 1837 Niccollet went to Baltimore where he was enabled to lay his maps and reports before the Secretary of War, who recognized their value and employed Niccollet

Nicollet-2 as a surveyor and explorer for the next three years in making an examination of the upper Northwest between the Missouri, Devils Lake and the Mississippi, with Lt. John C. Fremont as his assistant.

Nicollet was senior and in charge of the party of surveyor-explorers he prepared a classic report on his findings which was printed in Senate document 238. The accompanying map was the earliest and most accurate map of the Northwest up to that time, but the authors health was failing ^{he} did not complete the work, he died in September 1843

The party of explorers as they left Fort Pierre, South Dakota consisted of nineteen people, thirty three horses, and ten carts, In addition to Nicollet and Fremont, there were two half breed guides, William Dixon, and Louison Frenier; a Mr May and a man from Pembina enroute home, Mr Geyer, botanist and a Captain Belligny, a French officer who accompanied us to see the country, the others were cart drivers, hunters or cooks.

Several years the Nicollet-Fremont party explored the Northwest, reestablishing landmarks, correcting maps and accumulating a mass of information about geology botany and natural history, he traveled thousands of miles with small parties in the Indian country with little friction. His reports were incomplete when he died but the map and part of the text was published. A copy of the originals are in the hands of Dana Wright.