

The Chronicles of the Yellowstone.

An Accurate Description of the Country; its Indians; the Early Settlers; Their Struggles with the Aborigines, and Interesting Reminiscences Gathered from the Early Pioneers.

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CHAPTER XXIV.
The night came and no troops appeared. All of the Indians had left and the tired soldiers once more rested. Dr. DeWolfe, the regimental surgeon, had been killed in the retreat to the hill and the sole care of the wounded had fallen upon Dr. H. R. Porter, the assistant surgeon and all unite in great praise of his skill and endeavors to alleviate the pain of the wounded. He stayed up and attended to them from the commencement of the fight till the arrival of Terry and Gibbon.

At about 9 o'clock in the evening, Girard and a half-breed scout named Jackson arrived at camp and soon afterward Lieut. DeRudio, and private O'Neal came in. At the time Reynolds was killed, Girard had gone in the timber. He had about 300 yards from his camp. O'Neal shot, and together they penetrated deeper in the brush. In a short time they met the half-breed Jackson, who still had a horse. Just ahead of them was a dense thicket; into this they made their way and trying the two horses, lay down. A moment afterward they heard a footstep and presently a man came in sight, who was walking cautiously and had a pistol in his hand. Girard soon recognized him to be Lieut. DeRudio. When he heard the lieutenant expressed great pleasure in meeting the party, and they laid together, undisturbed, listening to the mutter, till dark, when Girard and Jackson mounted their horses and the lieutenant and O'Neal each took hold of a horse's tail and they started out to find the place where Reynolds was killed.

Without meeting any obstacle they arrived at the river and went cautiously along, looking for a place to get down its steep-cut banks. They found a crossing at last and just as they were about to cross, a match was lighted on the other side, and the four cautiously retreated and worked their way down the river, when about 400 yards from the crossing they saw the voices of Indians talking and the tramp of horses, and turning back went up the stream and crossed it about 600 yards from where they came to it at first.

There was a growth of very thick brush near the river on the side they were on, and they skirted along this for quite a ways, looking for an opening. Turning around the point of a small patch of brush they came suddenly upon a smoldering camp fire with reclining Indians all around it. Quickly and silently Girard turned back, but not so quick as to escape the eyes of the Indians, who must have supposed our refugees to be some of their own people, for a voice cried out in the Sioux tongue, (which Girard understood) "We are Sioux, come back." At the sound of the voice, DeRudio and O'Neal let go of the horses' tails and laid down in the edge of the thicket, while Girard and Jackson spurred their horses into the river. When trying to get up the opposite bank, which was about four feet high, Girard's horse fell backward, causing him to drop his carbine, which in falling caught his watch chain and watch and gun went to the bottom. The horse in following kicked its comrade off his feet and dropped his rifle. The loss of their weapons was very discouraging to the scouts and they concluded to give up trying to get to Reno's camp, but instead to work their way to the steamer which lies at the mouth of the Big Horn.

At about a mile below this and just as day was breaking, they went into a bunch of willows, where they hid for a little open spot having good grass; in this they picked their horses and going about a hundred yards away, secreted themselves under willows that had been beat down by high water, and undisturbed, laid there till the next evening.

The firing at Reno's camp was heard plainly and in the afternoon, when it ceased, the fear was strong in their hearts that the whole command had been annihilated, but when across the intervening space there came the faint but unmistakably sweet notes of the bugle call, this fear was laid and after dark they mounted their refreshed horses and made their way to camp.

DeRudio and O'Neal had lain in the brush, near where they had separated from the scouts, all the night of the 25th. Early the next morning, the lieutenant heard the splashing of water and looking out cautiously he saw a party of men mounted on horses that he recognized as belonging to the Gray Horse Company of his regiment, which had gone with Custