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Article Summary: Arnold's diary records his journey overland to Montana, where he built himself a cabin, worked as a hotel clerk and later did some prospecting in various gold mining camps. He returned from the gold fields by Missouri River steamboat.

Cataloging Information:

Names: Joseph Warren Arnold, Eli A Collins, John S Collins, Captain Evans, Mrs. Evans, William Prowse, James McNear, William Davis, John Closser

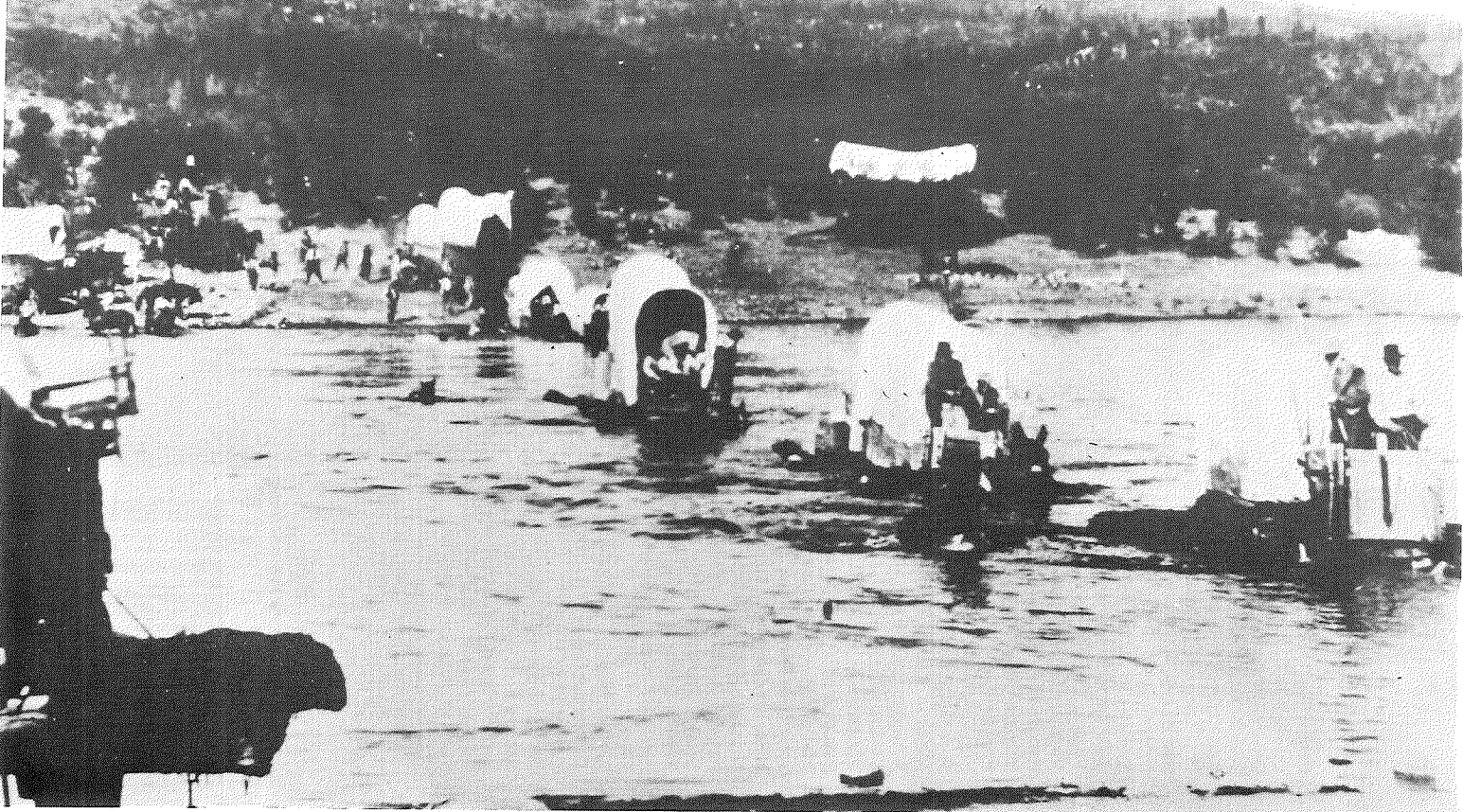
Place Names: Omaha and Fort Kearny, Nebraska; Fort Laramie (Fort Laramie), Wyoming; Virginia City and Fort Benton, Montana

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Photographs / Images: a wagon train fording a river; 13th and Farnam Streets, Omaha, c. 1864; Omaha city map, 1866; John S Collins; Joseph Warren Arnold; Ash Hollow; Fort Laramie (painted by C Moellman of the 11th Ohio Cavalry, 1863); Red Buttes; Independence Rock; Sweetwater Valley looking east from Independence Rock*; Sweetwater Valley looking west from Devil's Gate*; Split Rock Mountain*; Three Crossings of the Sweetwater on the approach to South Pass*; Virginia City, Montana Territory, 1866; map showing the route of Arnold's journey; Wallace Street, Virginia City; Nowlan and Weary Bank, Virginia City; Denver Meat Market, Virginia City; Virginia City Stage c. 1879; Fort Benton, Montana Territory, c. 1872; Arikara Indian earth lodges, Dakota Territory, 1870; Fort Sully, Dakota Territory; Yankton Agency, Dakota Territory; the *Colorado* unloading supplies at Omaha; the *Mary McDonald* at Wyandotte, Kansas; drawing of the *Jennie Brown* at the Omaha wharf, 1868, on its way to Fort Benton, Montana Territory

Appendix: An Alphabetical Listing of Riverboats Operating on the Missouri River in 1866

*W H Jackson photograph, 1870



Fording a river — a wagon train on its way to the Mountain West.

JOSEPH WARREN ARNOLD'S JOURNAL OF HIS TRIP TO AND FROM MONTANA, 1864-1866

Edited by CHARLES W. MARTIN

INTRODUCTION

Joseph Warren Arnold was born in Honesdale, Wayne County, Pennsylvania in 1841. He attended school in Springville, Kentucky, and Portsmouth, Ohio. When he felt the lure of the gold fields of Montana Territory, he was living in Galena, Illinois. Arnold, then 23, joined a party of other Galena residents in this venture. He left Galena with Eli A. Collins, the father of his friend, John S. Collins, who was already in Omaha, Nebraska Territory. Arnold and Collins traveled to Iowa City by train, where Arnold and another traveler, James McNear, finished the journey to Council Bluffs by wagon.

The Collins family was taking six wagonloads of goods, under the leadership of John Collins, to Montana, where they planned to open a store. Collins was to play an important role in the history of the Great Plains, later serving as post sutler at Fort Laramie, as well as taking part in various peace treaty meetings. In 1904 he published his reminiscences, *Across the Plains in '64*.

The Collins party left Council Bluffs on March 23, 1864. Their first camp was one mile west of the village of Omaha, present 24th and Cuming streets. The diary tells of their adventures as they traveled west along the Platte River, the North Platte River, and then the Sweetwater River to South Pass in present Wyoming. Here they took the Lander Road until it joined the North-South road between Salt Lake City and Virginia City. While in Montana, Arnold lived at Nevada City, near Virginia City. He worked as a hotel clerk and later visited various mining camps prospecting. Two years later in the

autumn of 1866, Arnold returned to "the States" by way of a Missouri River steamboat. His diary covers both his stay in Montana and the return trip.

After visiting his family in Kentucky, Arnold returned to Omaha, where he married Emily E. Perkins on October 18, 1871. Arnold was employed by Collins in his famous saddle and leather shop. When Collins went to Fort Laramie, Arnold became bookkeeper for Alfred Cornish, who had taken over the Collins business. About 1880, Arnold became one of the pioneer florists of Omaha, a business which he continued for many years. He died Monday, August 3, 1903, and he was buried at Prospect Hill, Omaha's pioneer cemetery. He and Mrs. Arnold were the parents of four children, Warren Arnold, Mrs. Cassie Dowdall, Mrs. Inez Raber, and Mrs. Mildred Sterner.

Mrs. Sterner, Arnold's youngest daughter, now 80 years old, has treasured the diary for many years but recently turned it over to her son, Paul Sterner. Because of the historical value of the diary, Mr. Sterner and his mother graciously agreed to allow its publication by the Nebraska State Historical Society.

THE DIARY

[Galena, Illinois]

Wednesday March 2nd, 1864

Called on a few of my friends. Packed my Cloths and left on the 4 o'clock P.M. Train for the Gold Regions in Company with Mr. [Eli A.] Collins [father of Gilbert H. and John S. Collins] who intends going to Omaha City. I bid adeau to old Galena. About 8 oclock P.M. between Nora and Leena one of the Ladies Passenger Cars run of the track. Some two or three Ladies Fainted but Fortunately no one was hurt. About 9 oclock P.M. we arrived at Freeport, took supper and changed cars for Lasalle. At Freeport the train took aboard a Company of Drunken Soldiers Destined for Davenport and they were verry annoysome. About midnight We crossed the Lassalle Bridge. This Bridge crosses the Illinois River and is one mile long and cost two hundred Thousand Dollars. We arrived at Lassalle and changed cars for Rockisland and Davenport.

Thursday March 3rd

Passed through Moline City about daylight and passed through Rockisland about sunrise and crossed the rockisland bridge in the cars over to Davenport. This bridge crosses the Mississippi River. This bridge is one mile long and is one of the Largest Bridges in the United States. Mr. Collins took me to one of the Largest Hotels in the City where we got a square meal. The distance from Galena to Davenport two hundred and thirty miles. Breakfast over we took the 7 oclock A.M. train for Iowa City. Arrived in Iowa City at 11 oclock A.M. Went to Mr. G[ilbert]. H. Collins house and took dinner. Dinner over Mr. E. A. & G. H. Collins bought a wagon and outfitted it for James McNear and myself to go to Council Bluff in. The distance from Davenport to Iowa City is seventy miles.

Friday March 4th

Took a walk through the principal streets of Iowa City which was once the Capital of the State. Went to Mr. G. H. Collins store and wrote a letter to Father. James McNear arrived on the 11 oclock A.M. train. Took dinner at Mr. G. H. Collins house. At 1 oclock P.M. team all ready. Jumped aboard and started. While passing through the streets a Dutchman came driving a team along at the rates of about two forty and being very much intoxicated run his wagon against ours and broke our wagon tongue. We went to a wagon shop and had a new wagon tongue put in. At 2 oclock P.M. it commenced snowing and the wind blew a perfect gale. At 3 oclock P.M. we bid adieu to the City. Crossed the Iowa River. The roads was very heavy. Some places almost impassable. We went ten miles from the City and stopped for the night at Mr. Hamiltons house.

Saturday March 5th

Left Mr. Hamiltons house bright and early and passed through the villages of Homestead, Cottage Inn and Colony(?). Arrived at Mearengo at 12 oclock, had our mules put up and fed. We took dinner at the Tavern (Which was the only one in the place). Dinner. The stage drove up with Mr. Collins aboard. We spent two or three hours here and then bid Mr. Collins adieu and resumed our march. It commenced snowing like 40. We faced the storm until night overtook us. We traveled this day 34 miles and put up for the night at Drummonds House.

Sunday March 6th

Left Drummonds House and resumed our march. Passed through Church Village. Crossed a creek. Passed through Brooklin About $\frac{1}{2}$ mile from Brooklin while I was in advance of our team a Farmers dog attacked me. I drew my revolver and gave him one load which sent him away howling. We this day made 32 miles. We put up for the night at a house kept by Kennety. After supper I went to church.

Monday March 7th

While we were eating breakfast, a company of soldiers passed the house on their way east. We left Kennety House, passed through Newton. Crossed Skunk River, also Squaw Creek. We stopped for the night at J. B. Leaches House, an old staunch Democrat. We this day drove 29 miles.

Tuesday March 8th

Left J. B. Leaches House at 7 oclock A.M. The morning was dark and gloomy. Arrived at Fort Desmons [Des Moines] at 11 oclock A.M., the Capitol of the State. We crossed the bridge which crosses the Desmoine River. The river divides the city making it East and West Desmoins. The population of the City is 5 Thousand. We met Mr. Collins here, had our mules put up and fed and took a square meal ourselves at one of the hotels. Mr. Collins intends taking the next coach for Omaha City. We left the City at 2 oclock P.M. About 4 oclock it became dark and cloudy and a terrible storm fast approaching so we put up for the night Hustions House making this day 33 miles.

Wednesday March 9th

The wind blew a perfect gale all night the rain came down in torrents. This morning stopped raining but cloudy. The roads were very bad. The mud some places was hub deep but we worried through. Passed through Haydell [Adel] and Redfield Villages, saw thousands of Wild Geese. We made 25 miles and stopped for the night with an old Kentuckian by the name of Lawson. While we were eating supper Mr. Collins and Lieutenant Finn drove up to the door in a buggy and enquired for us and finding us here, had their horses put up and staid all night with us.

Thursday March 10th

This morning Mr. Collins concluded to go through with us although he had paid his fare in the stage from Desmoins to Omaha. Lieutenant Finn started back to Desmoins in the buggy. We left Lawson House at 7 oclock A.M.. McNear and myself started on a trot in advance of the team and Mr. Collins after us on a full tilt. He put us through on the double quick. Mr. Collins wore out about a $\frac{1}{2}$ acre of switches. During the day we passed through Morristown and Oskerluca. We this day made 39 miles. I only rode some 5 or 6 miles. We stopped for the night at a stage station.²

Friday March 11th

We left the stage station bright and early. Roads still muddy and over rolling prairies. We passed through Grove City and Lewis. We this day made 30 miles. I walked some 20 miles. We put up for the night at a stage station.

Saturday March 12

We left the stage station and resumed our journey. Our (road) as the day before is over rolling prairies and heavy. We passed two stage stations, also passed the big grove. Crossed Grove Creek. We made 34 miles today. I walked about 15 miles. We put up for the night at Cooks House. We are now within 8 miles of Omaha City.

Sunday March 13th

Commenced snowing like 40. We hitched up and drove into Council Bluffs. We arrived at the Bluffs at 11 oclock A.M. We here found Captains Evans and Prowse and quite a large number of Galenians. The distance from Cooks to Council Bluffs is 4 miles. We had our mules put up at G. Mans Stables and James McNear and myself put up at the Napoleon House.

Monday March 14th

I wrote a letter to Father. Took a walk around the City. The population of Council Bluffs is three thousand. Mr. Collins sold our wagon and then over to Omaha City and ordered a new one made.

Tuesday March 15th

William Prowse and myself took a horseback ride some 5 or 6

miles from the City around the bluffs. Charles Bennett and Ben Smith and Henry Nelson arrived today, also a man by the name of Phil Grimes from near Galena.

Wednesday March 16th

Mrs. [Messrs?] Davis, G. H. and John S. Collins arrived in the coach at 11 oclock A.M.. Assisted Mr. Prowse in loading up his wagons. Saw 8 Omahas Indians.

Thursday March 17th

Overhauled my clothes and packed them also help load J. S. Collins big wagon. I took a walk to the grave yard which is situated one mile from the City on high bluff. Here I had a pleasant view of the Missouri River and Omaha City also the Big Lake which is three miles from Council Bluffs.³

Friday March 18th

McKee, one of John S. Collins drivers and myself took two mules and started down to the Missouri River to get J. S. C[ollins]. new wagon which had been brought over from Omaha on the Ferry Boat. On our way down our mules got scart and started and before I could get reins loose from around my arms they dragged me some 15 or 20 yards and run away. We followed them some 5 or 6 miles before we could catch them. We hitched onto our new wagon and drove up to the Bluffs, loaded the wagon with cooking utensils, carpet bags, bedding, guns ammunition, tent, stoves, etc.

Saturday March 19th

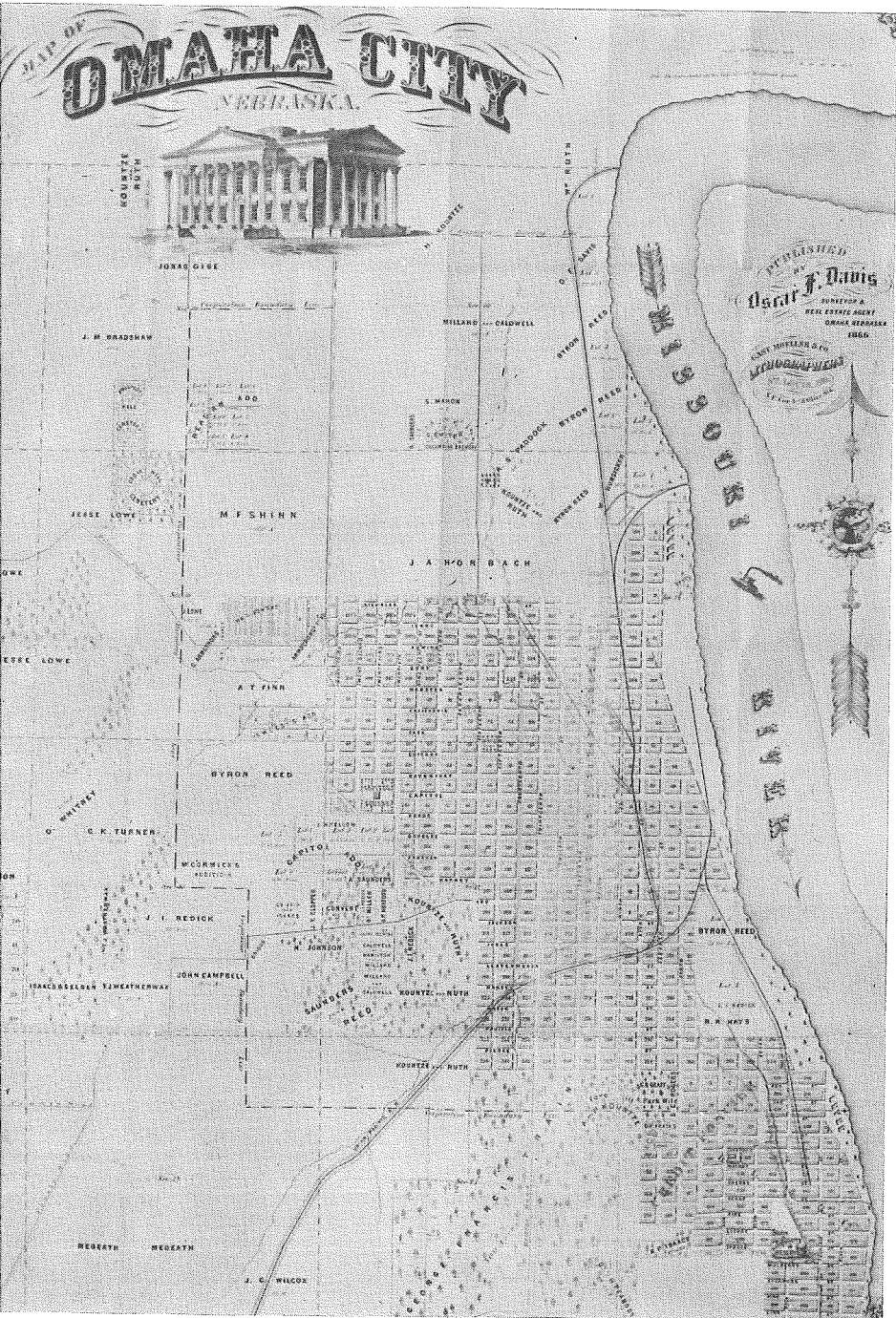
I took our light wagon to a blacksmith shop and had the tires reset, William Prowse and myself took a buggy ride some 5 or 6 miles from the City. Mr. Isaac Evans and Mrs. C. Davis both of Galena, Illinois were married this evening. Mr. Evans is to be Captain of our train.

Sunday March 20th

William Prowse and myself took a walk to the Pork House which is one mile from the City. This is one of the largest Pork Houses in the United States. They kill one thousand hogs per day. On our way back to the City we met 4 Omahas Indians.⁴



Omaha was an outfitting point for Overland Trail emigrant trains. This view is northwest from 13th and Farnam Streets, about 1864.



Omaha City map, 1866.

Monday March 21st

We are today having our Equinoxial storm. Snowed and blowed hard all day. Some 5 or 6 inches snow fell. Amused myself by sitting around the fire in G. Mans office with the boys of our train and singing songs and telling stories etc.

Tuesday March 22nd

We received orders from our Captain this morning to move. All hands ready. We took our line of march for the plains. While on our way down to the Missouri River, Ben Smith & Co. wagon broke down. They unloaded and took their wagon back to Council Bluffs to get it repaired. On arriving at the river, found the river blocked with ice and the ferry boat stopped. We pitched our tents on the banks of the Missouri for the first time and called our little village Evansville. James McNear was chief cook of our mess and got us up a tip top supper. After supper built a large camp fire. All sat down and talked over old times.

Wednesday March 23rd

We were all up bright and early. The trees all along the banks out of the Missouri were covered with frost and hung down from each twig and limb like stalactites and was picturesquely beautiful. The river still blocked with ice. About 12 oclock a south wind came up and about 2 oclock P.M. the ice gave away. We pulled up stakes (And taken Evansville with us) crossed the Missouri on the Ferry boat.⁵ All over safe and sound, we formed in line and passed through Omaha City, the Capitol of Nebraska Territory. The streets were crowded with Lincoln soldiers. I received a letter from Father. On our way out of the City we met 5 or 6 Omaha Indians. We went about one mile from the City and encamped for the night.⁶

Thursday March 24th

Left encampment about 9 oclock P.M. [A.M.?] The roads heavy and over rolling prairies and the wind blew a perfect gale all day. Saw thousands of Prairie Chickens. Passed Ranch No. 1 also passed Elk Horn City. Crossed Elk Horn River which was bridged, and camped on the Banks of Elk Horn River. We today made 23 miles.⁷

Friday March 25th

We left encampment on the banks of Elkhorn River and resumed our journey through Rawhide Bottom. The roads were awful. Almost impassable. Our Captain had to lay over the balance of the train went on. We crossed Rawhide Creek. Passed two ranches. Saw several Indians. Passed 5 wigwams. Passed through a small town called Fremont. We made 16 miles and camped on Cottonwood Bottom within 3 miles of the Platte.

Saturday March 26th

This morning all hands up bright and early long before the stars had disappeared. There were but very few eyes closed in our camp last night on account of a large Pawnee Indian Camp which was within a half or three quarters of a mile of our camp. They kept up their war whoop and war songs and dances all night, which was very annoysome to us new Pilgrims. Our Captain came up last night between 9 and 10 oclock. We left Cottonwood Bottom before sun up. This bottom is densely timbered and affords great shelter for the Red Skins. About noon and in advance of our train some two or three miles I witnessed for the first time in my life "The prairie on fire". It was spreading very rapidly and was a beautiful sight.⁸ We passed several ranches. We made twelve miles and encamped for the night on the north bend of the Platte River and near a large Pawnee Indian Wigwam. While we were eating supper they came into camp begging for sugar, biscuit, 5 cents, ten cents, etc. Supper over all hands of us went to their wigwam. Each and every one of us had to pay them ten cents to get in. They danced the war dance and sang their war songs. For musical instruments they had a nail keg with a deer skin drawn over one end and a triangle. This was an amusing sight for us tenderfeet (as the old freighters call us).

Sunday March 27th

We left encampment on North Bend of Platte River, crossed small creek, passed 6 ranches. The wind blowing a perfect gale all day and a terrible storm approaching so we were obliged to stop within 3 miles of Loop fork River at Gaulleys Ranch. The tornado came. Taken away part of the stable our mules were in. Expected every moment to see the House go. It shook and trembled as though we were having an earthquake, but passed



John S. Collins (right) led a train of six wagons from Omaha to Montana in 1864. Joseph Warren Arnold (left), who traveled with the Collins train, was the author of this diary.

away without doing us any injury. We traveled today 30 miles.⁹

Monday March 28th

This morning commence snowing and the wind blowing a perfect gale all day so we had to lay by and wait for a calm. A. Nelson, James McNear and myself went to Columbus, a small town situated on a bluff $\frac{1}{2}$ mile from Loop fork River and $2\frac{1}{2}$ miles from the ranch where our train were stopping. We went to a tavern and had a square meal and went back to the ranch where our train was.

Tuesday March 29th

This morning the wind still blowing as hard as ever. Consequently our train could not advance so we had to lay over another day. We amused ourselves by sitting around the fire singing songs and talking over old times etc.

Wednesday March 30th

This morning warm and pleasant. We left Gaulleys Ranch at 9 oclock A.M. Passed through Columbus and on arriving at Loop Fork River found the Ferry boat sunk which had been done by the tornado on the 27th, and no prospect of crossing soon. So we went up the river about $\frac{1}{2}$ mile and camped. About one hundred yards from our camp was 5 Pawnee Indian wakeups.

They came swarming into our camp and commenced begging for 5 and 10 cents and biscuit etc.

Thursday March 31st

I took a gun and went a hunting some two or three miles up Loop Fork River but came back as I went, with what the boy shot at. A cold raw wind has been blowing all day. They succeeded in raising the ferry boat today and will cross our train tomorrow.

Friday April 1st

We pulled up stakes and went down to the Ferry. We had to go down a steep bank into the Ferry boat. We were then taken about $\frac{1}{2}$ way across the [river] and let down about 40 degrees into the river. The bed of the river is all quick sand and if a team should stop, ten mules and wagon would sink so deep that it never could be got out again.¹⁰ While our train was crossing over to the west side, some three hundred Pawnee Indians came up and crossed over to the east side of the river. Here would have been a beautiful scene for a panorama. The old Chief headed the band dressed in a Federal Officers suit and rode a fine white horse. While we were crossing the train Mrs Evans called on a Miss Clark who lives near the ferry and their house is well [built]. She has a large piano. All over the river, we went one mile from the river and put up at Barnums Ranch.¹¹

Saturday April 2nd

The orders from Captain Evans and Prowse is to lay over today and start tomorrow. A Pawnee Indian took dinner with our mess today. After dinner, Barnum brought out some turkeys and put them up one hundred and fifty yds at ten cents a shot. James McNear won the first turkey. I picked him and we had him stuffed and roasted for supper.

Sunday April 3rd

Snowed and blowed all forenoon so our train was compelled to lay over another day. Afternoon cleared off as cold as Greenland. I wrote a letter to R. H. Savage. Put in the balance of the day taking care of my mules and chopping wood.

Monday April 4th

Cleared off warm and pleasant. We resumed our march up the

Platte valley passing several Ranches. We made 12 miles and stopped for the night at a ranch. 4 Pawnee Indian squaws passed our camp this evening.

Tuesday April 5th

Resumed our march at 9 oclock P.M. Passed several Ranches. The roads very heavy, consequently we made slow progress. We camped on the banks of the Platte River near the Lone Tree Ranch making 15 miles today.^{1 2}

Wednesday April 6th

We left Lone Tree Ranch at 10 oclock A.M.. We met 5 Pawnee Indians going a hunting. Passed the grave of some poor pilgrim. Passed 3 Ranches. We traveled 19 miles today. I walked 14 miles. We encamped for the night on the bank of the Platte near Bens Ranch.^{1 3}

Thursday April 7th

We left the well known Bens Ranch and passed through Dutch Settlement. Here is several stores and taverns.^{1 4} We passed some beautiful farms. The country is rolling and well watered. We passed a Pawnee Indian train. We today made 22 miles and encamped for the night on one of the north Platte River slews near Elkson Ranch.

Friday April 8th

Snowed and blowed all night so we were compelled to lay by today. We are now within 42 miles of Fort Kearny.

Saturday April 9th

This morning cleared off warm and pleasant. We resumed our journey at 9 oclock A.M.. We passed a wind sawmill. Arrived at Wood River and followed along its banks for ½ mile passing two saw mills and one grist mill and then crossed Wood River. While we were nooning it was rumored in camp that McCracking son had the small pox so the first ranch we came to we skipped them for good. We made 12 miles and stopped for the night at a ranch.

Sunday April 10th

Left our encampment bright and early. The plain is perfectly level and looks as though we were traveling on an island all day.

It is caused by the atmosphere and is picturesquely beautiful. We today made 30 miles and encamped for the night near a ranch opposite Fort Kearny. After supper I wrote a letter to Father.

Monday April 11th

This morning John S. Collins and several others of our train mounted their ponies and went over to Fort Kearny. We left ranch opposite Fort Kearny and bid adieu to all civilization. Westward our course lays over a barren sandy sterile plain until we reach the Rocky Mountains. Our train numbers 19 wagons and 45 men under Captain Evans and Prowse.¹⁵ Here we see alkalie in abundance. Saw 6 antelopes on our road in advance of the train cantering along. While we were nooning one of Ben Smiths & Co. mules took sick and died. J. S. Collins put in his pony as a substitute for a mule until we reach Fort Laramie where they intend buying a mule. We crossed Dry Creek, passed a herd of cattle numbering 330, also passed a train which was on their way to Omaha City for goods. Crossed Elm Creek and encamped for the night on its banks making today 25 miles.

Tuesday April 12th

Last night our mules stampeded. J. McNear mounted J. S. Collins pony and went with them. They run some two or three miles before he got them turned. He brought them all back safe and sound. Left encampment on Elm Creek at 9 oclock A.M. We saw a herd of Buffalo on the sand bluffs 7 miles from the road. We crossed Big Dry Creek also recrossed Elm Creek; followed it up about 3 miles and camped for the night making 30 miles today. I walked 20 miles. We here had a beautiful camp ground, plenty wood, water and grass.

Wednesday April 13th

The order from our Captain is to lay by today to await the arrival of James Holmes from Fort Kearny. He crossed over to the Fort the morning we [were at] the Ranch opposite the Fort. Captains Evans and Prowse with ten of their men started to the sand bluffs on a buffalo hunt. The sand bluffs is 9 or 10 miles from our camp. They found a herd of buffalo, gave them chase and succeeded in killing 4 buffalo and also 1 antelope. They brought into camp one buffalo and the antelope. We now

have a feast and it is quite a treat for us poor pilgrims (who have been living on bacon ever since we left Omaha City.) It is amusing sight to see each mess seated in front of their tents on the grass, every man with a piece of buffalo steak in their fist pulling away like a pack of hungary wolves. James Holmes arrived about 9 oclock P.M. almost exhausted. He had been out from Fort Kearny two days and one night.¹⁶

Thursday April 14th

We left encampment on Elm Creek and resumed our march up the Platte valley. Crossed Deep Dry Creek also crossed a low range of sand bluffs. I ascended the highest one and here had a beautiful view of the "surrounding" country and could see low bluffs for over a hundred miles up the valley. We made today 30 miles. I walked 25 miles. We encamped for the night on the banks of the Platte.

Friday April 15th

Left Platte River and followed along the foot of the sand bluffs. Saw some Sioux Indian hunters with their ponies loaded with buffalo meat. We passed a large and beautiful boiling spring at the head of Pawnee Swamp. Crossed Pawnee Creek and encamped for the night. We are now 6 miles off from Platte River. Here is the junction of the North and South Platte River. We made 30 miles.

Saturday April 16th

We left encampment at the head of Pawnee Swamp before daylight for fear of an attack from the Sioux Indians. We crossed "Carrion" Creek, "Mend" Creek, "Deep Wide" Creek and "Small" Creek. We saw 21 buffalo and several wolves. We made 26 miles and encamped near the banks of the North Platte.

Sunday April 17th

We resumed our march this morning at 8 oclock A.M. We crossed "North Bluff Fork" and crossed Sand Bluffs East Fork and Sand Creek and encamped for the night 16 miles.

Monday April 18th

Left Sand Creek and crossed Sand Bluffs west fork, also a small Creek at the foot of the bluffs. Passed a squad of Sioux

Indians squaws and Pappooses. The squaws were making will(ow) baskets to put their Pappooses in. We made 18 miles and encamped for the night at Bluff Springs. I walked 13 miles.

Tuesday April 19th

Left encampment at Bluff Springs and resumed our march. Crossed Bluff Creek also a range of low sandy bluffs which was one and a half mile wide. Here we had to double team. The wagons sunk into the sand up to the hubs. Passed several beautiful boiling springs. Crossed "Goose" Creek, "Shoal" Creek, "Rattle snake" Creek. "Small" Creek, "Camp" Creek also several other small creeks which was not named. Crossed Wolf Creek which was 25 feet wide. Here we encamped for the night making 30 miles. Today I walked 25 miles.

Wednesday April 20th

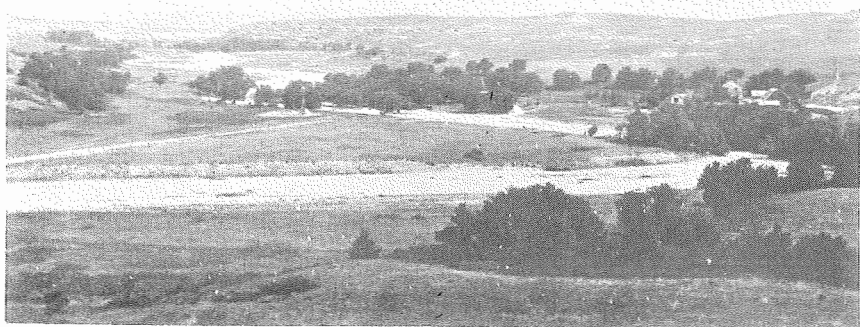
We left encampment on Wolf Creek. Crossed Watch Creek. Here we leave the bluffs and take to the Platte River again. We passed Ash Hollow which is on the opposite side of the river. Here is where Gen Harney slaid the Sioux Indians in 1856. [*sic.*, September 3, 1855]. 4 Sioux Indian squaws took off their clothes and forded the Platte River to see our train. We crossed a small creek and encamped. We named this creek Spider Creek as it sure was lined with spiders. We made 25 miles today. I walked 10 miles.

Thursday April 21st

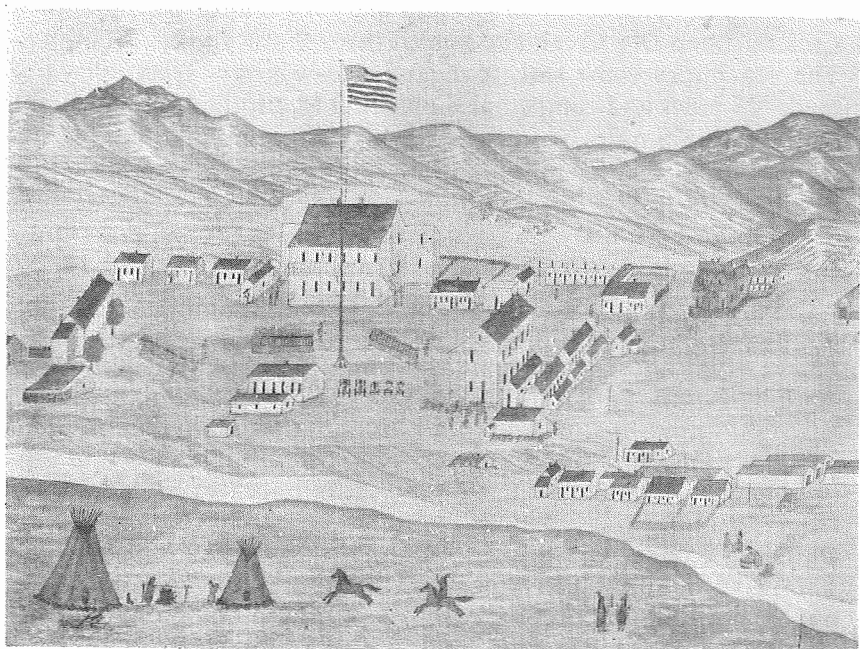
Commenced snowing and raining this morning, we laid till noon, the storm abated some. We pulled out and left Spider Creek. Crossed Cobs Hills. Made 12 miles. I walked 8 miles. We camped near Ancient Bluffs. These bluffs resemble the ruins of ancient castles and are picturesquely beautiful.¹⁷

Friday April 22nd

Left encampment at the foot of Ancient Bluffs and resumed our march up the valley. Saw several wolves. Passed through West Fort which is very low and sandy.¹⁸ Passed the rocks which are formed like ancient Pyramids. They are on the opposite side of the river.¹⁹ We made 36 miles and camped on the banks of the Platte River opposite Chimney Rock. This rock can be seen 75 miles of a clear day.



Ash Hollow. Wagon trains on the south side of the North Platte River moved through this defile. The Collins party passed north of the river (in background).



Fort Laramie. This scene of the fort was painted by C. Moellman of the 11th Ohio Cavalry in 1863. (Courtesy of Western History Research Center, University of Wyoming.)

Saturday April 23rd

Left encampment on the banks of the Platte. Passed 5 graves of Pilgrims who had died while on their way to the gold regions. Passed Scotts Bluffs which is on the opposite side of the river. Made 32 miles and camped within one mile of the Platte.

Sunday April 24th

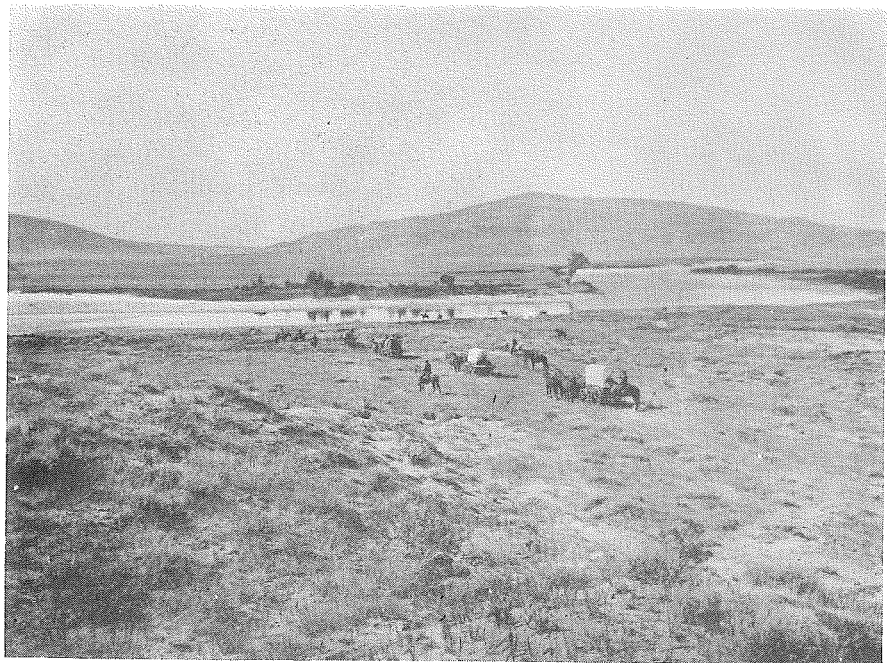
This morning discovered the Larimee Peak and we are now within one hundred and twenty five miles of it. We left encampment and resumed our march. Saw three large Mormon freight trains on the opposite side of the river on their way to Omaha for goods. We arrived at a military trading post and situated near it was a large Sioux Indian Village.²⁰ Here we all bought a pair of moccasins. We left the Fort and traveled till night. Tired and weary, we halted and pitched our tents on the banks of the Rawhide Creek making today 33 miles.

Monday April 25th

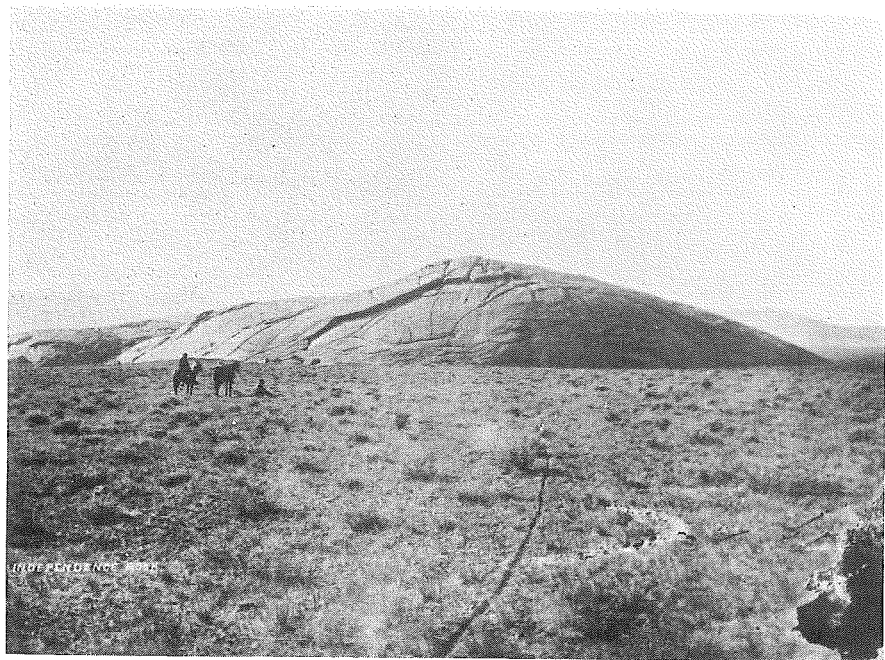
Resumed our journey bright and early for fear of the Indians. Crossed Deep Dry Creek and passed three Sioux Indian Villages. The old bucks came out, met [us] and was very friendly. We made 23 miles and camped at 3 oclock P.M. on the banks of the Platte within 5 miles of Fort Larimee.

Tuesday April 26th

Up bright and early on our journey. Arrived at the Ferry. On the banks near the Ferry is situated a Sioux Indian village. We unhitched our mules and horses and swam them across the Platte. Our conveyance across the Platte was a small boat and would only admit one wagon which we had to run onto the boat by hand. We were until 4 oclock P.M. crossing the river. All over the river, hitched up and on our journey again. Went [to] the Fort [Fort Laramie] and halted. Took a general survey of the Fort which is situated on the Larimee River one mile from the Platte and is of several years standing and is garrisoned by Ohio Troops. Has 8 brass cannons, one store, 2 magazines. The Fort is principally composed of log huts and adobe buildings. Resumed our march up the Larimee River to the foot of the black [Hills?] and camped one mile from the Fort making today only 7 miles.²¹



Red Buttes. At this point the Oregon Trail left the North Platte River. (Photo, 1870, by W. H. Jackson.)



Independence Rock is on the Sweetwater River about fifty miles west of Casper, Wyoming. (Photo, 1870, by W. H. Jackson.)



The Sweetwater Valley looking eastward from Independence Rock. (Photo, 1870, by W. H. Jackson)



The Sweetwater Valley looking west from Devil's Gate toward South Pass. (Photo, 1870, by W. H. Jackson.)

Wednesday April 27th

We resumed our march this morning at 6 oclock A.M. leaving the Larimee River and traveling over hills through valleys and canyons. Crossed several dry creeks. Camped on a high hill. We here found two or three small basins in the (Area) full of water. Here we made a general confusion among the tin cups, pans, bucket, etc. and a stampede for the water as we had traveled all day through the hot sun and not a drop of water. We made to(day) only 15 miles and I walked 14 miles.

Thursday April 28th

We left encampment before sunrise and about noon we arrived at Cottonwood Creek. We followed up this creek all the afternoon and camped, about one forth of the Laramie Peak has been hid in the clouds all day. We today made a big drive of 35 miles. I walked 12 miles. The Laramie Peak is 7000 feet above the level of the sea.

Friday April 29th

We pulled up stakes and resumed our march. Went about 7 miles when we discovered we were on the wrong road. This road leads to the Government sawmill which belongs to Fort Laramie. We turned around and took the back track and traveled down the creek until 3 oclock P.M. when we struck the old California Trail. We camped about 5 oclock P.M.. We made 23 miles. I walked 18 miles.

Saturday April 30th

We left encampment on Elm Creek. We crossed 5 creeks. Our road today has been rugged and mountainous over hills and mountains through vallies and canyons. We encamped on Lebanon River [LaBonte Creek]. Another wagon train of nine wagons came up and camped with us. He[re] we found abundance of wood, water and grass. We made 30 miles I walked 25 miles.

Sunday April 31st [May 1st]

[Here Arnold became confused on his dates, there being only thirty days in April. From this point, the correct date will appear in brackets, as above, directly after Arnold's date.]

We crossed Lebanon River. Passed the ruins of an old Stage Ranch²² also met a Sioux Indian train. Passed Red Buttes and

Red Buttes River, also crossed two creeks. Passed a prairie dog town. Here we all had a big time trying our revolvers but the prairie dogs were quicker than the bullets. We did not succeed in killing any one of them. There is an owl and a snake lives in the hole with each one of these dogs. Our road today has been rugged and mountainous. We made 29 miles and pitched our tents on the banks of Box Elder River. I walked 25 miles.^{2 3}

Monday May 1st [2nd]

The orders from Captains Evans and Prowse is to lay by today and recruit up our stock and have a general wash up all over camp. Charles Bennett and myself went a fishing. We fished for two hours, and never caught a bite. Afternoon I went out to help take care of the stock and about 2½ miles from camp I found a grave of a pilgrim by the name of Jesse Owen who was buried there in 1852. There were 3 or 4 Cheyenne Indians pass our camp this evening.

Tuesday May 2nd [3rd]

Crossed Box Alder River and resumed our journey. We passed three Cheyenne and Rappahoes Indians wigwams. They were moving back into the mountains and preparing for war on the Whites. They were very cross and surley and wouldn't speak to us but go peeping into every wagon to see how well armed we were. Crossed Deep River. Passed a military trading post [probably Deer Creek Station]. Made 18 miles and I walked 15 miles. We pitched our tents on the banks of the Platte.

Wednesday May 3rd [4th]

We left encampment on the banks of the Platte and resumed our journey up the valley. We passed the ruins of an old Stage Ranch [probably Muddy Creek Station]. We nooned on a large Indian Campground where were fifteen hundred warriors camped some two or three days before we came up. They had crossed the Platte and were about ten miles from us. Crossed a creek, passed the Lower Platte Bridge. Made 22 miles and encamped on the banks of Platte again within 3 miles of the upper bridge.

Thursday May 4th [5th]

We resumed our march this morning bright and early. Arrived

at the upper Platte Bridge. Here is situated on the banks near the bridge a military post. We crossed the bridge to the north side of the Platte. The bridge is two hundred yds long and cost 76 thousand dollars.²⁴ We ascended a high hill. Passed the grave yard belonging to the Fort. We reached the top of the hill and descended down it to the Platte again which was almost as steep as a precipice. We nooned on the banks of the Platte. On the opposite side of the river is the Red Buttes which are from 4 to 5 hundred feet high and almost barren with the exceptions of now and then a straggling Cedar. The mountains on both sides of the buttes are covered with Pine and fir Trees. Grass and flowers, here the Platte makes a large bend and altogether is picturesquely beautiful. We here leave the Platte River for good. We passed through a rock avenue and deep descent, here the road passes between high rocks forming a kind of an avenue or gateway for a quarter of a mile. Crossed Alkali Creek and camped. We here had to go without water and our stock also. The water and grass were poisonous. We tied our stock up [to] the wagons. Here could be seen heaps of bones of cattle, horses and mules which had been poisoned. We today made 25 miles. I walked 20 miles.

Friday May 5th [6th]

We left Alkali Creek and swamp at 3 oclock in the morning, went 7 or 8 miles, crossed a small creek of good water and stopped for breakfast.²⁵ We here had to use Greesewood and Sage Brush for fuel. After breakfast we ascended Prospect Hill. Our road now is of a gradual descent to Sweetwater River. We passed an alkali swamp, also alkali spring. Crossed Greesewood Creek, Wood Creek, passed a large alkali lake. Here can be gathered saleratus from the lake shores and is equally as good as that which is made in the States. Passed Sweetwater Fort, crossed Sweetwater River. Went one mile from the Fort and camp on the banks of Sweetwater opposite Independence Rock. We today made 31 miles. I walked 28 miles.²⁶

Saturday May 6th [7th]

We lay bay today is the orders from Captain Evans and Prowse, to recruit our stock. I forded Sweetwater River and ascended Independence Rock which is six hundred feet long, three hundred feet wide and is composed of hard granite. Here

on the top of this rock I had a beautiful view of the surrounding country. The ground is perfectly level for several [miles] around the rock. The Sweetwater Mountains on one side of the river are from five hundred to one thousand feet high and are composed of hard granite and are almost barren with the exceptions of now and then a straggling cedar may be seen. The mountains on the other side of Sweetwater also are from 5 hundred to a thousand feet high and covered with flowers and pine, cedar and fir trees. There are thousands of names cut on Independence Rock — men from all parts of the United States. I descended the rock and went to camp. Got my hook and line, went a fishing. Fished for two hours and never caught a bite.

[Here Arnold further confuses the dates of his diary. In the back of the book are three diary entries, dated May 8th, 9th and 10th, though they are correctly attributed to diary entries, as above. Thus, his appendix entry dates are two days off. The appendix entries, however, will follow after the correct entry in the diary. Why Arnold placed these additional entries in an appendix is not known. Perhaps he thought they might offend someone and considered destroying them at some time, thus putting them on a separate page. If so, the question is then raised as to why he pointed out their existence in the diary text. Perhaps they were added later.]

May 8th [6th]

While our train were laying over a day opposite Independence Rock and one mile from Sweetwater Fort, a soldier came into our camp with a bushel of shelled corn he had stolen from the Fort. Our Captain was not aware of his stealing the corn—I mean Captain Evans. So he purchased the corn of him. Gave him three pints of whiskey for it.²⁷

Sunday May 7th [8th]

We left encampment on the banks of Sweet[water] opposite Independence Rock and pursued our journey up the Sweetwater. We passed Devils Gate. Here the river runs through a narrow cut of granite rock which [is] 4 hundred feet high and 40 feet wide, and from where it enters to where it comes out it is about 3 hundred feet and has a fall of about 20 feet. Here was

buried by the gate a man by the name of Funston from Galena, Illinois. While climbing up the rocks to look through [the] gate he fell and was killed instantly.²⁸ Saw several antelope. Passed the ruins of 4 Stage Ranches. We today made 25 miles. I walked 14 miles. We camped for the night on the banks of Sweetwater.

May 9th [7th]

We left our encampment early this morning and about 3 o'clock in the afternoon, we were overtaken by two officers who said they had orders from th[ei]r "Col." of Sweetwater Fort to arrest Capt. Evans and whole train and take them back [to] Sweetwater Fort for Trial. Our Captain compromised it with them by giving them back the remainder of the corn and two cans of oysters, so they let us pass on.

Monday May 8th [9th]

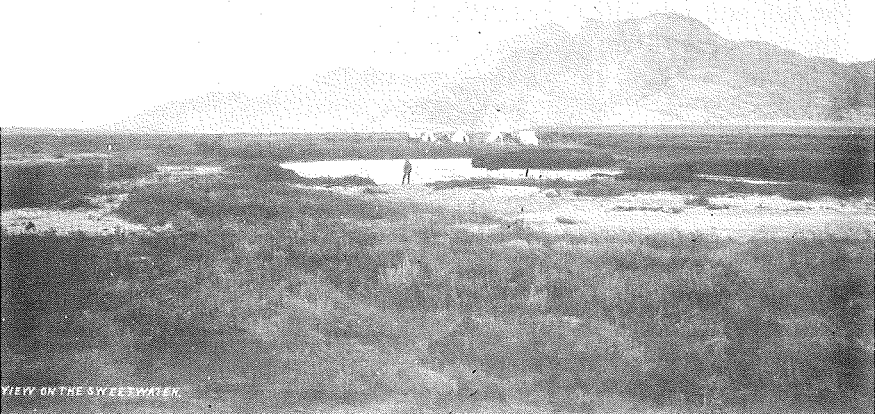
We resumed our march up the Sweetwater. We crossed Bitter Cottonwood Creek, crossed Sweetwater River 4 times. At the 4th crossing the river passes through a narrow cut through the Granite Mountains. We passed through this cut. We passed a military fort.²⁹ Captain Evans while riding some 4 or 5 miles off the road, found the remains of some poor pilgrim lying dead on the plains and the wolves and ravins feasting on his flesh. Saw 3 buffalo. We made 24 miles. I walked. We encamped $\frac{1}{2}$ miles from Sweetwater.

May 10th [9th]

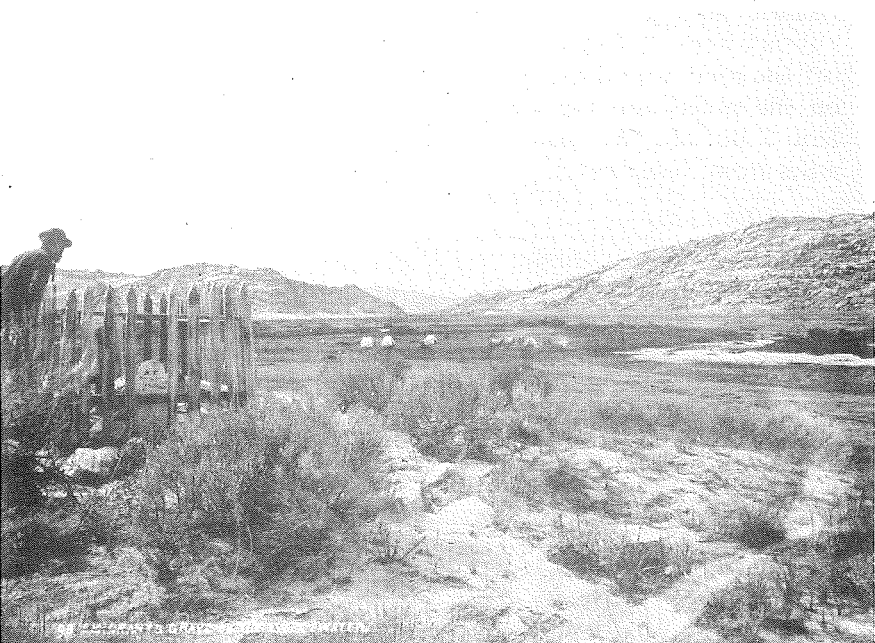
While we were nooning on Sweetwater River, 12 soldiers and a Captain from a Fort in advance of our train, came up. They were well armed. The Captain told Captain Evans he had received a telegraphic dispatch from the "Col." of Sweetwater Fort to arrest Capt. Evans and his whole train and take them back to Fort Larimee for trial. The two Captains went off about one hundred yds. from our camp behind a large rock. They there compromised it by Captain Evans giving him one hundred dollars. This was the second and last time we were molested by these thieves who were placed in those Forts for our protection.

Tuesday May 9th [10th]

We resumed our march up the Sweetwater River. We passed Ice Springs. Near these Springs ice can be found by digging two



Split Rock Mountain rises above the Sweetwater Valley about twenty miles west of Independence Rock. (Photo, 1870, by W. H. Jackson.)



The Three Crossings of the Sweetwater on the approach to South Pass. The grave is that of Pvt. Bennett Tribbett, 11th Ohio Cavalry. (Photo, 1870, by W. H. Jackson.)

feet in mid-summer. Tommy Smith, one of our party, found ice by digging down 6 inches.³⁰ We passed a large swamp, also an alkali lake. We today made 18 miles and encamped one mile from Sweetwater ford.

Wednesday May 10th [11th]

Resumed our journey bright and early. Crossed Sweetwater for the last time. Passed a military fort [St. Mary's Station]. Here we leave the river and take to the mountains. Crossed Strawberry Creek. Passed two small lakes. Our road today has been rough and rugged. We made 25 miles and camped on a branch of Sweetwater River [probably Rock Creek]. Walked 14 miles.

Thursday May 11th [12th]

Left encampment. Crossed a branch of Sweetwater [probably Willow Creek]. Arrived at the junction of the old Lander Cutoff and the old California trail. Here is situated on the banks of Sweetwater a military fort. Captains Evans and Prowse with about a dozen men held a meeting for the purpose of deciding which road to take. The majority was for taking Landers Cutoff. So Captain Evans with his two teams took the old California Trail and Captain Prowse with the balance of the train took Landers Cutoff. We now commence ascending to the summit of the South Pass. We made 18 miles today and camped on a branch of Sweetwater River [probably Fish Creek].³¹

Friday May 12 [13th]

We resumed our march at 6 o'clock A.M. Crossed 4 small creeks. We have now reached the summit of the South Pass. Here I gathered some flowers and pressed them. The South Pass is seven thousand four hundred and ninety feet above the level of the sea. The Wind River Mountains are about nine thousand feet above the level of the sea. We now descend down the western or Pacific slope. Crossed Little Sandy River. Made 24 miles and encamped on a branch of Little Sandy River. Charles Bennett killed an antelope so we had a square supper. Our road today has been rough and hilly.

Saturday May 13th [14th]

We resumed our (Journey) this morning over a rough rugged

and mountainous country. We was visited by a dreadful thunderstorm. We arrived at the Big Sandy River, found it bank full and running as swift as a mill tail. Here we had a very difficult time in crossing. We had to tie a rope to the tongue of the wagons and take it across the river on horse and the(n) all hands would pull on the rope. We also had to tie a rope on the hind end of the wagon to ease the wagon over and keep it from upsetting. We made the riffle without upsetting a wagon or any lives lost. We lost a bucket or two and tin cups and coffee pot. All over we struck our tents on the banks of the river. I took my line and hook, went down the river a quarter of mile from camp and (caught) a trout weighing two pounds. We today made 20 miles.

Sunday May 14th [15th]

We left encampment on Big Sandy at 6 oclock A.M.. Our road before us today is almost level to Green River. We crossed Small Creek. We have a sight at Freemonts Peak which is about one hundred miles off and is situated in the Wind River Mountains. About 3 oclock P.M. was visited by a tremendous hail storm and the lightning was terrific. We arrived at Green River and crossed it. The river is about five hundred feet wide and very shallow. We encamped on the banks of Green River. We made 25 miles today. I walked 15 miles.

Monday May 15th [16th]

We resumed our journey at 6 oclock A.M. We passed an alkali lake. Arrived at second fork of Green River and found it bank full and very swift and wide. Commenced snowing raining. We here worked for two hours getting a rope over and one of our party came very near drowning. We fastened one end of the rope to the wagon and the other end across the river. We also tied a rope to the hind end of the [wagon] to hold back on and keep the wagon from upsetting. We were from 9 oclock in the morning till dark getting our train over the river. We encamped on the banks of the river making today only 8 miles.³²

Tuesday May 16th [17th]

Left encampment on second fork of Green River. We crossed some high and rugged bluffs. Passed an alkali swamp. Crossed Alkali Creek. Made 15 miles and encamped on the banks of

fourth fork of Green River [probably North Piney Creek]. I walked 8 miles. Here I caught 5 trout, one of them weighing 2½ pounds.

Wednesday May 17th [18th]

We pulled up stakes and crossed fourth fork of Green River. Passed Martin Moran grave who was killed by the Indians the 18th of July 1862.³³ Crossed Golden Willow Creek and Beaver Creek. Arrived at the mouth of Beaver Canyon [now South Piney Creek] and encamped for the night. The ground we now camp on is where a party of emigrants camped in 1863 and was attacked by Indians and all killed. They had eleven wagons which was burned and destroyed by the Indians. The orders from Captain Prowse is to put on a double guard to night. We made 15 miles today.

Thursday May 18th [19th]

We resumed our march up Beaver Canyon which very deep and road very rough with our road part way in the bed of the creek. It is eleven miles from the mouth of the canyon to the summit of the Bear River Mountains. Here in this canyon could be seen in this canyon wagon bows, wheels, spokes, hubs etc. and all parts of wagons which had been smashed to pieces over this rough, rugged and rocky road. At 3 oclock P.M. it commenced (to snow) like forty which stopped our further progress so we were compelled to camp making only 6 miles today. At 6 oclock P.M. it cleared off and the snow had fell to the depth of 7 or 8 inches.

Friday May 19th [20th]

Resumed our journey up the Beaver Canyon. Went 1½ miles, run foul of a snow bank which was one hundred yards long and about ten feet deep. All hands went to work and in about 3 hours we had a pass cut through the snow bank. We passed through this and arrived at Fort Snider, which is evacuated. This fort was (built) by the Government and manned to protect the men who were building a road through here. We camped here as there was plenty wood, water and grass. Back of the fort lies a beautiful forest of pine and fir trees. A man came into camp this evening and reported 150 men ahead digging through snow bank and had been digging for a week and yet had 16 miles of

snow bank to dig through. He came to our train for assistance to help them out. We only made two miles today.³⁴

Saturday May 20th [21st]

The order from Captain Prowse this morning is to lay by and recruit our stock before going into the Bear River Mountains. An emigrant train of 8 wagons and twenty seven men passed our camp today. I spent the day in assisting the boys herd stock. After supper we built a large bonfire in front of our tents, sang songs, cracked jokes till midnight.

Sunday May 21st [22nd]

We resumed our march this morning through the forest and all the men that could be spared from the train were sent in and advance to cordyroy the roads. We went about 1½ miles from the fort, arrived at the foot of the mountains. Here we halted, put 12 and 14 mules to the wagon. Worked all day hard and only succeeded in getting half the train onto the summit of the Bear River Mountains. We made two camps this night.

Monday May 22nd [23rd]

We today moved the balance of the train up the mountain. For a ½ mile up the mountains the snow on both sides of the road from 4 to 6 feet deep. We are now all together once more and only made 3 miles in two days. We here camp.

Tuesday May 23rd [24th]

We resumed our march down the Bear Mountains through a beautiful forest of pine and fir trees. We arrived at steep descent, almost as steep as a precipice. We here locked both hind wheels of our wagons and tied a pine tree to each wagon, and mules wagon driver and all went down the mountain kiteing. We all got down safe and sound. Arrived at Pine Creek [LaBarge Creek] and followed up Pine Creek and canyon. We encamped on Pine Creek with plenty water and wood but very little grass for our animals. We only made 5 miles today.

Wednesday May 24th [25th]

We resumed our march up the canyon. The road was today roughy, rugged, rocky and mirey. A portion of our road today was a snow wall on both sides of from 3 to 4 feet high. We run foul of a snow bank today which was 8 to 10 feet deep and

about one hundred feet through. Picks and shovels were flying in every direction. We went to work like hardy miners and in 3 hours had a pass cut through. Here we passed 5 wagons and wagon covers, buckets, kegs, larriett, pins, ropes, cooking utensils, boxes etc. were strewn in every direction. One of the wagons had been upset and broken to pieces. The poor pilgrims were unable to go any further with their wagons, so they packed their animals with such things as was needed to keep soul and body together and proceeding on their journey. We passed a ladys grave with a beautiful railing fence arround. We made 8 miles today and at the foot of the mountians and head of Willow Creek. We are now near the heart of the Bear Mountains and where it rains every day and freezes every night during the spring, Summer and Fall months. We now have to feed our animals flour.³⁵

Thursday May 25th [26th]

We pull up stakes and commence ascending the summit of the Bear Mountains for the 2nd time. Arrived. We had another snow bank to dig through. We now descend into a deep, rough, rugged, rocky canyon when we struck another creek and canyon similar to the one we just passed through. We followed up this canyon and recrossed the summit of Bear Chain Mountains for the 3rd and last time. We now descend over heavy hills to the Salt River valley. We today made 10 miles and camped on a small creek.³⁶

Friday May 26th [27th]

Resumed our journey this morning 6 oclock A.M. from near Small Creek over heavy hills through small canyons and crossed several small creeks. At 4 oclock P.M. we descended the hills into Salt River valley. Out of the mountains of snow, in with plenty of wood, water and grass. The grass was 6 inches high. We all felt as though a mountain had rolled off from our back. Our animals also seemed to receive new life and were as glad as we were. We encamped on Golden Willow Creek, the main fork of Salt River. We made 20 miles today.

Saturday May 27th [28th]

We resumed our march down the valley which is perfectly level. We crossed and recrossed Golden Willow Creek. Crossed

another branch of Salt River and encamped at 1 oclock P.M. making today 12 miles. Here the valley is 4 miles wide and as we go down the valley, to about 8 miles, and then grows narrower again. The mountains on the eastern side of the river are about 7 thousand feet above the level of the sea and the tops of them are capped with snow. The mountains on the west side of the river are low and dotted with Cedars, Pine and Fir trees and covered with beautiful flowers. The valley and mountains are picturesquely beautiful. The creeks are full of fine trout.

Sunday May 28th [29th]

We resumed our march bright and early this morning. Crossed trout Creek. We nooned on Canyon Creek [probably Stump Creek]. We are now within 5 miles of Salt River. We passed through the canyon up Canyon Creek out in a beautiful narrow valley onto Salt Creek [also Stump Creek]. Here the valley is dotted with Salt Spring and salt in abundance which is equal to any table salt used in the United States. We followed up Salt Creek for several miles. A storm was fast approaching, so we camped. We no sooner got our tents up when we was visited by a dreadful thunder storm. We made 25 miles today.

Monday May 29th [30th]

We resumed our course up Salt Creek. Passed through a narrow canyon. Passed over succession of hills for 14 miles. Crossed Trout Creek. We made 25 miles and encamped in a wide and beautiful valley with plenty wood, water and grass.

Tuesday May 30th [31st]

We resumed our march, wending our way around the foot of the mountains, through beautiful valley. Passed a large lake [Grays Lake] and swamp. Here Captain Missler run a grizzly bear into the cane-breaks in 1863. We crossed a low range of hills [Wilson Ridge] to Snake Creek and valley. Here the scenery is beautiful. I took my hook and line, went off from the road about one hundred yards to Snake Creek to fish. Threw in my hook and line, heard a russling in the grass near my feet, looked down and saw three snakes coiling up. I broke for the road and almost every jump I made I saw a snake. I reached the road minus one moccasin. I got my boots out of the wagon and put them (on) and sat down by the creek determined to have

my fishing scrape out. I caught quite a string of fish. I forgot all about the train which had gone on some 6 or 7 miles and stopped for noon on Clackfoot River. I was here solitary and alone. I thought of the grizzly bear that roam through this country, also the Indians. I gathered up my string of fish, hook and line and measured off 5 miles on the double quick when I came in sight of the train. Here is the junction of 5 roads. We leave the Lander Cutoff and take the Sebletts Cutoff for Snake River. Went 8 miles from Blackfoot River and camped on Dog Creek, making today 28 miles.

Wednesday May 31st [June 1st]

We left encampment on Dog Creek. Crossed Louis Creek. Passed two freight trains which were on their way to Virginia City. About 3 oclock P.M. was visited by a terrible hail storm and hail as large (as) partridge eggs. We made 20 miles and encamped for the night on Divide Creek. I walked 12 miles.

Thursday June 1st [2nd]

We resumed our march crossing Divide Creek and Small Creek and over very heavy hills. 3 oclock P.M. we now descend to the Snake River valley which is 50 or 60 miles wide. It is level and sandy. Sage brush abounds in great abundance. The stocks are from 2 to 5 feet high and from 1 to 4 inches in diameter. We crossed Sage Creek, also John Grays Creek. We arrived at Snake River at 5 oclock P.M. Found Snake River very high and swift as a mill tail. The Ferry cable broke and ferryboat stopped. The river is about one hundred and fifty yds wide. There is now about 50 wagons including our train waiting to cross. The ferryman, whose names are Rickard and Massa of[fer] any one [who] will put a rope across the river three hundred dollars. We went up the river about a mile above the ferry landing and camped, making today 25 miles.³⁷

Friday June 2nd [3rd]

James McNear in our mess, being a good boatman, went down and worked all day in the rain and wet, assisting them to cross some of the teams, they agreeing to cross our train tomorrow for his assistance. Another train came up today making in all 75 wagons waiting here to cross the river. I caught several trout today.

Saturday June 3rd [4th]

We laid by till noon when we received the joyful news that we could cross the [river]. If [we] would have to wait our turn, it would be a month before we could cross. We pulled up stakes and went to the ferry. The ferryboat was pulled across by two large oars, one on each side the boat and [the boat] would float down the river while crossing [a] quarter of a mile and then was pulled up to the landing by horses. The river was very swift and run at the rates of 6 miles an hour. About one hundred miles [from] this ferry the Snake River has a falls of 180 feet and is said to be by those who have seen it equally as grand as the Niagara Falls. We went one mile above the ferry and camped, making only 2 miles today.

Sunday June 4th [5th]

We resumed our march this morning about daybreak up Snake River valley on the Great Salt Lake and Bannock City road. We followed up Snake River for ten miles. Passed a ranch. Left Snake River and went along the eastern shores of Market Lake which is one and a half miles wide and 5 miles long. We met a train of 17 wagons on their [way] to Salt Lake City for freight. We made 28 miles. I walked 18 miles. We camped on the desert without grass, wood or water.

Monday June 5th [6th]

We pulled out early this morning and went 8 miles to Cumas Creek and stopped for breakfast. Breakfast over, we crossed Cumas Creek and followed for 6 or 7 miles and stopped. We left Cumas Creek and crossed the desert. Sand very [bad], wagons rolling along half way in to the hub. We made 28 miles and camped near Canyon Creek. Here we had a pleasant view of the three Tetons, which is one hundred and eighty miles off. Here we had to descend a precipitous canyon one hundred feet for water. We had to form a line of men down to the water and pass it up in buckets. I walked 20 miles today.³⁸

Tuesday June 6th [7th]

We resumed our march crossing small creeks. Here we passed two Bannock Indian wakeyups, also met 17 freight wagons on their way to Salt Lake for goods. We now commence ascending the mountains again, up Brush Creek and canyon. We made 18

miles and camped in Pleasant Valley on Canyon Creek near a ranch. Three men came along with a drove of sheep. We bought one and killed it. We now had another square meal. I walked 12 miles today.

Wednesday June 7th [8th]

We crossed Canyon Creek. We now leave the headwater of the Snake or Columbia River and recross the summit of the Rocky Mountains to the eastern slope onto the headwaters of the Missouri River. Passed a stage ranch [probably Pine Butte Station]. Here we learned that Idaho Territory had been divided and that we were now traveling in Montana Territory. We arrived at the junction of the Bannock and Virginia Roads. We took Virginia City road. Crossed a branch of the Missouri River and camped making today 28 miles. I walked 15 miles.

Thursday June 8th [9th]

We left encampment on the main branch of the Missouri River. Crossed Alkali Creek and Valley Creek. We passed 3 freight trains which were on their way to Virginia City. Passed through a deep, rough, rugged and rocky canyon. We made 26 miles and camped in a beautiful valley. I walked 15 miles.

Friday June 9th [10th]

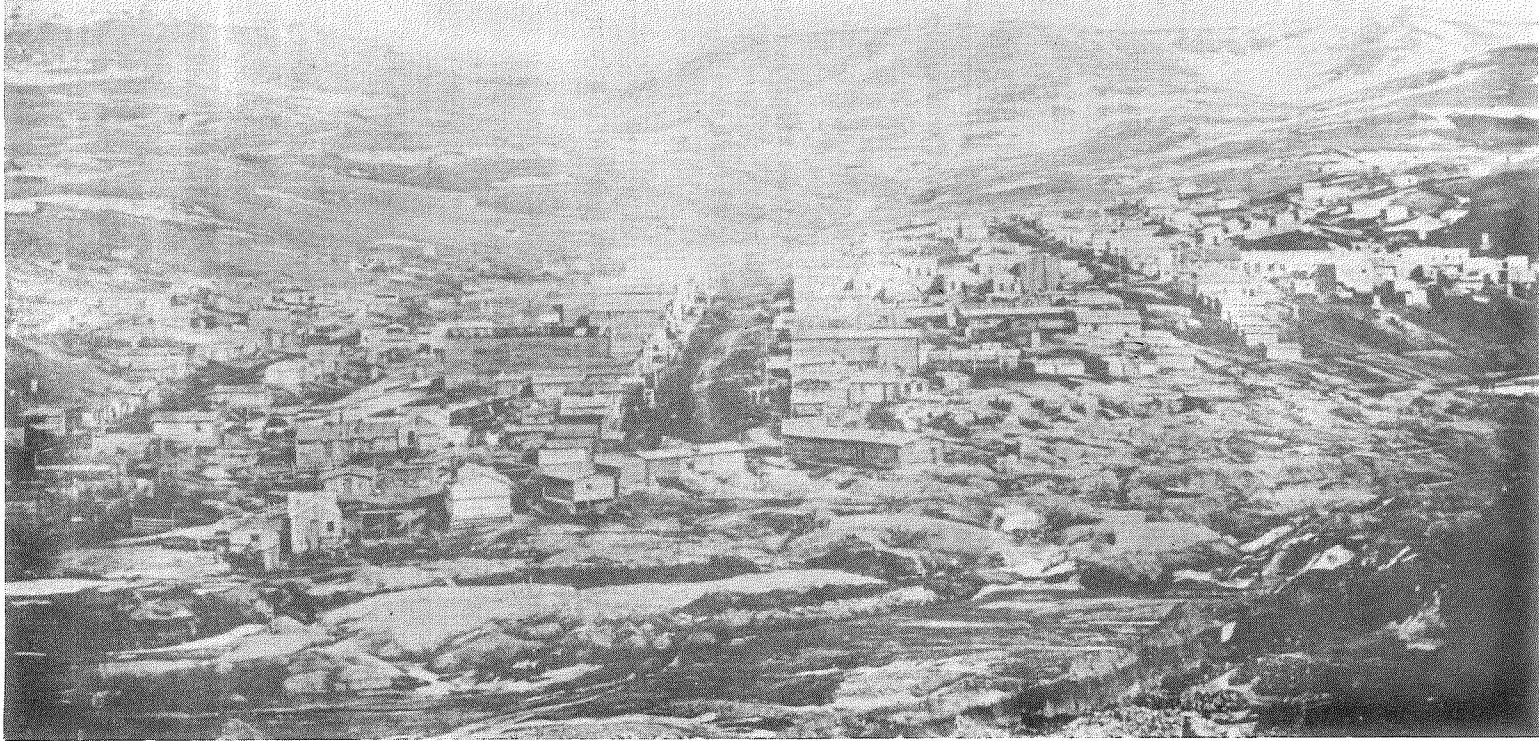
We resumed our march up a beautiful mountain and down into a rough, rocky canyon. While in this canyon, was visited by a terrible thunder storm. The lightning was terrific. We passed through this canyon, passed 3 ranches and camped on Stinking Water River within 18 miles of Virginia City. We had made 28 miles. I walked 10 miles today.

Saturday June 10th [11th]

We resumed our journey down the Stinking Water River. Passed 12 ranches. Crossed and recrossed the river. We made 18 miles and camped within ½ mile of Nevada City.³⁹

Sunday June 11th [12th]

We got up our stock and moved across the gulch to the upper end of Nevada City and pitched our tents near the Cold Springs.⁴⁰ This gulch is called Fair Weather Gulch, he being the discoverer. It [is] 13 miles long and is all claimed. There is eight thousand men employed in the gulch. The whole population of



Virginia City, Montana Territory, in 1866. (Courtesy of Montana Historical Society.)

the gulch is 20 thousand. There is six cities, viz. Junction, Nevada, Central, Virginia, Huyland and Summit Cities.⁴¹

Monday June 12th [13th]

James McNear and myself preempted a lot apiece in Nevada City. Took J. S. Collins team, went to the canyon for a load of house logs. The canyon is about 8 miles from the city. Our building claim is 50 feet front and runs 100 feet back and is on the main street. We have to pay \$2 for recording it.

Tuesday June 13th [14th]

McNear and myself made another trip to the canyon today for a load of logs which makes the 2nd load of logs towards building our cabin.

Wednesday June 14th [15th]

Put in this day traveling over the mountains looking for J. S. Collins mules.

Thursday June 15th [16th]

McNear and myself went to the mountains and got another load of logs.

Friday June 16th [17th]

I took a stroll over the mountains around Virginia and Nevada City for J. S. Collins mules. Took a walk to Virginia City which was my first visit to Va. City and it is like Nevada, mostly composed of log cabins and it is a busy and thriving little city. I visited some of the gambling houses which was crowded and piles of gold and silver coin was strewn over the tables.

Saturday June 17th [18th]

I spent the day around camp. Help unpack J. S. C. wagon. How the miners live in this country. Most of the miners live in a rough manner. The proportion of those who work for wages are two thirds. Not one half of them lay up any money. Many earn money with ease and spend it as fast as they make it. Men engaged in mining are not noted as a class for sobriety and economy. Their occupation seems to have an influence to make them spendthrifts and fond of riotous living. Their wages are from 6 to 12 dollars per day.

Sunday June 18th [19th]

This is the busiest day in the week so I took a walk to Va. City. Arrived in the city. Stores were all open and doing a big business. Streets were thronged with people and men on every corner of the streets auctioneering. Gambling houses were crowded and a music stand was erected in each one of them and two or three men playing violins. Mechanics were all at work. A hack with a band of music in it was up and down the street for the purpose of drawing a crowd to the theatre building to witness a sparring match of two prize fighters. Some men were horse racing up and down Main Street, others were setting dogs to fighting. And it was not an uncommon occurrence to see two or three men fighting about every half hour through the day stabbing and mauling each other with their revolvers. Men had to form in single line like soldiers and take their turn inquiring for letters at the post office. I have seen a string of men for two or three hundred yds. and the men in the rear would be a half day getting to the office.

Monday June 19th [20th]

Put in this day rambling over the mountains looking for J. S. Collins mules.

Tuesday June 20th [21st]

D. D. Whites train of 13 wagons arrived. Capt. Prowse, John Collins, McNear and myself went to work putting up a double cabin on Capt. Prowse lot. We hauled rock and laid the foundation and commenced building.

Wednesday June 21st [22nd]

McNear and myself went to the canyon and got a load of poles for the roof (of) our cabin. A train of 8 wagons came in today.

Thursday June 22nd [23rd]

Went to the mountains and got J. S. Collins mules. Took them to Junction City, 3 miles from Nevada, and put them on a ranch. Worked $\frac{1}{2}$ of the day on our cabin. Norris train of 22 wagons arrived today.

Friday June 23rd [24th]

Worked all day on our cabin. In the evening went to the

dance hall for the purpose of satisfying my curiosity in the scenes of mountain life. The [place] was very large. There was a bar in one corner and a music stand erected at one end of the building. Along the sides of the building was gambling tables. In the center of the building is where they danced. The hall was crowd(ed) with men from all parts of the world dressed from "Broadcloth to Buckskin". A man buys a ticket at the bar, which costs one dollar and 50 cents goes to the proprietor and 50 cents goes to the lady he dances with. In the center of the room can be heard the musical voice of some Blackleg, "Only one more couple" and "the dance goes on". They only dance one set and a short one too when the musician sing out Promenade to the bar where the girls receive a ticket and a glass of liquor apiece, and then they are ready for another set. The women who dance in these halls [are] of a very loose character. The mountaineers give these dance halls the name of Hurdy Gurdy Houses.

Saturday June 24th [25th]

Went to Junction City and brought up J. S. C. mules. I wrote a letter to Mrs. Collins. Smith and Metzgers train of 9 wagons came in today.

Sunday June 25th [26th]

Spent the day sitting in our little mountain cabin, or tent, reading and watching the hacks as they passed the door, the driver hallowing at the top of his voice all aboard for Va. City.

Monday June 26th [27th]

I hitched up J. S. C. mules and went to the canyon and got a load of poles for the roof of our cabin. There was a stampede from here today for the kootanie mines which is British possessions four hundred miles north of this city.

Tuesday June 27th [28th]

While at work today on our cabin splitting poles for roofing, I cut one of my fingers with the axe and came near fainting.

Wednesday June 28th [29th]

I commenced work today on our cabin. My finger was so painful I was obliged to quit. Nothing transpired today worthy of notice. Weather very warm.

Thursday June 29th [30th]

Worked all day on our cabin. Was told today that a grocery keeper in Virginia City killed a man with a rock. They got into a dispute about something and the grocery keeper hit him with a rock and killed him.

Friday June 30th [July 1st]

This morning J. S. C. sold his tent so we were obliged to move into our cabin which was not quite finished. James McNear and Langworthy packed up and started for the Kootanie mines. Captain Prowse and two sons left for the Kootanie mines.

Saturday July 1st [2nd]

Worked all day on our cabin chinking and pointing it. Craytons [Creighton] train of 41 wagons arrived today from the States. We passed the same train on the Platte River valley. An ox train of 9 wagons arrived from Salt Lake. Great Salt Lake City is four hundred and fifty miles south of this city, Virginia City.⁴²

Sunday July 2nd [3rd]

Took a walk out on the mountains. Wind blew a perfect gale all day & the dust flew like fog. I wrote a letter to Miss K. L. C.

Monday July 3rd [4th]

I hauled mountain lime to point our cabin with.

Tuesday July 4th [5th]

Worked part of the day on a bedstead for John S. Collins. Balance of the day worked on cabin pointing it. A wagon load of men came lumbering down the street with the stars and stripes hanging to the hind end of the wagon. They were hooting and hallowing to the top of their voices, being very much intoxicated, I asked a bystander what was the cause of the excitement. He said it was the forth of July.

Wednesday July 5th [6th]

Worked on our cabin pointing it. It rained and snowed all day. A Mormon train came in today from Salt Lake.

Thursday July 6th [7th]

Went through my routine, pointing our cabin. Another train arrived from Salt Lake City.

Friday July 7th [8th]

Went through my day routine of work the same as yesterday.

Saturday July 8th [9th]

Put shelves in our cabin to day. Opened J. S. Collins [Merchandise] and put them on the shelves. Stuck out our shingle and commenced business. Another larger train from Salt Lake City arrived today.

Sunday July 9th [10th]

I finished pointing our cabin today. Took a walk to Junction City which is 3 miles below Nevada City. A train arrived today from Fort Benton numbering 18 wagons and 144 head of cattle.

Monday July 10th [11th]

Wrote a letter to Miss L. C. A train arrived V. City from the States. They came the Big Horn Route.

Tuesday July 11th [12th]

Nothing worthy of notice today except a small train from the States arrived. There were 10 wagons and 250 head of cattle.

Wednesday July 12th [13th]

I today went down the gulch looking for work. At my sight of the mines saw a couple of Dutchmen shoveling methodically into a string of sluices and smoking clay pipes, thinking contentedly of the time when they would return to Faderland - Caterina - sourkraut - and lager beer. Further down the gulch I saw a broth Ive a boy with his partner from ould Ireland taking a wee drap of the crayther just to take off the bad taste of the wather. Bad luck to it preparitory to the days labor. Further down I found a company of Americans unshaven and unshorn, rough spoken and rougher clad, digging away with philosophical indifference and hoping for success, yet meeting ill luck with grim patience. They are old miners and have learned to meet misfortune with steady front. Higher up and lower down can be found similar companies and be heard the same sounds. The primeval silence of former times has given away to the sounds of human industry, the merry flutter of wheels, the splashing creaking of pumps and all the bustle and activity of a mining life. I found no work. They said I was a tenderfoot and couldn't

stand it, so I returned to our cabin, sat down, began to think of hard times and the coming winter.

Thursday July 13th [14th]

James McNear returned today from his tour to the Kootanie mines. He only went about two hundred miles. The creeks were so high he could go no further.

Friday July 14th [15th]

I got a situation today in Mrs. Evans Hotel at \$75 per month & board.

Saturday July 15th [16th]

I went through my day routine of work. A large ox train arrived today.

Sunday July 16th [17th]

Another large train arrived today from the States.

Monday July 17th [18th]

Went through my daily routine of work as usual.

Tuesday July 18th [19th]

A large train came today from the States. The weather extremely hot. Went through my daily routine as usual.

Wednesday & Thurs. July 19th & 20th [20th & 21st]

Went through my daily routine of work.

Friday July 21st [22nd]

Capt. Prowse & sons David, Shuan and Charles Bennet returned from their tour to Kootanie. I worked today as usual.

Saturday July 22nd [23rd]

Last night about 10 oclock I sat reading a book when I heard loud talking outside. I lept to the door and discovered it was the Vigilance Committee. They had two men in tow. The moon was shining as bright as day. It was a beautiful night. They took them to Mr. Waits new house about 20 yards back of our cabin, stripped of their shirts and tied them to the corner of the house and gave them 20 or 30 lashes apiece with a cat o nine tails, and gave them 24 hours to leave the country. I learned from one of

the Committee that they had been stealing. I went through my routine of work as usual.

Sunday July 23rd [24th]

John S. Collins and Langworthy started for Bannoc City about 3 P.M. I was taken sick with the Mountain Fever.

Monday July 24th [25th]

I was confined to my bed. I sent for Dr. Ingersoll. He called to see [me] twice today. A train of 26 wagons and 156 mules came in today from the States.

Tuesday July 25th [26th]

The Dr. called three times today to see me. Began to think my case doubtful. I was very sick.

Wednesday July 26th [27th]

I began to mend a little today. The Dr. called on me twice. Today a large ox train arrived from the States.

Thursday July 27th [28th]

The fever left me today and I began to mend. A large train arrived from the States.

Friday July 28th [29th]

Commenced improving rapidly. Got so I could sit up in my bed. John S. Collins and Langworthy returned from Bannock City. I was able to sit up in my bed today.

Saturday July 29th [30th]

I today got [up] and walked around the cabin. The weather was extremely hot.

Sunday July 30th [31st]

300 pack mules arrived from Oregon today. They travel along single file like a company of soldiers. Each one carried about 200 weight.

Mon. & Tues. July 31st and August 1st [August 1st & 2nd]

Amused myself sitting in my cabin reading. A small train arrived from the States.

Wednesday Aug. 2nd [3rd]

Commenced work again today in Mrs. Evans hotel. Last night a man by the name Brady from Lasalle, Illinois, also Brady's friend (whose name I did not learn) went to McDonald Saloon. Brady drew a revolver and shot McDonald through the window, wounding McDonald severely. Brady held a grudge against McDonald for something which transpired between them while they were [in] Colorado. Brady and his friend was arrested by the Vigilants Committee and had their trial this morning. Brady was sentenced to be hung, his friend to be given fifty lashes. This evening at 7 o'clock, Brady was taken to a beef scaffold about one hundred and fifty yards back of our cabin and hung. The other man was brought close to our cabin, his shirt stripped off and his hands tied up as high as he could reach. They then gave him 50 lashes with the cat o nine tails and 24 hours to leave the country.⁴³

From Aug. 3rd [4th] to Aug. 22nd

Nothing transpired worthy of noting. I went through my routine of work in the hotel.

Monday Aug. 22nd

I rec'd. a letter from K. L. C. A train of 13 wagons came from Fort Benton.

From Aug. 23rd to Sept. 2nd

Nothing worthy of noting. I still stick to the hotel going through my routine of work as usual.

Friday Sept. 2nd

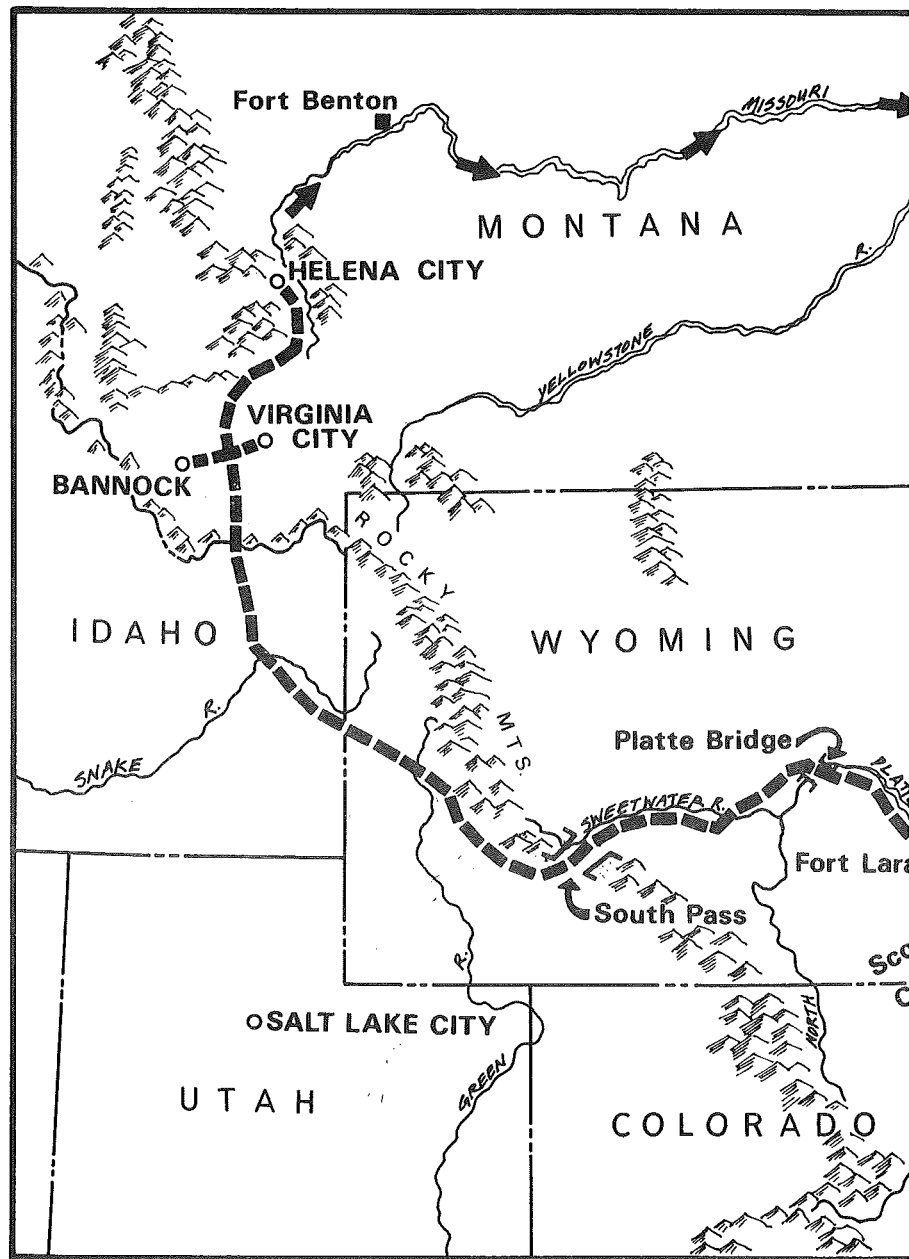
Craytons train numbering 41 wagons and 200 men started today for America. Also several small trains joined together and went with Craytons train, so they numbered in all nearly 100 wagons and between 3 and 4 hundred men.

Saturday Sept. 3rd

A train of 9 wagons came in today from Denver City.

Sept. 4th & 5th Sun & Mon.

Nothing worth noting. I went through my routine of work as usual.



ROUTE OF JOSEPH W.
(Overland to Montana Territory, 1864,



WARREN ARNOLD JOURNEY

and return by Missouri River Steamboat, 1866)

Tuesday Sept. 6th

Two trains arrived from Denver City today. Mrs. Evans sold her hotel to a man by the name of Closser from Nebraska City, Nebraska State. I still retain my situation in the hotel.⁴⁴

Wednesday Sept. 7th

Mr. Closser moved into the hotel. Mrs. Evans starts in a day or two for Hell Gate River. Mr. Closser has a wife, 3 daughters and two sons. His oldest son is very sick with the Mountain Fever.

Thursday Sept. 8th

There were 69 wagons came in today, part of them from the States and part of them from Nevada Territory.

Friday Sept. 9th

Last night about 10 oclock Mr. Clossers son [James M.] died. Had he lived one day longer he would have been 21 years of age. The funeral services was preached at 2 oclock at the hotel. He was buried at 4 oclock this evening in the Nevada City burying ground.

Saturday Sept. 10th

Two trains arrived today from the States and one train from Fort Benton.

From Sept. 11th to Oct. 14th

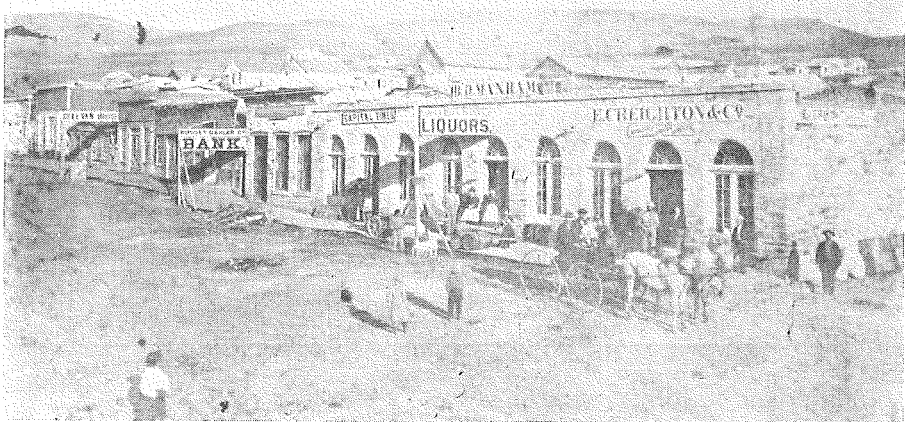
I saw nothing that [was] worthy of noting. I went through routine of work in the hotel as usual.

Friday Oct. 14th

Miss Ettie Closser & myself took a walk to Virginia City. Called at Clay Thompson store, saw J. S. L. who invited us up to the bank and gave us an introduction to Mr. Weary, the banker. Mr. Weary had quite a large collection of quartz specimens and nuggets that he showed us. They were beautiful. Among them was a nugget which was taken out of Va. City gulch. It weighted 39 ozs. 12 dwt. 12 grs., \$713.25, made seven hundred and thirteen dollars and twenty five cents.

From Oct. 15th to Nov. 18th

Nothing of importance transpired or worth noting. I received



Wallace Street of Virginia City, Montana Territory. (Courtesy of Montana Historical Society.)



Nowlan and Weary Bank building in Virginia City, Montana Territory, 1866. Isaac I. Moore stands in door of executive offices at left. (Courtesy of Montana Historical Society.)

during that time two letters, one from Mr. and one from Mrs. Collins and answered them. Also went through my routine of work in the hotel.

Friday Nov. 18th

Winter has now set in with 8 or 10 inches of snow on the ground and mining in the gulches was laid by until next spring and miners were looking out for winter quarters so that our boarders had nearly all left us. Some gone on a stampede, others out into the valleys or ranches, and some went to batching. So I concluded to go on a stampede. Got me an Indian pony and Wm. Davis and myself started for Hell Gate River on the western slope of the mountains, a distance from Virginia City of 160 miles. We left John Clossers hotel at 10 oclock A.M. Passed through Junction City, arrived at Stinking Water valley and River. Here we had a beautiful road, level as a race track and we trotted off our 36 miles in 6 hours, crossing Stinking Water River, Beaver Head River and stopped for the night [at] a ranch situated on the Big Hole or Wisdom River. This ranch was kept by a man named Frazer, The Stinking Water River and the Beaver Head River and Big Hole or Wisdom River form a junction $\frac{1}{2}$ mile before Frazer Ranch or crossing of Wisdom River. It is then called the Jefferson River. The Wisdom River is fifty yds. wide, cold and rapid. Its bed is formed of smooth pebble and gravel and its waters are perfectly transparent and abounds with trout and other fish. It seems to be the drain of the mountains but is unnavigable on account of its rapidity. From its mouth or where it empties into the Jefferson to its head is one hundred and fifty miles. It has its rise near the dividing ridge of the Rocky Mountains, in a small gap or narrow entrance formed by the high mountians which recede on each side at the head of an elevated valley ten miles long and five broad so as to form a beautiful cove several miles in diameter. From the foot of one of the lowest of these mountains which rises with a gentle ascent of half a mile, issues the remotest water of the Missouri River which is the longest river in the world. At the head of Wisdom River I have been told that it is so cold in the middle of summer that water standing in vessels exposed in the night air has been frozen to the depth of a quarter of an inch. Now for a peep into the ranch where we intended to spend the night. Went in sat down by the fire. In

one corner was a bar with two or three bottles of rifle whiskey, a box of matches, two or three boxes of cigars etc. There were two bunks made after the fashion of Canal Boat bunks with a handful of Montana Feathers in each one of them and two or three old buffalo robes on them; a lot of rubbish in the other corner with a small sack of flour sitting on it, constituted the furniture. An old store box sat near the door. Couched upon it like a bump on a log sat an old mountaineer hunter dressed in buckskin from head to foot. Near the box lay two large dogs. Behind the counter stood the barkeeper, a back woods Missourian, as tall as a liberty poll, and touched with a right smart chance of the brogue, for, say he, "Will you uns have something to take before supper?" Well, supper being announced, we sat down and eat a burnt biscuit or two and a slice of good old strong bacon and drank a cup of coffee which was a little water colored with burnt crusts of bread. All this we got for the small sum of one dollar and a quarter in gold dust.⁴⁵

Saturday Nov. 19th

We resumed our journey this morning at 8 oclock A.M. Crossed Big Hole or Wisdom River and commenced ascending the mountain through a narrow canyon. We go through a pass here which is the lowest one in the Rocky Mountains. We crossed Moose and Beaver Creeks, also crossed Divide Creek twice. At 1 oclock P.M. a cold northwest wind sprung up which we were obliged to face and 4 P.M. it commenced snowing like 40 beating right into our faces. Night soon set in and the snow had fell so deep that we were unable to see our way, so we gave our ponies the rein and spur and let them take their own road and in about two hours they landed us at Renos & co. ranch. It was with difficulty we extricated ourselves from the saddles as we had been most all day in the saddle. We made today 58 miles. I could hardly get into the house I was so cold and stiff. However I managed to get in to the fire and the French cook soon had a splendid supper prepared of which we ate hearty and soon retired. P.S. We today crossed the dividing ridge of the Rocky Mountains so we are now on the western slope of the Rocky Mountains. Renos & Co. ranch is situated at the head of Deer Lodge Valley.⁴⁶

Sunday Nov. 20th

We arose early this morning and fed our ponies. Breakfast

over we resumed our journey down the Deer Lodge Valley. This valley is picturesquely beautiful it being from 6 to 10 miles wide and the greatest portion of the valley is almost as level as a floor. The Deer Lodge River runs through the center of the valley and creeks hit into it from both sides and clear as crystal and full of trout. The mountains are very high on both sides of the valley. The bald mountain on the south side can be seen one hundred miles. Hundreds of antelope can be seen feeding in this valley, besides there are deer, elk, moose, bear wolves, otter, beaver and hare and numerous other small animals that live in this valley such as duck and badger, porcupine etc. The valley is 35 miles long, the grass from 1 to 3 feet high and it is far superior to that we have in the States. We passed 2 trains on their way to Virginia City. We crossed or forded, I should say, Deer Lodge River, also forded Race Track Creek [near present Galen, Montana]. We here pass a beautiful mound about 60 feet high. On the top of this mound are the hot springs and perfectly round in the shape of a bowl. One is so hot that it will cook eggs in three minutes, the other next to it is not quite so hot and the third one is about right for bathing in. It is invigorating to the system and a dead shot to the rheumatism.⁴⁷ We crossed Dempsey Creek, followed it up some 2 or 3 miles, passed two or three ranches, arrived at Captain Prowse Ranch at 10 oclock A.M., making 25 miles in about four hours. Dinner time came and we sat down and filled our constitution with boiled, stewed, roasted and baked venison. So we laid by this afternoon to recruit up and take a fresh start tomorrow.

Monday Nov. 21st

We left Captain Prowse's ranch and took a trail for Pioneer gulch which runs close to the high mountains and is only 20 miles to Pioneer gulch by road, down the valley it is 40 miles. We crossed several creeks. The wind blew hard from the northwest and the frost flew so thick all day we were unable to see more than 30 or 40 yards. It was a bitter cold day. We came to Rock Creek about 3 oclock in afternoon. Here we had difficulty in crossing the creek. This creek has its rise from a lake situated at the top of Bald Mountain and it goes apitching and a foaming all the way from its head to its mouth. It empties into Hell Gate River. We went about $\frac{1}{2}$ miles from Rock Creek and lost our way, being within 4 or 5 miles of our destination.

We retraced our steps the best we could back to Rock Creek, crossed [the] creek, went some 5 or 6 miles, struck a trail leading down a ravine. We followed this ravine and it brought us out at Cottonwood City [Deer Lodge]. We crossed Deer Lodge River and put up for the night at Johnny Grants, a Canadian. We wandered around about 26 miles today. This day will long be remembered by myself.⁴⁸

Tuesday Nov. 22nd

We arose early, got our breakfast and resumed our journey, taking our old steps over again. Crossed Rock Creek and Willow Creek, Pikes Peak Gulch and several small creeks. We arrived at our destination about sunset making today 18 miles. The folks were very glad to see us.

Wednesday Nov. 23rd

We today took a rest. I was very much fatigued from my journey. The neighbors came in and we spent the day in chatting. There is about 30 inhabitants in this village. This gulch is about 4 miles long and is called Pioneer Gulch. Gold was first discovered in this gulch by men from Idaho and California.

Thursday Nov. 24th

I thought I would exercise a little today so Wm. Davis and myself to[ok] a walk down to Gold Creek about 5 miles. Found his cattle, drove them up and yoked them up and went up the mountains and snaked down pine logs for wood. I was here initiated in the art of bull whacking, as the Missourians call it. The weather cold and the snow about 2 or three feet deep.

Friday Nov. 25th

I today thought I would make myself useful so I worked all day for Wm. Davis and Geo. O. Collins a mining.

Saturday Nov. 26th

Wm. Davis and myself yoked up cattle, went up the mountains, snaked down poles and built a corral to keep the cattle in.

Sunday Nov. 27th

I spent the most of the day in reading. The weather very cold.

Monday Nov. 28th

Worked in the gulch for Wm. Davis and Mr. Collins.

Tuesday Nov. 29th

I worked a ½ day in the gulch. The balance of the day we put in in killing and dressing a beef for our own use.

Wednesday Nov. 30th

Spent the day in reading and chatting, sometimes take a game of chequers.

Thursday Dec. 1st

I went to the mountains, cut some pine poles and made me a bunk and got an arm full of Montana feathers — which is hay — put on it, and a buffalo robe. Previous to this time I had been sleeping with Wm. and John Davis.

Friday Dec. 2nd

I worked all day in the gulch for Wm. Davis and Geo. O. Collins.

Saturday Dec. 3rd

I took a ride with Captain Evans down to Omenote Village 9 miles from our village. Omenote Village is situated on the Hell Gate River and at mouth of Gold Creek. A large store is kept here by a man named Birds Eye. It was a trading post for the Flat Head Indians who live on this river sixty miles below.

Sunday Dec. 4th

I spent the day in reading. The weather very cold.

Monday Dec. 5th

I worked today for Wm. Davis and Geo. O. Collins.

Tuesday Dec. 6th

The weather was very cold. I sat around the fire all day cracking jokes. I today bought an interest in Jemison claim. I am to give him one oz. of gold and he takes me in an equal partner.

Wednesday Dec. 7th

I commenced working for myself today on our claim. Our claim is #1 above Discovery. In the evening the miners all met

at Captain Evans rendezvous for the purpose of making laws for our protection. The meeting was called to order by Geo. O. Collins and Mr. Jemison was appointed Chairman and Jos. W. Arnold Secretary. A committee was then appointed who drafted our laws which was read by the Secretary and met the approbation of every one present. before the meeting adjourned, Mr. Geo. O. Collins was elected Recorder of the Gulch by a unanimous vote.

Thursday & Friday Dec. 8th & 9th

Twass so cold we were obliged to stay indoors and I was not well.

Saturday Dec. 10th

I went a hunting down to Gold Creek today which is about 5 miles from our Village. I discovered a large track which I took to be a bear track. I followed him to Gold Creek and there he had gone into a large hole in the ground, so I hastened home, being almost night. Related my story to Captain Evans who pronounced it a bear track. So we resolved that night to go in search of Mr. bruin on the morrow.

Sunday Dec. 11th

Breakfast over, John Davis, Redfield Wood and myself accompanied with Captain Evans dog Dash, and pick and shovel, shot gun and rifle, started for Gold Creek to dig out Mr. Bruin. Arrived at our destination. Built a fire and then with pick and shovel, commenced work at Mr. Bruins base of operating. After digging some 8 or 10 feet, at no time more that 3 feet under the surface of the ground, the animal made as though he was coming out when Redfield Wood gave him (the) contents of one barrel of his shot gun so we pulled him out. Was it Mr. Bruin? No, it was the largest badger I ever saw. We took him home, skinned him and hung him up to freeze. We intend roasting him for Christmas.

Mon. Tues. Wednes. Thurs. Fri. & Sat. Dec. 12, 13, 14, 15, 16, 17.

Worked on our claim. Opened a drain ditch 200 feet long, from 5 to 10 feet deep, from 2 to 3 feet wide.

Sunday Dec. 18th

Spent the day in eating and reading.

Monday Dec. 19th

Twass very cold today. I went down to Gold Creek and drove up Wm. Davis cattle. John Davis and myself yoked up the cattle and went up the canyon to haul down saw logs to whip saw lumber to make our flooms. After supper I sat down by the stove to warm my feet. My great toe on my right foot commenced paining me. Took off my boot, found my toe was frozen.

Tues. Wednes. Thurs. Dec. 20, 21 & 22.

I was confined to the house on account of my toe. It was so painful I could hardly lie down, sit up, stand up or walk. Mrs. Evans done all she could to ease my suffering.

Friday Dec. 23rd

Chopped wood and packed water for Mrs. Evans. Also made a trough for chopping sausage meat in. We make beef sausage in this country.

Saturday Dec. 24th

Made a stool for Mrs. Evans. Assisted John Davis in making a shaving horse. I went to the mountains and got fir boughs and trimmed up Mrs. Evans house for her. Tomorrow is Christmas and Mrs. Evans is preparing a big dinner for us. That is the pies and cakes.

Sunday Dec. 25th

Mrs. Evans stuffed the badger and Geo. O. Collins roasted it while Mrs. [Evans] prepared a roast of beef, pies, cakes etc, she being an old hand at the "biz". She was a landlady of a hotel in Pennsylvania once and knew how to get up a good dinner. There were quite a number took dinner with us today. We filled our constitutions with roast badger, roast beef etc. and talked over old times and former Christmases. The wind blew a perfect gale all day.

Monday Dec. 26th

I staid indoors today. Twass very cold. I read Woods first volume of The History of the United States containing 288 pages.



The Denver Meat Market owned by Alexander Metzel in Virginia City, Montana Territory, 1864. Cuts of meat hang from the bar. (Courtesy of Montana Historical Society.)



The Virginia City stage, about 1879. (Courtesy of Montana Historical Society.)

Tuesday Dec. 27th

I also spent this day indoors a reading. I read 200 pages in "Dennis A. Mahony" book. He was incarcerated in a Bastile at Washington.

Wednesday Dec. 28th

I worked half day on our claim, cutting off the brush. Balance of time I spent reading.

Thursday Dec. 29th

Finished reading "Dennis A. Mahony" book which contains 414 pages.

Friday Dec. 30th

Helped Wm. Davis kill an ox for beef.

Saturday Dec. 31st

Worked all day clearing and burning brush off from our claim. We are preparing for stripping.

—1865—

Sunday Jan 1st, 1865

New years day. Mrs. Evans made a large pudding, so large it took the wash boiler to cook it in. We also had potatoes, cabbage, and turnips. We would not exchange seats at our Rocky Mountain Table today for one at the table of the Southern Hotel in St. Louis.

Monday, Tues., Wed., Thurs., Fri., Sat., Jan. 2, 3, 4, 5, 6, & 7

Went through my routine of work on our claim, stripping and preparing for washing gold.

Sunday Jan. 8th

I spent this day in reading.

Monday, Tuesday & Wednesday Jan. 9, 10, 11.

Went through my routine of work on our claim.

Thurs., Fri., Sat. Jan. 12, 13, 14 & Sunday 15th.

We whip sawed lumber for to make our floom with. Thursday we sawed 120 feet, Friday we sawed 106 feet,

Saturday sawed 100 feet, Sunday we sawed 50 feet, making in all 386 feet.

Monday Jan. 16th

Went to Gold Creek in search of Mr. Jenisons horse to go to Captain Prowse house in Deer Lodge valley.

Tuesday Jan. 17th

Worked all day on our claim. Mr. Jenison went to Gold Creek in search of his horse and found him.

Wednesday Jan 18th

I left Pioneer Gulch this morning for Captain Prowses house. I followed down Gold Creek, cross Pikes Peak gulch, passed Omenote Village. I now follow up Hell Gate River. It is the most lonesome, dreary, wild, rough, rugged country I ever saw. And it is reported at the mouth of Blackfoot River there is some robbers. I had to follow Hell Gate up for eleven miles. I crossed Hell Gate 3 times on the ice with my horse. When I came to [the Little] Blackfoot River I put my horse through and went flying up the valley. I was not molested by them. I crossed Deer Lodge River 3 times, arrived in Cottonwood City after dinner. A man in Pioneer Gulch sent by me for a pair of moccasins. I hitched my horse near a grocery. Went in. While looking over the moccasins Johnny Grants son came in [with] a half breed Indian and about half tight. I could not find none to suit so he put them away and came out from behind the counter and stood beside the half breed who was standing by the fire. I turned to go out, he drew his revolver and fired at me. The grocery keeper knocked his arm up and saved my life. The bullet struck the door casing right over my head. I stepped out the door mounted my horse and left for Prowse house. I crossed Deer Lodge River and soon measured off 10 miles. Arrived at Captain Prowse house at 3 oclock in the afternoon making 40 miles from Pioneer Gulch.

Thursday Jan. 19th, Fri. Jan. 20th

The weather turned very cold and stormed so I was obliged to stay until it became more favorable, which suited me very much for I filled my constitution with venison, sweet milk, buttermilk, etc. which was quite a treat for me.

Saturday Jan. 21st

I bought two picks & handles and a sluice fork of Thomas Prowse this morning and then started home taking the same route. I arrived home about two hours after dark making 40 miles today and twas very cold.

Sunday Jan. 22nd

Cold as Greenland today. We spent the day sitting around the fire reading.

Mon, Tues, Wednes. Thurs. Jan. 23, 24, 25, 26.

Twas so cold that quick silver would freeze. We were obliged to stay indoors and as luck would have we were supplied with wood, so to busy ourselves we went to work and made a set of chairs for Mrs. Evans and a large arm chair for Mr. Evans.

Friday Jan. 27th

We chopped wood all day today, Wm Davis, John Davis and myself. The weather has moderated a little.

Saturday Jan. 28th

Jemison and I worked on our claim today, stripping and preparing for Spring.

Sunday Jan. 29th

Spent this day in reading.

Monday Jan. 30th

Worked on our claim today.

Tuesday Jan. 31st

Took one of Captain Evans mules. Went down to Omenote Village which is 9 miles. Got a sack of flour for Mrs. Evans.

Wednesday, Thurs. Fri. Sat. Feb. 1, 2, 3, & 4.

Went through our routine of work on our claim. The weather clear and cold. Every morning we would have to build a fire and thaw out the pit before we commenced stripping.

Sunday Feb. 5th

Spent the day in reading.

Mon. Tues. Wednes. Thurs. Fri. Sat. Feb. 6, 7, 8, 9, 10, 11

Went through the routine of work on our claim, stripping and sluicing.

Sunday Feb. 12th

Another Sabbath spent in reading etc.

Mon. Tues. Wed. Thurs. Fri. Sat. Feb. 13, 14, 15, 16, 17, 18.

John Jemison, my partner, and I put in this week on our claim. The weather pretty cold. On Tuesday I received seven letters; one from John Farmer, one from Rush Savage, one from Lizzie Collins all of Galena, Illinois, one from Ettie Plosser of Virginia City Mon. Ter., one from Father and one from Mother of Springville, Ky.

Sunday Feb. 19th

I wrote a letter to Father today.

Monday Feb. 20th

I wrote a letter to Mother today.

Tuesday Feb. 21st

I wrote a letter to R. H. Savage and one to John Farmer.

*Wednes. Thurs. Fri. Sat. Sun. Mon. Tuesday Wednes. Thurs. Fri.,
Feb. 22, 23, 24, 25, 26, 27, 28, 29(?), 30(?), 31(?). [Feb. 22-Mar.
3rd]*

Twas very cold, so cold we could not work. Were obliged to stay indoors. On the 26th I wrote a letter to John S. Collins. On the 26th I wrote a letter to Lizzie Collins. Balance of the time we put in reading and playing chess, chequers and cards.

*Sat. Sun. Mon. Tues. Wed. Thurs. Fri. Sat. Sun. 1, 2, 3, 4,
5, 6, 7, 8, 9, [Mar. 4th-12th]*

All this time it was so cold we were obliged to be housed up. We read all the books we could get, played chequers, chess, rasselled, boxed, whiled away the time the best we could.

From the 10th of March to the 24th of April I kept no record of the time; it was through neglect that it was not kept. We went to work and made our sluice boxes or floom and riffles. As soon as it got warm enough we went to work and

sluiced out what dirt we had, that is the pay dirt. We took out about 60 or 70 dollars out of our claim for our winters work and we spent about 300 or 400 dollars. We had a claim in Ophir Gulch so we concluded to leave our claim and go to Ophir. During this time Jemison my partner, killed an elk which weighted about 500 lbs. so we were well supplied. I commenced batching along with Jemison April 16th.

[In the following entries for 1865, Arnold is rather behind one day of the week, or ahead one day of the month. April 24th for example, was on Monday. Since we cannot tell which is correct, we will let them stand as written.]

Sunday April 24th

Jemison and I packed up our traps and left Pioneer Gulch for ophir Gulch, a distance of 45 miles. We left our floom on our claim, our claim worth about two hundred dollars also our riffles. We followed down Gold Greek, crossed Pikes Peak Gulch and over on Willow Creek, down Willow Canyon to Deer Lodge River. Crossed Deer Lodge River at the mouth of Black Foot River. Here we encamped near a ranch. A Blackfoot Indian and myself went up to Black River about $\frac{1}{2}$ of a mile. Caught a beautiful string of trout, one of them weighted 3 lbs. These I intend to fry for breakfast tomorrow morning. The men in the ranch gave us privilage of sleeping in doors tonight. Made today 20 miles.

Monday April 25th

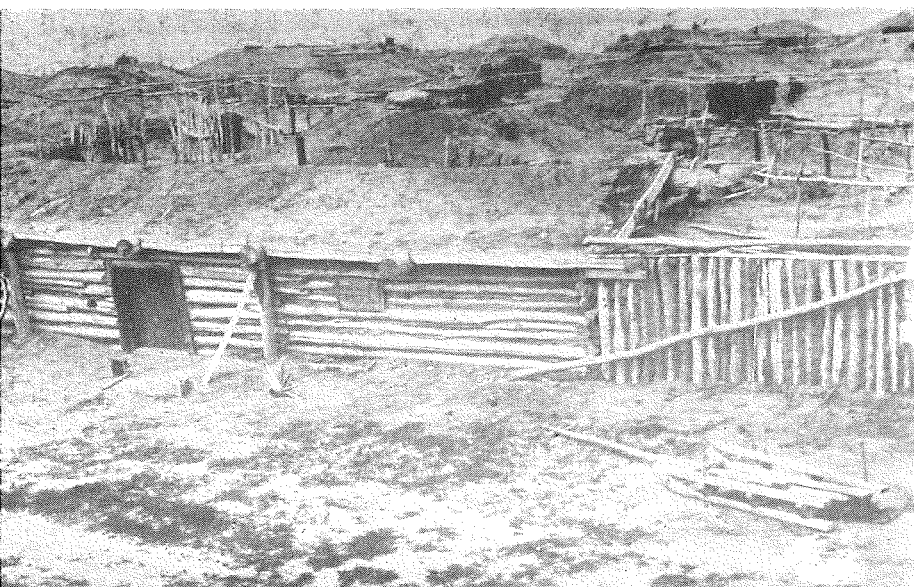
We arose early this morning. I went out to get our fish to fry and they were gone, nothing left but the heads. A dog that the ranchman had, had eat them up for us. Breakfast over, we pulled out and left the ranch followed up Dear Lodge River a few miles, struck the Mullen Road which we followed for Ophir Gulch. Crossed Dog Creek. Here found James McNear who had put up a ranch. Here we arrived at Black Foot River. The wind blew like 40, cold as Greenland. We gathered a lot of weeds and grass for a bed, built us a big fire to keep of[f] the wolves, got us a bite of supper, bundled up in blankets and buffalo robes and laid down with our feet to the fire like the Indians. We made 25 miles today. We are at the mouth of Ophir Gulch.

Tuesday April 26th

We crossed Blackfoot River and followed up Ophir Gulch 6 or 7 miles. Some places the snow was 3 or 4 feet deep and the



Fort Benton, Montana Territory, about 1872. The town and fort were located on the Missouri River at the head of navigation.



Arikara Indian earth lodges (1870) were located near Fort Berthold, Dakota Territory.

crust was so hard we could walk on it. We arrived at our claim, prospected it. The prospect did not suit us so we returned down the gulch to Blackfoot River, recrossed Blackfoot River. Gathered some green willows for to make a fire to cook our grub with. We filled our constitutions with elk, coffee and miners slap jacks and laid down for the night.⁴⁹

Wednesday April 27th

We woke this morning with about 5 or 6 inches of snow over us. By patience and perseverance we managed to get a fire started out of green willows. Breakfast over we packed up a(nd) started for the eastern slope of the mountains. We followed up Blackfoot River some 12 or 15 miles. We are still on the old Mullen Road which goes to Fort Benton.⁵⁰ We passed several old ranches which were occupied. We took up a fork of Blackfoot River. The valley is from one to 3 miles wide. It is a dreary looking country. We made 18 miles today and encamped early. It commenced snowing again. We cut fir boughs, made us a wigwam on a snow bank. Built us a fire in front. After supper retired.

Thursday April 28th

I was quite cold this morning. We commenced ascending Old Uncle Rocky, the snow is from 3 to 5 feet and the crust is so hard that our animals with their packs go over it with ease, except a small mule we have who went through the crust several times. We had to unpack him and help him out. We had 8 or 10 miles of snow to travel over. We bid adieu to the western slope of the mountains and commenced descending down the eastern slope, down Green horn Gulch. We made today 12 miles and encamped in Green Horn Gulch. I took our gun and went out to kill a jack rabbit. I had not gone over a quarter of a mile from camp before I came across a bear track which was fresh, and for fear Mr. Bruin might want to make a supper of me I took my back track for camp. Gave up my rabbit hunt. They will attack anyone this time of the year, and so will wolves.

Friday April 29th

We still pursue our journey down Green Horn Gulch, also down Austin Gulch. Crossed 4 Mile and 10 Mile Creeks and arrived in Helena City in Last Chance Gulch. We today made 20

miles. We encamped in the gulch below the City. Flour today is eighty dollars per 100 lbs. We received the news of Abe Lincolns death. Helena City is improving very fast. There is now about 3 thousand inhabitants and coming in by the hundreds from all directions.^{5 1}

Saturday April 30th

We moved above Helena City and camped. I spent the day in running around town looking up acquaintances. We camped out of doors last night. It rained hard but we had to take it. We had no shelter.

Sunday May 1st

We laid around camp all day and kept up a fire.

Monday May 2nd

Took a walk up Grizzly Gulch about 3 miles. Passed Orofino City, Dry Gas Town and Springville.^{5 2}

Tuesday May 3rd

All hands of us packed up this morning for a stampede to Canyon Creek a distance of 70 miles. We were very near out of money and flour has got up to 100 dollars per sack so we bought some beef and started across the Prickly Pear Valley. Went to 10 Mile Creek and one of our party was taken very sick, John Davis, so we were obliged to lay over till tomorrow morning.

Wednesday May 4th

Our patient being able to travel, we crossed 10 Mile Creek and pursued our journey. Came to Silver Creek, followed it up 6 miles. Arrived at Silver City and diggins. On our way up Silver Creek saw plenty of mountain sheep and antelopes. Bought some beef at Silver City and resumed our journey. Leaving Silver Creek crossed Little Prickly River. Followed up Canyon Creek until night overtook. We were visited this evening by a thunder storm. Here our bread gave out. We have some beans we bought at Silver City. We lay down on the cold damp ground, our clothes all wet and our blankets were all wet.^{5 3}

Thursday May 5th

We took up our line of march up Canyon Creek, a rough,

rugged, rocky road. The mountains were very high and covered with snow. We traveled up Canyon Creek some ten or twelve miles, encamped. Three or four of us went up to Discovery Claim. Prospected to our own satisfaction it would not pay. Our beef is all gone and our bread so we now have to go it on beans strait. We have had nothing to eat since morning and it will take us till eleven oclock at night to cook our beans. We ate half a pint apiece and retired.^{5 4}

Friday May 6th

We packed up and left Canyon Creek for Helena City again. We took a near cut across the lower mountains toward Prickly Pear River. We saw some beautiful scenery today. We passed some 300 beautiful buttes. We stopped about noon and sunk two prospect holes in a gulch but did not reach bed rock in either. One was 9 feet deep the other 5. We recrossed Prickly (Pear) River. Here is a beautiful valley. This river is called the Little Prickly Pear and a large tract of rolling prairie between Prickly and Silver Creek. We passed through Silver City. Here we bought some beef. Made about 28 miles and encamped on a creek which empties into Silver Creek.

Saturday May 7th

We left our encampment bright and early for Helena City. Crossed 10 Mile Creek and Seven Mile Creek. We traveled very fast and arrived in Helena City about 1 oclock P.M. We made about 15 miles. We went up above Helena City and encamped at our old place out of doors.

Sunday May 8th

Staid around camp all day. Felt very much discouraged and disheartened with our prospect and scarcely anything to eat.

Monday May 9th

The boys were all discouraged this morning. Our money all gone and no friends. No flour to be had. So I made up my mind to go to work. I went up the gulch about 3 miles but found no work. I returned to camp, from thence down the gulch. Below the City found a job & rented a cabin near where we were going to work. Our flour is all gone so we have to go it on beef strait now. Not a solitary thing but beef.

Tuesday May 10th

Commenced work this morning on beef strait. Went pretty-hard. Flour is \$1.25 per lb., one hundred and twenty five dollars per sack, very scarce at that.⁵⁵

Wednesday May 11th

We were out early this morning. Fried two or three skillets of beef steak and broiled some. We then put over a kettle full, built up a fire under it and went to work. When we came home at noon our beef would [be] ready cooked.

Thursday May 12th

Water here is very scarce and we have to pay 10 cents a bucket full and half the time we were not at the cabin when the waterman came around so we got no water. We washed our faces once a day and our dishes once a week. Last night I had a very pleasant dream. I dreamed that I sat down to a table loaded with everything good to eat that heart could wish for. As I was about to fill my constitution I awoke and heard the mice cleaning our plates which were tin, preparatory to our morning meal of beef strait, they too like us, had to live on beef strait. You may guess how I felt on waking up from such a pleasant dream.

Friday May 13th

We set in for another days work on beef strait. We eat five pounds of beef a day each man. We are every day losing strength. I feel now as though I were 100 years old.

Saturday May 14th

We went through our daily routine of work on beef strait, Redfield Wood and myself. My partner has gone off a prospecting.

Sunday May 15th

We spent the day walking about town and filling our constitution with beef.

Monday May 16th

I was not well this morning so I did not go (to) work this morning. Mr. Closser came in to see me this morning, He is right from Virginia City. He had quite a laugh over me, my beard had grown considerable, my pants was patched all over. I wore No.

10 rubber boots in the place of fives and a broad brimed Mexican hat and miners shirt. I do not know whether my head had been combed for a week or not. Mr. Closser promised to come back and take dinner with us so I went [to] our claim holder or employee, told him I must have some flour so he let me have 10 pounds for eleven dollars. I bought eight lbs. of potatoes for four dollars and eighty cents. Mr. Closser did not come to take dinner with us so we had a good dinner all to our selves, we being nearly starved to death.

Tuesday May 17th

A part of the day I spent around the cabin and part of the day I worked. Dr. Ingersoll gave me some medicine today which helped me very much.

Wednes. Thurs. Friday. Saturday May 18, 19, 20, 21.

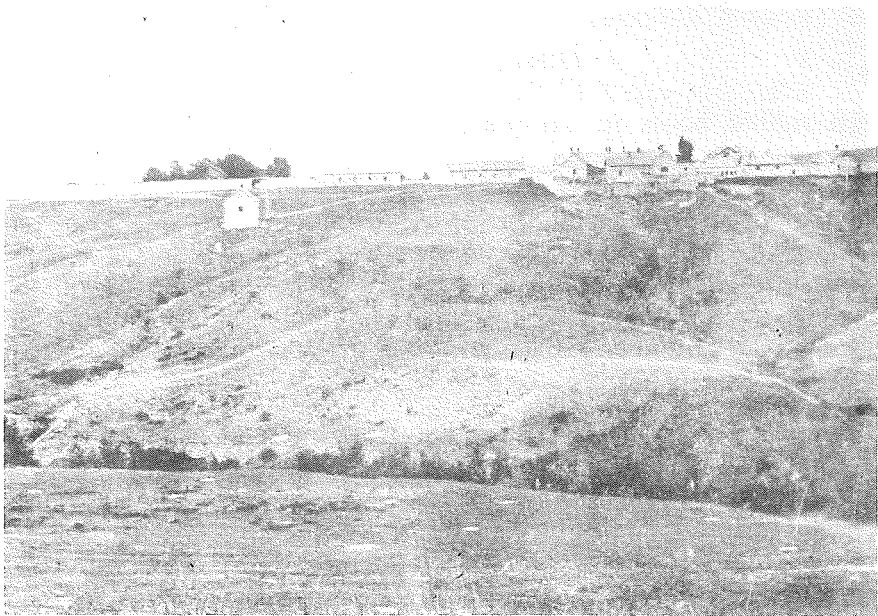
Went through my routine of work in the mines at six dollars per day in gold. My expenses has been about 20 dollars since I commenced work on beef strait. I have made up my mind to go back to Virginia City to work for Mr. Closser in the hotel.

Sunday, Monday Tuesday Wednesday May 22, 23, 24, 25.

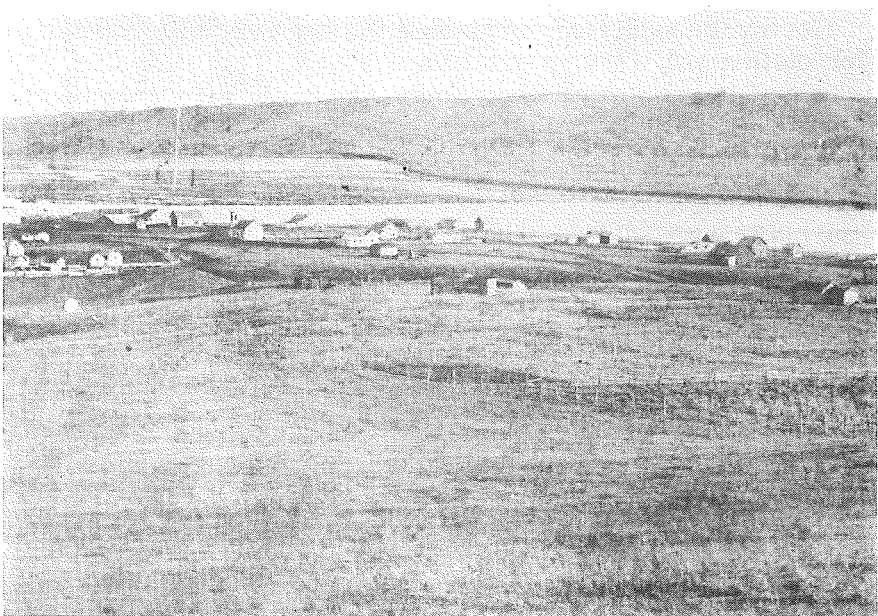
Got my things all ready and missed the coach so I had to wait for another one. They go out 3 times a week. This Wednesday evening I spend at Mrs. Evans house. She baked me a pone of bread and gave me a large piece of cold beef for to take with me in the coach. I staid all night with her two boys Wm. and John.

Thursday May 26th

I bid my friends adieu this morning, also Helena City. I left on Olivers Coach for Virginia City at 4 oclock. 15 miles from Helena City we struck the Prickly River and followed it up for several miles. We passed through Montana City [ten miles South of Helena]; stopped at Dustins Ranch, changed horses and the passengers took breakfast here. 3 or 4 hundred yds. from this ranch is three hot springs. One is so hot it will cook eggs in 3 minutes the other is about right to bathe in. We left Dustins Ranch, [a stage station] resumed our journey up Prickly Pear, crossed and recrossed Prickly Pear River several times. Passed through Jefferson City. Passed two water saw mills. Passed through Beaver Town. We here ascended the mountains and over to Big boulder River and Valley. Went down the Big



Fort Sully, Dakota Territory, was established in 1863 as result of the Sioux Uprising in Minnesota.



Yankton Agency, located at the southeast corner of Dakota Territory, served the Yankton Sioux.

Boulder Valley. Crossed and recrossed Big Boulder River several times, arrived at Little Boulder River. Followed this river, crossed a low range of mountains to White Tail Deer Creek. The scenery in Boulder Valley is picturesquely beautiful. The valley is dotted with large boulders. We followed down White Tail Deer Creek to Pipe Stone Valley and down the Pipe Stone River, crossed several creeks, arrived at Jefferson River. Here is a large bridge across this river which was built in 1864. We crossed over this bridge and took aboard a crazy man which was very great annoyance to the passengers the rest of our journey. He would hollow and talk and swing his arms around hitting the passengers in the face and over the head. We struck the Stinking Water River and we now ascend this valley about 35 miles. We crossed Mill Creek, also several other creeks. We arrived at Bailins Ranch, changed horses for the 7th and last time. We are now within 15 miles of Virginia City. We arrived at Virginia City at 9 oclock P.M. making one hundred and twenty five miles today. I stopped at Clossers Hotel in Nevada City.

Friday May 27th

I commenced work for John Closser this morning in his Hotel for 75 dollars per month in gold and board. I worked for John Closser about two months, quit, went to Virginia City, help Charlie Clark invoice the goods in King and Gilletts Store, also copied about two years of invoices for him. I then clerked for one month for Olinghouse and Ridenour, the largest storage and commission merchants in Montana. While I was with Olinghouse & Co., E. A. Collins came in from the States with his train and goods. Mr. Collins bought Bush & Co. building, put his goods in that and opened out a large grocery, so I made a bargain to clerk for him all winter. I commenced for him on the 10th of October 1865 and clerked for him all winter at 50 dollars per month and board. When spring opened I was offered 75 dollars per month and board in the Planters House so I went to clerking in Planters House for Geo. Williams. Isaac Moore bought out Williams in about one month after I went to clerking for Williams. Mr. Moore run the house one month and the Stewarts Campbell, Louis Hied and myself run the House. We made about 100 dollars apiece. Mr. Moore sold the house and I left. I bought some lumber, went up to Discovery Claim in Virginia City Gulch to sluice out the tailings. I made my floom and got

ready to go to work and the miners stopped me. They was afraid I would stop the water or back it up on to them. I sold my floom. I felt very much discouraged and disheartened. I went down to Virginia city told Louis Hied I was going home. He was cooking for the Planters House. Louis said he was going to if I was so we collected our clothes and our money together and left Virginia City on the morning of the 4th of July, bid adieu to friends and Virginia City., We left on Olivers & Co. Coach full tilt. Quivitts Coach got over one hour start of us and we was one hour ahead of the Overland Coach. We left this morning at 3 oclock. We went down the Virginia City Gulch, passed through Central City, Nevada City, Germantown, and Junction City. The drivers all on a race today. We followed down the Stinking Valley, crossed Bivens & Mills Creeks and several other smaller creeks. We arrived at the Jefferson River, found Quivitts Coach here. The river was very high and swift. They were crossing with a flatboat. The(y) took Quivitts over first. There was something gave away about the ferry so we lost about a half an hour. The Overland Coach came up while we were waiting to get over and when they stopped, one of their horses dropped dead in his tracks. At length we got over the river. We went up Pipe Stone Valley a sailing. This valley is about 30 miles long. We pass ranches every few miles on our way up this valley. Arrived at the ranch where we were to change horses and we lost about one hour here. The horses could not be found. They soon put men enough to find them. When we arrive here we change drivers. We are one hour and a half behind Quivitts Coach. We now measure off about 15 miles an hour up the mountains and down on a full tilt. We went up White Tail Deer Creek, over a low mountain and down Little Boulder River to Big Boulder River and up Big Boulder Valley. To head here we all had to walk about one mile up the mountain. We went down the mountain a sailing to Prickley Pear River and down Prickley Pear passing through Beaver Town Jefferson City and Montana City. Here we overhauled Mr. Quivitts Coach within 15 miles of Helena City. We traveled together until we reached the suburbs of the City, we then beat them in. We had sweat a great deal through the day and the dust flew so thick, our faces got so dirty we were unable to get them clean for a week. We scrubbed and washed for a half an hour after our arrival in Helena City and then we looked like one of

the Louisiana Creoles. After supper they commenced firing an anvil and kept it up til late at night. The hotels and stores were decorated with pine and fir boughs. There were concerts, theatres, balls, dance halls, gambling saloons, all filled tonight. There was a man delivered an oration from the portico of one of the principal hotels. A fire broke out in Walker Brothers large new store building where were 500 kegs of powder but fortunately the fire was extinguished before it reached the powder. It was on Main Street and the street was thronged with people for half a mile. King & Gillett gave us permission to lodge in their store to night.

—1866—

[For details on individual steamboats mentioned by Arnold, see Appendix by R. Allen Coleman describing all steamboats operating on the Missouri River in 1866, page 545.]

July 5th

I spent the whole forenoon looking up a team to take us to Fort Benton the head of Steamboat navigation on the Missouri River. I found a man who had a light coach and he agreed to take us down to Fort Benton for \$20 each in gold. From Helena City, Fort Benton is one hundred and sixty miles. I called on J. S. Collins at Nowlan and Wearry Bank. I received three thousand and six hundred dollars from J. S. C. to take to G. H. Collins in Omaha City. At 3 oclock P.M. we bid adieu to Helena City and friends. Our party numbered 6 — John Dox and brother from Galena, Louis Hied, Calvin Littlefield, J. W. Arnold of Portsmouth, Ohio and the driver. We crossed 10 Mile Creek and Silver Creek, made 17 miles and camped on a small creek which empties into Prickley Pear. We now have to lay out in the open air with our mother Earth for a bed and the sky for a roof.

July 6th

We were up bright and early this morning and filled our constitution with cheese, sausage and bread and resumed our journey. At 9 oclock we arrived at the Prickly Pear River. Near the mouth of the Prickly Pear Canyon were several ranches. We entered the canyon which was rough, rugged and rocky. Some places the road was just wide enough for the coach to travel on

and should the horses make a misstep, we would go down a precipice over one hundred feet into the river which was swift as a mill tail. We followed down this river many a mile crossing it 27 times. We left this river going over several low hills, through beautiful valleys. Crossed several small creeks. We traveled till night overtook us, making a drive of about 40 miles today. We camped near a large cold springs and in the heart of the Indian country, or the Blackfoot Tribe and they are hostile.

July 7th

I don't know whether I slept or not. We all laid down. We were all up this morning at one oclock for fear of an attack from the Indians. We left our encampment at two oclock this morning and resumed our journey. The forepart of the night in this country is dark, the latter part is light and the Indians generally make an attack about 4 oclock in the morning. At 8 oclock we arrived at and forded the Dearborn River. Here is a ranch, a long log house. Some two or three families live in it. On top of the house they have a dome full of port holes which they use when attacked by the Indians. They have had several fights with the Blackfoot Indians here. We are almost out of the mountains. We passed Bird Tail Rock and Square Butte. I presume this Bird Tail Rock is over a thousand feet high and it is picturesquely beautiful and can be seen for many miles. We arrived at the Cold Springs, spent some time here, took on a good supply of (water?) as our course lays over a dry rolling, sandy, sterile prairie without water until we reach Sun River which is 35 miles. We went some 5 or 6 miles from Cold Springs and encamped. We made about 50 miles today.

July 8th

I spent a very restless night. We rolled out at 2 oclock, hitched up and resumed our journey. We took what is called the Upper Trail and arrived at Sun River [near present Great Falls] at 8 oclock. We crossed Sun River which is about one hundred yds. wide. We stopped on the banks of Sun River and breakfasted. While we were eating breakfast the Indians run off the stock belonging to the stage company 5 miles below us at the Lower Trail. Fortunately we escaped. We are now in the Blood and Piegan Indian Country and they are hostile. We travel over a rolling prairie now until we reach Benton. We traveled all

day till dark making about 46 miles today. We are now within 7 miles of Fort Benton. We passed Mr. Collins train this evening on their way to Helena City with goods. We bid him good by. We made another dry camp this evening. Before we camped we were visited by a thunder storm.^{55a}

July 9th

There was a breeze stirring last night and I imagined every weed and bunch of grass stirred was an Indian. We left camp this morning and at 9 oclock we were at Fort Benton. The Steamer Huntsville was lying at the wharf. We went down and engaged our passage to St. Louis. Each one had to pay 75 dollars. They intend leaving tomorrow. We put up at a Hotel in Benton City. After dinner I took A walk down to Fort Benton which is about 200 yds. below the City. Fort Benton is about one hundred yds. square and is built of dobies. I saw a few Piegan Indians here. Calvin Littlefield and myself took a walk up to Fort Labarge which is situated on the bank of the river $\frac{1}{2}$ mile above Benton City. This fort is almost gone to ruins and is inhabited by the Piegan Indians. The population of Benton City is about one thousand White and Indians. There is a large quantity of freight lying on the wharf. Among this freight is a quartz mill.⁵⁶

July 10th

Commenced raising steam at 12 oclock and at one oclock P.M. we crossed the river and took a beef on board which we had to hoist on board with tackle blocks and ropes. We then went back to Fort Benton and at two oclock P.M. we bid adieu to Fort Benton and Benton City and started down the Missouri River for St. Louis, a distance of 3,175 miles. We passed the mouth of Teton River, also Marias River. Passed two Steamers on their way to Fort Benton, the Steamer Ludlow and Marion.⁵⁷ The river was very rough and crooked. The rapids was the cause of its roughness. The banks rose right up from the waters edge for several hundred feet and purpendicular. The scenery was beautiful. Some places there wre beautiful monuments. We went down as fast as the cars travel. We run till night and laid up making over one hundred miles from Fort Benton. We have on board one hundred and twenty or thirty passengers, 40 deck hands and then the officers of the boat and

she only could accommodate 14 passengers with rooms so I had to take the Hurricane roof for it and fight mos[quitoes] all night.

July 11th

We raised steam and resumed our journey down the river very early this morning. We passed the Steamer Nellie Rodgers on her way up to Fort Benton. Arrived at mouth of Judea (Judith) River, rounded to and laid up about one hour. Here the Government were preparing to build a Fort.⁵⁸ They were felling trees and unloading their stores. There were 8 Steamers lying here unloading their freight—the Steamer Waverly, St. Johns, Iron City, Cora, Big Horn, Tom Stevan, Mary McDonald. They unloaded several large pieces of artillery. We left mouth of Judea River, passed Steamers Gallétin, Ontario, Deer Lodge. We passed Cow Island⁵⁹ and the mouth of Mussellsell River. The river today was through the bad lands but the bluffs are so high we cannot see them. The ground looks as though a great fire had swept over it. This is a description some of the passengers gave of it. The scenery today was picturesquely beautiful. We stopped early on account of wooding for tomorrow. We are now almost 400 miles from Fort Benton. We passed over Dolphon Rapids today.⁶⁰

July 12th

We resumed our journey down the river this morning at 3 oclock. We passed Round Butte this morning.⁶¹ We passed several large Indian camps. They were the Piegans and Grovons [Gross Ventres]. We are now passing the Little Rocky Mountains, which are beautiful. The banks of the river is from 3 to 4 feet high. We saw several herds of buffalo and antelopes and deer and elk. Passed also mouth of big Muddy, passed ruins of an old Fort mouth of Milk River is 550 miles from Fort Benton. We laid up for the night. We took our blankets and went up on the roof to spend a night.

July 13th

We left the shore to pursue our journey at 3 oclock this morning. We run 3 hours and stopped to wood. Deck hands and passengers turned out to help wood. This morning before we stopped to wood, a herd of buffalo numbering about two

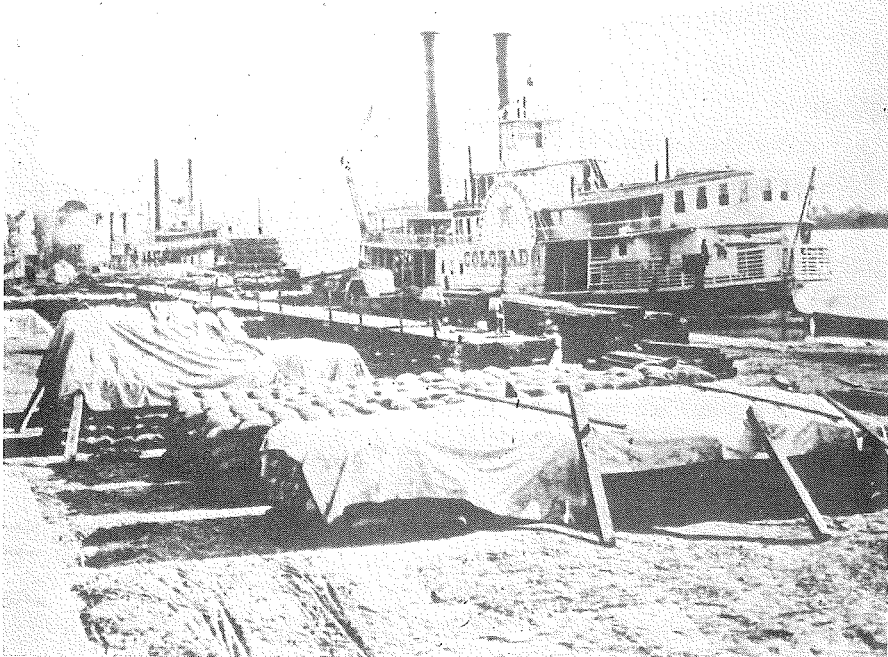
hundred were swimming the river. The boat run right in among them, they would not turn, so the Captain had the boat stopped and backed. The passengers poured bullets into them thick as hail, wounding a great many of them. I felt thankful that I was not a participator, and had the Indians seen them they would have followed us for a week and fired into the boat every bend we turned. We saw thousands of buffaloes today on both sides of the river. We wooded this afternoon. We were very fortunate today, missed all the sandbars. We laid up as usual for the night.

July 14th

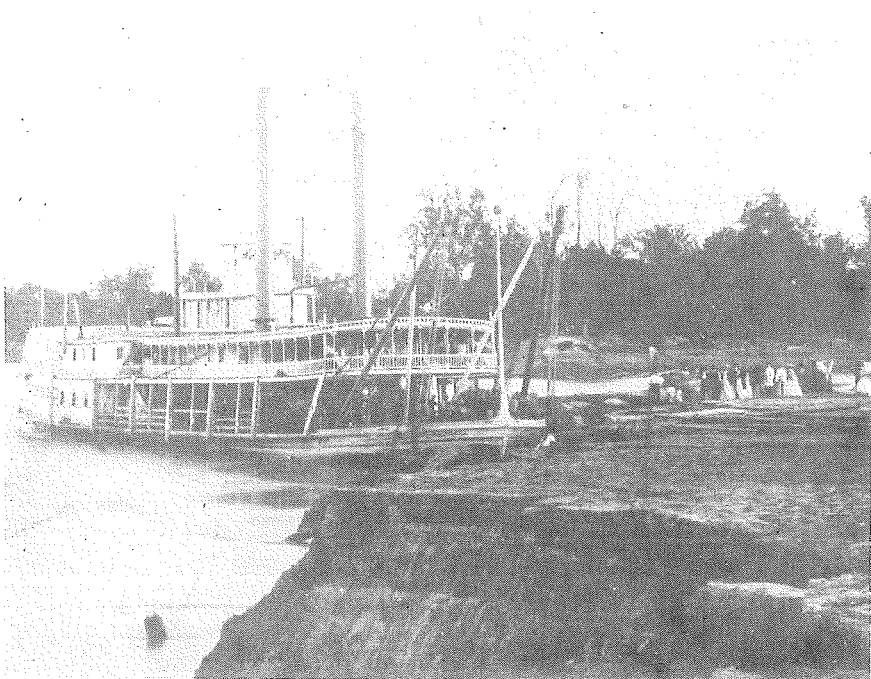
We resumed our journey this morning at the usual time, 3 oclock, for fear of an attack from the Indians. We arrived at the Fort at 7 oclock. This is old Fort Union.⁶² We laid here 15 minutes and all hands went up to the Fort which is about one hundred yds. from the river. We took a peep inside of the Fort which is inhabited at present by the Sioux Indians. There is about 3 or 4 hundred in and around the Fort. The Steamer Ben Johnson, a side wheel boat, is laying here with the Peace Commissioners on. They are trying to form a treaty with the Sioux.⁶³ Fort belongs to the American Fur Company and is the oldest or among the oldest on the Missouri River and is built of Cottonwood logs and dobies. 5 miles below Fort Union we passed the mouth of the Yellowstone River. 8 miles below Fort Union on the same side there were a regiment of soldiers who had portable saw mills and they were sawing lumber and making dobies to build a new fort with.⁶⁴ We saw 100 wagons in a train on the north side of the Missouri on their way to Montana. They came from St. Paul, Minn.⁶⁵ We passed the mouth of White Earth River and tied up for the night, making one thousand and 40 miles from Fort Benton.

July 15th

We resumed our journey very early this morning for fear of the Indians. Passed mouth of Little Missouri River. We arrived at Fort Berthold at 12 oclock.⁶⁶ Here we stopped for some time. Almost every man on the boat improved this opportunity of taking a walk. The Government has about one thousand men here and there is about 15 hundred Grovons Indians here. Their wigwams and wakeups are all around the Fort. There are a large number of Indians crossing the river in boats made of raw hide,



Two steamers reaching into the Upper Missouri River country were the Colorado (top), shown unloading supplies at Omaha, and the Mary McDonald, shown at Wyandotte, Kansas.



and swimming their ponies after them. We saw the Chief of the Grovons here.⁶⁷ 16 miles above Fort Berthold we saw a company cutting logs and preparing to build a Fort. We bid adieu to the Fort and resumed our journey. We passed old Fort Clark which is inhabited by the Indians.⁶⁸ We laid up for the night about 5 or 10 miles below old Fort Clark. I put in the afternoon sleeping as I had to fight mosquitoes all last night and I presume will have to put in tonight fighting the pesty little varmints.

July 16th

We resumed our journey this morning before daylight. We sailed down the river this morning at the rate of 20 miles per hour. At 9 oclock we stopped to wood. While we were wooding, the Steamers Cora and Vinton passed us on their way down the river. We arrived at Fort Rice. Here we laid for some time. This is the prettiest Fort we have passed. The river bank is very high and the country is rolling. This Fort is square and has four towers, one at each corner about 40 feet high and full of port holes. Below the Fort they have a portable saw mill. Uncle Sam has about 500 soldiers here. There is a few Indians camped near the Fort. We took on a beef here and 1000 pounds of ice. This Fort is 1329 miles below Benton. We left Fort Rice, passed mouth of Cannon Ball River and Beaver River. We tied up for the night a little below Beaver River.⁶⁹

July 17th

We resumed our journey at 6 oclock A.M. The scenery on this river is the finest on the American Continent. We passed today the mouths of the rivers Grand River, Moreau River and Big Cheyenne River. We stopped and wooded 4 times today. We missed all the sand bars today. There is no timber only in the bends of the river and that is quaken asp and cottonwood. On the north side of the river is a vaste plain. We run 200 miles today and laid up for the night.

July 18th

We rounded out this morning at 6 oclock. Passed Fort Peirea,⁷⁰ Fort Sully⁷¹ and Crow Creek or Ushers Landing. We stopped at Dora island and wooded. We wooded 4 times today. We passed a boat to which was on her way to Fort Benton. We

made about 160 miles and tied up for the night one mile above White River making 1783 (miles) below Fort Benton.

July 19th

We resumed our journey this morning at 3 oclock. Passed mouth of White River. We stuck on a sand bar $3\frac{1}{2}$ hours in the middle of the river. We had to take a howser to shore which was about two hundred yds. They dug a deep hole and put in a large log and the anchor. They then put the nigger to work, a little engine on the forward part of the boat. They kept working until they got off. We passed several islands today. While we were wooding today, the Steamers ST. John and Big Horn passed us on their way down the river. We passed the same Steamers at 12 oclock A.M. while they were wooding. We arrived at Fort Randall at 4 oclock P.M. This Fort is a half a mile from the river and is the largest Fort we have passed. They have an arsenal here, several large warehouses and 2 or 3 stores.⁷² We laid here one hour recruiting up our stock of provisions. I came near being left here, the boat rounded out but came back after me. There is beautiful prairies all along the river and settled up by the Whites. We passed Yancton Agency. We stopped at a wood yard and took 15 or 20 cords of wood on board, also a beef. We run till night and tied up for the night above the mouth of Niobrara River. We [passed] a great many islands today.

July 20th

When we awoke this morning on our way down the river sailing past mouth of the Niobrara River. We met Steamer Pocahontus on her way to the mountains. Passed mouth of the Bonhomie River. We passed mouths of James River and Vermillion River and Big Sioux River. We passed Yancton City today. We wooded today 18 miles by land from Sioux City and eighty miles by river. When we run within six miles of Sioux City, all the passengers went up on top of the boat. We supposed we would be in Sioux City in about a half an hour. The Captain said we were 46 miles from Sioux City by the river. We could almost throw a stone from the top of the boat across the narrow neck of land in to the river and it was 40 miles of a bend. We arrived in Sioux City at 9 oclock P.M. making over two hundred miles today. We have now arrived in America. Sioux City has a population of 3 thousand people. Some of the

passengers got a little tipsy, went down to the theatre and broke it, I mean the performance. There is several large mills in the upper end of the City. Here is a beautiful site for a city and a beautiful country. Lauger beer was in great demand and a great deal of it was punished this evening. We are now within 1010 miles of St. Louis.

July 21st

There was a very heavy fog this morning so we did not leave Sioux City until about 8 oclock. At 9 oclock we passed Omaha Agency, a large and beautiful village in Nebraska Territory. We saw hundreds of Pawnee and Omaha Indians. We passed mouth of Little Sioux River. Passed DeSoto Village and Florence. Arrived at Omaha City at 5 oclock in the evening. I went up to the City and left 200 oz. of gold dust which was sent to by me with Gilbert Collins. He hitched up his horse to the buggy and took me down to the boat. On the flat between the City and river, the locomotives were running in every direction. Omaha City is building up very fast. Business is brisk. The Captain would not lay here over night because the passengers got tight, some of them in Sioux City. We went 25 miles below Omaha City and tied up for the night. After supper 20 or 30 of the passengers went in bathing. We made 270 miles today.

July 22nd

We got an early start this morning. We passed several small villages, arrived at Nebraska City, stopped and put off a passenger. At 10 oclock A.M. we landed in Missouri State and wooded. We took on 30 cords of wood. The squatter brought a churn of butter milk and the passengers drank it all at 5 cents a pint. We passed several large side wheel Steamboats, the largest was Paragon, Denver, Nebraska and Colorado. The country is beautiful, on the Missouri side it is level and on the Nebraska side and Kansas side is bluffs. We laid up for the night 2 miles above St. Joseph. I was offered a splendid farm at 5 dollars per acre above St. Joseph, Mo.

July 23rd

We resumed our journey early this morning. Arrived at St. Joe long before breakfast. We landed here to recruit our provisions. The market square was not far from the river. It is a

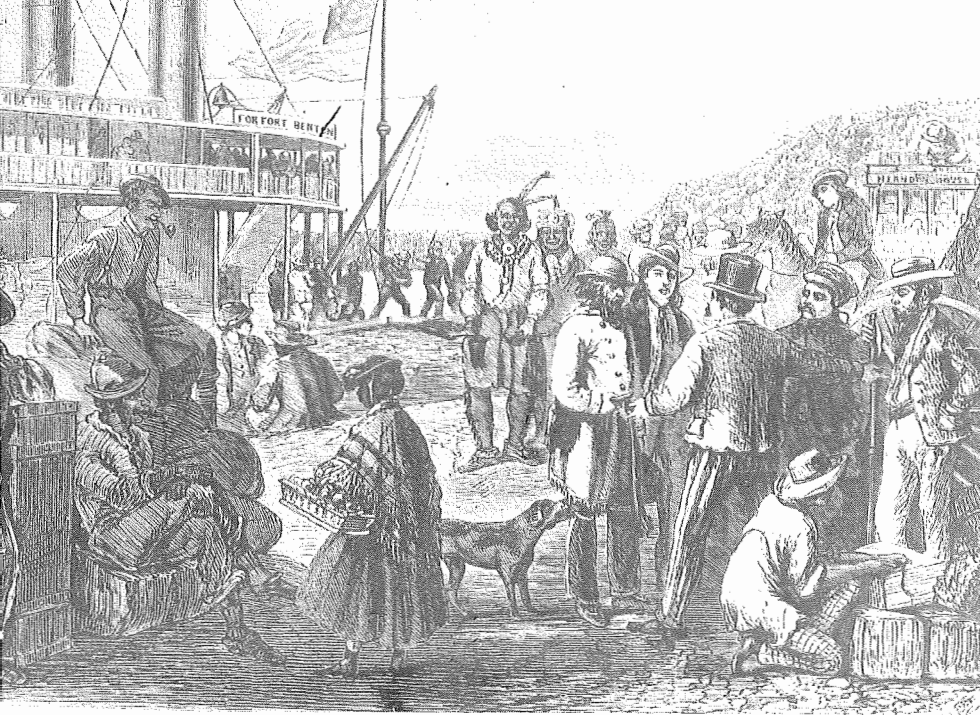
beautiful place. It lies in the mouth of a valley, it is walled in with beautiful bluffs. We passed Atchison, Kansas, also Fort Leavenworth. This is the largest and finest Fort on the Missouri River. We arrived at the City of Leavenworth which is $2\frac{1}{2}$ miles below Fort Leavenworth. This is the largest City above St. Louis on the Missouri. We laid here 2 hours. This City has about twenty thousand inhabitants and it is beautifully situated, and has a great many large fine buildings. We passed Kansas City. We passed several large towns and villages which I was unable to learn the names of. We laid up for the night 25 miles above Lexington.

July 24th

We resumed our journey very early this morning. We made it to Lexington before breakfast. Land here about half an hour. The most of the City lies up on a bluff. There is a flat about 50 yds. or 100 yds. wide. Here is large mills and warehouses. The warehouses show the effects of the war. The hole made by the canon balls and bomb shells, show very plain. A great many houses were destroyed. We passed Brunswick, Glassgow, Boonville and Jefferson City and laid up for the night. We will be in St. Louis tomorrow night if nothing happens.

July 25th

We resumed our journey this morning with happy hearts. We now have about one hundred and seventy miles to make. Everything works well this morning and everybody in good spirits. The passengers are all collecting up their blankets, buffalo robes, quartz specimens etc. The Missouri River is very muddy and swift. We passed out of the Missouri River into the Mississippi River. The Mississippi River is clear and beautiful and the muddy Missouri running into it, rolls up and foams and looks like clouds. We hove in sight of Saint Louis as soon as we leave the mouth of the Missouri, which is 15 miles. We arrived in St. Louis about 5 oclock and it was hotter than love in harvest time, and such a getting down stairs was a sight. We went out two or three blocks from the river, Calvin Littlefield, Louis Hied and myself. There we found Henry Shackelford who had a large drug store on the corner. He told us we might put our things in the store and stay with him that night. We then went down to a restaurant where he treated us to a tip top



A steamer making the run to Fort Benton, Montana Territory, was the Jennie Brown, shown in this drawing of the Omaha wharf in 1868.

supper. After supper Louis Hied and myself went around to the Southern Hotel which covers a whole block and is 7 or 8 stories high. We went inside. The first floor is marble put down in blocks and smooth as glass. From (there) we went around to the Lindel Hotel which also covers a whole square. The Southern Hotel cost between 2 and 3 million dollars.

July 26th

The weather is extremely hot, so warm we slept but very little last night. We spent this day walking around and viewing the City. Took 6 or 7 miles of ride on street cars. In the afternoon about 4 o'clock we went and engaged our passage to Cincinnati in the Indianapolis and Cincinnati cars. They took us down to the Ferry and over to Little or East St. Louis. So we bid adieu to St. Louis and resumed our journey for Cincinnati with an addition to our number, Henry Shackelford who is going to Portsmouth on a visit. We passed several stations before sundown. The cars is to run all night.

July 27th

We arrived in Indianapolis before daylight, got us some

cheese, crackers, pies etc., changed cars. We were here about one hour, then we left Indianapolis, passing through a great many towns, villages, City. I kept no memorandum of the places consequently have forgotten them. The country we passed through this forenoon was beautiful. We crossed the Big Miami which is bridged and went through a long tunnel. We arrived in Cincinnati about 10 oclock. Went and engaged our passage on board the Telegraph, which is to start from (here) at 5 oclock this evening. We took a walk through the principal streets. This afternoon we also bid adieu to Cincinnati in the evening. We are now steaming up the Ohio, with good luck we will be home tomorrow morning.

July 28th

Mr. Ruben Thompson came in my stateroom and awoke me to bid me welcome home. He got on the boat this morning about 3 oclock. He told me all about my folks and friends. It was raining very hard when I got up and continued to pour down for two hours. We arrived home about 10 oclock. The Telegraph put Mr. Thompson and I off at Springville. I soon reached home, met Father and then Mother. They were not expecting me at all. Mira and Mary, Alf and Theodore all came over. All bid me welcome home again. The balance of this day and evening was spent very pleasantly and long to be remembered by myself. Could every word been noted it would have made quite a book.

APPENDIX

AN ALPHABETICAL LISTING OF RIVERBOATS OPERATING
ON THE MISSOURI RIVER IN 1866

By R. ALLEN COLEMAN

Ben Johnson—Side wheel, built in St. Louis in 1866. She was enrolled at 525 tons, owned by Captain Ben Johnson, with Captain T. K. Voorhies as master. In 1866 it had been chartered by Captain Joseph LeBarge for the peace commissioners' trip at \$300 per day. She was sunk four or five miles below Brownville in 1868, but was raised and repaired, later to be destroyed by fire at St. Louis on March 29, 1869.

Big Horn—Stern wheel, 312 tons. Built at St. Louis in 1865. Was reported sunk by ice at St. Louis in 1866, but was raised and returned to service. Joseph LaBarge, Sr., was listed as owner and master. She was still operating in 1872.

Colorado—Side wheel, 320 tons; 225 x 34 feet. Built at Madison, Indiana in 1862. Owned by Hannibal and St. Joseph Railroad, who ran a line of packets in connection with the railroad known as the St. Joseph and Omaha Packet Line. She carried some of the guests of the Union Pacific excursion to the 100th meridian from St. Joseph to Omaha. The excursion was to promote selling stock in the Union Pacific.

Cora—Side wheel, 395 tons, 195 x 30 x 5 feet. Built at St. Louis in 1865. Equipped with the machinery salvaged from the *Cora* that sank at DeSoto, Nebraska Territory in April 1865. Owner and master, Captain Joseph Kinney; pilot, Captain Ed Baldwin. She struck a snag and was lost near the mouth of the Missouri, August 13, 1869. Cora Island formed below the wreck.

Deer Lodge—Stern wheel, 318 tons, 181 x 34 x 5 feet. Built for John G. Copelin at Wheeling, West Virginia in 1864. Captained by Grant Marsh. She was the first boat designed from keel to stack for the mountain trade. She was the only stern wheeler to make two round trips between St. Louis and Fort Benton in one season, which she did in 1866. This feat was duplicated by the side wheel *W. J. Lewis* in 1866 and the *Only Chance* in 1867.

Denver—Side wheel, 300 tons, 225 x 33 feet. Built at Madison, Indiana, in 1862. Owned by St. Joseph and Omaha Packet line and was a sister ship to the *Colorado*. She was the other boat involved in the 100th meridian excursion of 1866. Also called the *Denver City*, she was destroyed by fire at St. Joseph on May 18, 1867.

Gallatin—Stern wheel, 131 tons, 140 x 30 feet. Built at Chattanooga, Tennessee in 1865. Owner and master was John Howe in 1866. Steamboat journals indicate the *Gallatin* was one of the slowest boats on the Missouri. A study of old journals show the faster boats would pass the *Gallatin* above Omaha, deliver their cargo in Montana Territory, and then meet the *Gallatin*, still upbound, somewhere in South Dakota. She sank at the mouth of the Little Sioux River, April 16, 1868, with Samuel Slow as owner and master. It reportedly carried \$500,000 in gold dust and 250 passengers out of Fort Benton in 1866.

Huntsville—Side wheel, 358 tons. Built in Louisville, Kentucky, in 1868. Owner and master, John Jacobs. Still operating, 1870.

Iron City—Stern wheel, 218 tons. Built at Pittsburgh in 1864; owner, M. S.

Mephram; master, E. A. Sheble. Snagged and lost below Alexandria, Virginia, February 23, 1868.

Ludlow—No data.

Marion—Stern wheel, 190 tons; built at Pittsburgh in 1861 as U.S. Quartermaster boat *Silver Lake*, No. 2. Name changed when privately purchased in 1865. William D. Shanks was master. Arrived at Fort Benton on July 13, 1866. On the return trip seventy miles below the fort at Pablos Rapids, she ran aground and sank. Grant Marsh reported he went down and rescued the passengers and salvaged some of the machinery which was sold at Fort Benton.

Mary McDonald—Side wheel, 436 tons; built at St. Louis in 1866. G. H. Cohen, owner; George W. Cable, master. George Kieth purchased it in 1869. Destroyed by fire at Gilham's Landing, Missouri, June 12, 1873.

Nebraska—Two boats bearing the name were operating on the Missouri River between 1860 and 1870. The *Huntsville* was in a position to have met either one. The first *Nebraska* was a side wheel, 683 tons; built at Memphis, Tennessee in 1860 and still operating in 1870. The second *Nebraska* was a ferry boat, 42 tons. Built at Kitanning, Pennsylvania, in 1863. George C. Hadley, owner; E. W. Collins, master. She operated between Florence, Nebraska, and Crescent City, Iowa.

Nellie Rogers/Rodgers—Side wheel, 349 tons; built at Pittsburgh in 1862. Listed under both names, but obviously the same boat. E. W. Gould, owner and master. Dismantled at St. Louis in May 1872.

Ontario—Stern wheel, 403 tons; built at Pittsburgh in 1864. Owner, John G. Copelin; Dave Haney, master; Joe Fecto, pilot. Struck a snag and was lost on a trip from St. Louis to Omaha in 1866. With its sinking, Dave Haney joined the ranks of those distinguished masters who lost more than one large boat in the same year. Haney was master of the *General Grant*, which was wrecked by ice below Bellevue in March 1866. The *Ontario* was lost a short distance above Nebraska City in Kansas Bend on September 22, 1866.

Paragon—Side wheel, 495 tons; built at Pittsburgh in 1864. W. A. Thornberg, owner; E. Spencer, master.

Pocahontas—Side wheel; 180 x 32 feet; built at Pittsburgh in the spring of 1866 for Captain Americus Overton for the Sioux City-Omaha trade. Sunk by a snag at Pocahontas Island a short distance above Fort Randall, Dakota Territory, on August 10, 1866, shortly after Arnold noted her in his diary. This was the second setback for Overton, who lost the *Kansas Valley* at the Omaha levee on September 15, 1865.

St. Johns—Side wheel, 170 tons.

St. Johns—Side wheel; 828 tons; built at Pittsburgh in 1864. Owner, W. H. McPherson; A. C. Williams, master. One of the largest regular Missouri River boats still in service in 1873.

Tom Stevens—Stern wheel, 170 tons; 135 x 28.6 x 3.2 feet. J. D. Fulkerson, owner; T. W. Terrill, master. She was still carried on the active list in 1872.

NUMBER OF STEAMERS REGISTERED IN
ST. LOUIS, MISSOURI, 1846 thru 1870

1846	150	1859	93
1847	242	1860	123
1848	235	1861	67
1849	164	1862	100
1850	156	1863	105
1851	117	1864	112
1852	133	1865	215
1853	132	1866	233
1854	132	1867	190
1855	124	1868	217
1856	118	1869	132
1857	95	1870	169
1858	117		

NOTES

1. Jim McNear, a man recommended to John S. Collins by a friend in Dubuque, Iowa, was placed in charge of the tents and cooking on the trip to Montana. He proved to be a very reliable man and was praised highly by Collins. John S. Collins, *Across the Plains in '64* (Omaha: National Printing Co., 1904), 9. Hereafter cited as Collins.

2. Oskerlusa. Arnold could not have gone through Oskaloosa as it is east of Des Moines and he was far to the west of Des Moines. Perhaps he meant Dalmantha, a town in Guthrie County which would have been located at about this point on his route.

3. This would be present-day Fairview Cemetery.

4. A pork packing plant was established here in 1859. Walker D. Wyman, "Council Bluffs and the Westward Movement," *Iowa Journal of History*, 47, No. 2.

5. John S. Collins writes that his group crossed the ferry with six two and four mule teams, loaded with merchandise for the gold mines of Virginia City. Ferriage from Council Bluffs to Omaha was \$1.00 for one wagon and one span, and twenty-five cents per head for loose stock. Collins, 9; Philura Vanderburgh recalled a double decker ferryboat in operation this year which she considered big enough to hold 300 wagons and hundreds of loose cattle. Merrill Mattes, *Great Platte River Road* (Lincoln: Nebraska State Historical Society, 1969), 128.

6. John Collins wrote: "I left Omaha for the west, cutting across lots from Fourteenth and Douglas streets and camping under the 'Big Elms' at the Military bridge. . . . Twenty-four and Cuming streets now mark the spot." Collins, 10. From here west their route to Fremont followed the old Military Avenue and highway through present-day Irvington, Bennington, and Elk City.

7. This ranche was located sixteen miles out of Omaha and kept by Captain Peter Reed. David Anderson, "Early Settlements of the Platte Valley", *Collections of*

the Nebraska State Historical Society, 16 (Lincoln: Nebraska State Historical Society, 1911), 203. Elkhorn City is now the village of Elk City. The name was changed due to confusion with its similarity to Elkhorn Station, a town about eight miles distant that grew as a station on the Union Pacific.

8. John Collins reports the prairie fire occurred on April 15th while going up the North Platte river north-west of the present city of North Platte. He tells how near their wagon train came to total destruction. Either John Collins is wrong on the location and time of the fire, or else Joseph Arnold is, or there was another prairie fire on April 15th which Arnold does not mention.

9. Charles Collins' Guide to the Gold Fields lists this as James Galley's Rancho. He reports it as having "Hay, corn & stabling. Good camp ground. Wood, water and grass." *Omaha Daily Telegraph*, Tuesday, April 9, 1861.

10. Crossing the Loup River. John Collins wrote they paid fifty cents per wagon and one span to be ferried over. The loose stock swam. Collins, 11. In June of 1864 Albert Dickson crossed here. He wrote, "Just beyond Columbus we were taken part way across the Loup river on a rope ferry and landed on a sand bar from which we forded the rest of the way across. The Loup, though much smaller than the Platte, is a more sluggish stream and can rarely be safely forded. A rope ferry, as we knew it, was a flatboat attached by a short rope at either end to a pulley running on a cable stretched across the stream. To go forward the nearer pulley-rope was let out until the force of the current, striking the boat slantwise, would carry it along unaided. To return, the process was reversed. Arthur Jerome Dickson, *Covered Wagon Days* (Cleveland: Arthur H. Clark Co., 1929), 54, 55.

11. Charles Collins' Guide of 1861 says, "Guy C. Barnum's rancho has hay and corn for sale. Western Stage Company Station. Good camping ground. 1 mile past the Ferry." *Omaha Daily Telegraph*, Tuesday, April 9, 1861.

12. Lone Tree Ranch. This ranch was on the banks of the Platte River south of present day Central City. Charles Collins 1861 Guide says the place provided groceries, hay, corn, and stabling. He reports it was operated by T. J. Marmoy. *Omaha Daily Telegraph*, Tuesday, April 9, 1861.

13. We have been unable to identify the "well known Bens Ranch." It apparently was near Dutch Settlement (see next note). Charles Collins lists a Barnard's Ranch at this location. He says, "Barnard's Rancho. Hay and corn for sale. Here, there is a German settlement. A large crop of grain was raised the past year, and corn can be obtained from 70 to 90 cents per bushel." *Omaha Daily Telegraph*, Tuesday April 9, 1861.

14. This community, started in 1857, was the forerunner of Grand Island.

15. Captain Evans was probably the Captain of the wagon train with which John Collins and Joseph Arnold traveled. From here west they were to be in territory of unfriendly Indians and many small wagon trains joined together into one large one for mutual protection. Captain Prowse was probably elected to be in charge of the whole group. John Collins wrote that the wagon train organized here. He claimed it consisted of 106 wagons and nearly 150 men. About Thomas Prowse, he reported as follows, "Thomas Prowse, from Galena, Illinois, an old '49er' was elected captain. He was a quiet level headed man, stern of disposition, sound of judgment and with plenty of 'sand.'" John S. Collins, 12.

16. A discrepancy seems to appear here. Collins calls this man "Chance"; perhaps it was his nickname. Collins, 16.

17. Forty miles west of Ash Hollow on the north side of the river. Many diaries

mention the rattlesnakes infesting this place. It is located between Lisco and Broadwater.

18. He might have meant "West Fork." However, J. L. Campbell's Guide, listed above, lists a "west fort."

19. Arnold probably is mentioning Courthouse and Jail Rocks, two important landmarks on the trail that are situated just south of present day Bridgeport.

20. Collins writes as follows, "April 23rd we drove to a stockade where a half-breed kept a store of blankets and goods for trading with the Indians for buffalo robes, otter and beaver skins. Twelve lodges of Sioux were camped about the stockade." Collins,

21. Originally the site of a fur trading post, it was purchased in June of 1849 by the government and made into a military fort to protect travelers on the trail. Collins says Lt. Col. Collins of the 11th Ohio was in command at Fort Laramie. He also says that he met Jim Bridger here, who was organizing a train to open up a new route to the Montana gold fields via the Big Horn Mountains. Collins, 21. Dorothy M. Johnson writes that Bridger guided a train of sixty-two wagons and 300 persons to Montana on his route between the Big Horn Mountains and the Wind River Mountains. By the time they reached and crossed the Yellowstone River on July 4, several more trains had caught up with them and there were about a thousand persons in the combined party. Dorothy M. Johnson, *The Bloody Bozeman* (New York: McGraw-Hill Book Co., 1971), 109-111.

22. There was a stage station located on LaBonte Creek until the stage line was moved in 1863 further south on the Overland Trail.

23. The owls and snakes live at the prairie dog towns, not because they are friendly, but because prairie dogs were a favorite food of owls and snakes.

24. This was known as Platte Bridge Station. A military detachment was kept here to guard the telegraph station and also the emigrants. Later it became the modern city of Casper—named after Lt. Caspar Collins who lost his life here in the Battle of Platte Bridge July 26, 1865.

25. This small creek was Willow Springs and Creek. This was an oasis to the travelers being about half way between the North Platte and Sweetwater Rivers, and the only good water in approximately fifty miles between them. Originally the spring was surrounded by willows but the great migration following the gold discovery in California stripped it of trees.

26. Sweetwater Fort was placed here to protect the telegraph line and the bridge across the Sweetwater River.

27. While camped at Independence Rock "a detachment of cavalry came to our camp with orders to arrest our train and return it to Fort Laramie. It developed that one of the men in our train had purchased government corn from a soldier. To settle it the party gave the sergeant a few cans of fruit, supposing that would be the end. . . . May 10th we camped at the third crossing of the Sweetwater, being detained by rain and snow. Just as we were leaving at noon Captain Marshall an officer and twenty mounted men, rode into camp, and inquired for the captain of our train. When Captain Prowse was pointed out the officer said: 'I am ordered to return Captain Prowse's train to Fort Laramie.' This was on account of the 'corn deal', which it was thought, had been settled. After a lot of argument and dickerin', in which every owner of a team or teams took part, McNear addressed the officer: 'Captain, look here, I just came out of one war, and aint looking for another. You can read this paper, (handing him his discharge from the United States Army.) I don't

know nothing about your business, but Mr. Collins owns six teams in this train that is ready to pull out, and we are going *west*. If you have any business with anybody in Captain Prowse's train you better pick out your man. Here's where we leave the train." Without further ceremony McNear mounted the lead wagon, took the reins and ordered the Collins outfit to come on." By this time the 'corn man' came to the front and began his story. To hold a conversation privately the captain took him behind a bunch of rocks. In less than ten minutes, the captain rode out in pompous style, straightened up in his saddle, and ordered his men to 'right wheel, forward march', and they rode off like the soldiers who 'first rode up the hill, then rode down again.' The only question to the whole affair was: What induced the captain to disobey his orders to return the train to Fort Laramie?" Collins, 24, 25.

28. Devil's Gate was a great landmark of the trail and most emigrant diaries mention it. Mr. Funston of Galena was only one of many who died here while trying to climb these rocks. There is reported to be forty graves at this location.

29. At Three Crossings the telegraph station was garrisoned with soldiers at this time.

30. Emigrants mention this spot. Many found ice and considered this quite a phenomenon.

31. The site of the junction of the Lander cutoff had originally served as a rest stop for the stage line and as a pony express station. At the time Arnold was here, it was a telegraph relay station. From 1862 to 1868 a unit of the 11th Ohio Volunteers was garrisoned here. The Cutoff was officially known as the Fort Kearney, South Pass and Honey Lake Wagon Road. It diverted to the north, traffic off of the Old Oregon Trail near South Pass, Wyoming and rejoined it on Ross Fork of the Snake River in Idaho. It was built to eliminate a bad section of the old trail with a better and shorter route through an area where there was more water and more feed for animals. Congress authorized \$300,000 for the project in February 1857. Frederick W. Lander, a Department of Interior engineer, surveyed the route in 1857 and supervised road construction the following year. "Guide to the Lander Cut-off," U.S. Department of Interior, Bureau of Land Management; U.S. Department of Agriculture, Forest Service; in cooperation with Sublette County Historical Society.

32. Collins wrote: "After digging away ten foot of the bank to drive to the water safely, a volunteer was called for. 'Give me your mustang', said 'Chance', and if I live through it, you fellows come on with your wagons.' At the first dash 'Chance' and his pony went out of sight, and came to the surface twenty feet below sputtering and spouting like a whale. 'Its deep there, better come down easy', said 'Chance'. All of the wagon beds were blocked up to the top of their side standards and lashed down to their running gear. A rope was tied to the rear axle of each wagon manned by a dozen men, eased down by a like number, and when afloat, to hold it from drifting down the current, another rope was attached to the tongue and carried between the lead mules, handled by a crew of twelve on the opposite shore. When the lead mules were out of sight under water, with the aid of the rope the men on the west shore hauled them to a sand bar where they found footing. The leaders towed the wheelers along to the sand bar, and the wagon followed to shore in safety." Collins.

33. On July 13, 1864, Kate Dunlap wrote in her diary, "Ate dinner at the third fork of Green River. A few rods from the west bank on a little hillock we saw the grave of Martin Moran, who was killed in a fight with the Indians the 18th of July 1862." Dunlap, 333; Collins wrote, "At the fourth fork we camped near a grave. The head-board bore the inscription: Martin Moran, killed by Indians in 1862 (Digger

Indians). This was near the foot of Wind River mountains. Driving five miles farther we camped in a canyon. It snowed all night." Collins, 28.

34. Collins wrote on May 21; "We were unable to travel over three miles this day, the trail being almost impassible. During this short drive we dug out snow eight feet deep for fifty feet and camped at Fort Snyder—a log cabin where a few soldiers camped the summer previous. One of our party with a saddle-horse took the trail ahead and returning reported forty teams and a hundred men working their way through twenty miles of snow two to three feet deep. This was 'Lander's Cut-off' and we were five days digging our way through snow." Collins, 28. "In Snyder Basin a small log structure known as Fort Piney was constructed by James A. Snyder, who was in charge of supplying Lander's 1858 construction crews. The structure is no longer standing." "Guide to Lander Cut-off."

35. Collins wrote on May 26: "We came to the camp where forty teams ahead of us had just left. It was a sight. Empty wagons, barrels, kegs, chairs, stoves and everything of weight or bulk that could be dispensed with, had been left on the ground and abandoned to enable the party to move through the snow and mud. All they took with them was packed on their animals, and on one loaded wagon." Collins, 28.

36. Collins goes into more detail writing as follows: "May 27th found our train still tugging up the mountain side, doubling teams, unloading and carrying on our backs sacks of flour, grain and boxes of canned goods. At times a heavy wagon would have forty head of horses and mules and a driver to each span moving very slowly. At 7 p.m. the wagons were from one-half to three miles apart. There was no cooked food and many of us were without tent or bed. One of my own teams, just at the top of the mountain, was actually buried in eight feet of snow. We passed a very uncomfortable night on the mountain. The snow was crusted over. At 4 a.m., May 28th, the wagons were taken over the crust until the sun made it soft and then the digging and pulling began again. We finally overtook the parties ahead of us. They were still overloaded and I purchased several bags of sugar at forty-five cents per pound, and canned peaches at \$13.00 per dozen from the owner of the wagon." Collins, 29.

37. Collins called this ferry the Harry Richards and Massa's Rope Ferry. Collins, 30.

38. This is Camas Creek, at Camas, Idaho, 35 miles north of Idaho Falls on Interstate 15.

39. Collins says it was so called from the buffalo herds dying there from a disease in a severe winter years before. Collins, 33. This river is now known as Ruby River.

40. Collins wrote: "On the morning of Sunday June 12th 1864 we were in camp in sight of Virginia City. There being no grass or camping grounds nearer than two or three miles our stock was turned out on the hills in charge of herders. We had reached our last camp. The balance of the day was spent in bathing in a stream, washing our clothing, baking bread, and a general overhauling of wagons, preparatory to entering the city in decent order the next day, and here our train disbanded." Collins, 33.

41. Gold in this gulch was discovered in May, 1863 by William Fairweather and five partners, Thomas W. Cover, Henry Edgar, Barney Hughes, Harry Rodgers and Michael Sweeney. The Fairweather District was organized on June 6, 1863. Within a year Alder Gulch was staked with claims from one end to the other so that it formed one continuous street locally known as Fourteen-mile City.

42. John A. Creighton and his cousin James directed a train owned by Edward A. Creighton of 30 to 35 wagons each drawn by 4 yoke of oxen to Virginia City in 1863, with a profit of \$33,000 in gold. In the spring of 1864 James "Long Jim" Creighton captained a second train of 40 mule teams to Montana. This second trip's returns were \$52,000. John A. Creighton had stayed in Virginia City at the end of the first trip for five years. He became a merchant for wholesale and retail groceries.

43. "That summer in Nevada City one Jim Brady took a shot at a fellow named Murphy, hitting him but not killing him. Captured, Brady was identified by his victim whose attending doctor said Murphy was not long for this world. Brady was tried the next morning and hanged; Murphy, however, defied the doctor and recovered." *Golden Gulch*, by Dick Pace; See also *The Vigilantes of Montana*, by Prof. Thos. J. Dimsdale, Chapter XXV. Brady's friend who got 50 lashes was Jem Kelly, who was later executed for murder.

44. John Closser was born in Ohio about 1815. His wife Bridget was born in Ireland about 1821. They were the parents of five children, James M., Esther, Harriet, Mary and Floyd. The four elder children were born in Indiana, while Floyd was born in the Nebraska Territory. Mr. Closser came to Otoe County in 1857, where he became a farmer. He was elected to the Eighth Territorial Legislature in 1861, but he was defeated two years later. He was elected as a Republican, but defeated as a Union candidate. The Closser family moved to Montana Territory in 1864. Raymond E. Dale, "Otoe County Pioneers: A Biographical Dictionary" (Typescript, Nebraska State Historical Society).

45. Frazier Ranch was located near present Twin Bridges.

46. Renos & Co. Ranch was probably just north over Deer Lodge Pass on present U.S. Highway 91.

47. A thermal spring in the valley built up a cone nearly forty feet high. Vapor issuing from the cone made it resemble an Indian teepee with smoke coming out the top. The valley was noted for its white tail deer. The combination of the two gave the valley its name.

48. Johnny Grant was the son of a wealthy Hudson's Bay Company fur trader. Grant came to the valley in 1859, settling near the junction of the Little Blackfoot River and Clark's Fork or Deer Lodge River. He later moved to Cottonwood and built a two story house. The name Cottonwood was later changed to Deer Lodge.

49. Ophir Gulch deposits were discovered here January 12, 1865. By 1868 there were over 1,200 men in the immediate vicinity and it was estimated that at least \$3,500,000 was taken from these workings. The gulch is located northeast of Avon, Montana.

50. The Mullen Road road was constructed 1858-1861 by Captain John Mullan, from Fort Benton to Fort Walla Walla, a distance of 624 miles. Frank W. Hakola, ed., *Frontier Omnibus* (Missoula, Montana: Montana State University, 1962), 232.

51. Greenhorn Gulch and Austin Gulch were placer camps with placer production estimated at \$1,200,000. The gulches were northwest of Helena. Last Chance Gulch was the location of present Helena, the state capital of Montana. On July 14, 1864, John Cowan, D. J. Miller, Reginald Standly, and John Crab had been prospecting and were about to return to Virginia City but decided to take one last chance in this gulch; Abraham Lincoln attended Ford's Theatre in Washington, D.C., on April 14, 1865. He was shot about 9 p.m. This information was printed in the *Montana Post* dated April 29, 1865.

52. Grizzly Gulch is located southwest of Helena. In it were located Dry Gas Town and Springville. Orofino City was located in Orofino Gulch, a gulch branching off from Grizzly Gulch where the old Capital Brewery was located.

53. Silver City was located about 10 miles northwest of Helena near present Highway 91. The town sprang up in 1864, and in 1865 was a rival of Helena for the county seat.

54. Canyon Creek located northwest of Silver City.

55. The winter's heavy snows prevented freighting outfits from getting through the mountains, driving up the costs of goods. When the snows melted sufficiently the wagon trains got through and the prices went down again.

55a. Blood and Piegan Indians comprise divisions of the Blackfoot tribe.

56. Fort Benton was built in 1850 by Major Alexander Culbertson of the American Fur Company. It was originally named Fort Lewis. The Missouri River was not navigable beyond this point.

57. The *Marion*, captained by Abe Wolf, wrecked seventy miles below Fort Benton on its return voyage. Captain Grant Marsh of the *Luella* rescued the passengers and some of the ship's machinery, which he took to the fort.

58. The fort being constructed was Camp Cooke. It was established on May 19, 1866, and was under the command of Major William Clinton. It was abandoned March 31, 1870. Michael J. Koury, *Military Posts of Montana* (Fort Collins: Old Army Press, 1970), 9-13.

59. Cow Island is 198 miles below Fort Benton. During times of low water, this is the farthest point up the Missouri River that steamers could travel, as the river traveled over a rocky bed above that point.

60. The Dauphin Rapids are twenty-five miles above Cow Island. The name supposedly commemorates an event from early fur trading days, when Louis Dauphin, a well known hunter and guide, fell in the river at that point.

61. Round Butte stands on the south side of the Missouri River, seventy-six miles above Milk River. There were ruins of an old fort there, probably belonging to Louis Dauphin.

62. Fort Union was founded by John Jacob Astor's American Fur Company in 1829, but later taken over by others. It was visited by many explorers, traders, artists, journalists, etc., during its years of activity. In 1864-1865, it served as a temporary military post.

63. The Indians were Assiniboiné rather than Sioux, awaiting the Peace Commissioners. They were Governor Newton Edmunds of Dakota Territory, General Samuel Ryan Curtis, Judge Orrin Gurnsey and Reverend Henry W. Reed. They planned to purchase the Indian lands on the south side of the Missouri River, along with twenty-miles square on the north side, for \$600,000.

64. Fort Buford (one mile southwest of present Buford, North Dakota) was one of a chain of forts being established along the river to protect travel. It became a major supply center for the posts of the region. It was enlarged to a five-company post in 1867, with supplies salvaged from Fort Union.

65. A 100-wagon train from St. Paul was organized at Fort Wadsworth on June 14, 1866. It contained two hundred men, ten women, ten children and four hundred head of cattle. About half the men were Civil War veterans. They reached Helena on August 24.

66. Fort Berthold, located about 105 miles above present Bismarck, North

Dakota, was an American Fur Company trading post, established in 1845. It was abandoned in 1862 by the company, but it was occupied by the Army, 1865-1867.

67. The Gros Ventre were also collecting to meet the Peace Commissioners, who arrived on July 21. The council was held the following day.

68. Fort Clark had been named for General William Clark. It was on a bluff in an angle of the river on the right bank, fifty-five miles above Bismarck.

69. Fort Rice was founded in 1864 by General Alfred Sully, and it was important in the defense of the river. It was located on the right bank of the Missouri about ten miles north of the mouth of the Cannonball River.

70. Fort Pierre, next to Fort Union, was one of the most important fur trading posts on the Missouri.

71. Fort Sully was established in September 1863, as a result of the uprising of the Minnesota Sioux. It was first located on the east bank of the river, three miles below present Pierre, South Dakota. It was abandoned on July 25, 1866, when the garrison was moved to a point twenty-five miles above Pierre. The new Fort Sully was abandoned in 1894.

72. Fort Randall was located on the west bank of the Missouri below the southwestern corner of present Fort Randall Dam. It was established June 26, 1856, and served as a supply point for posts further up the river. It was abandoned on December 6, 1892.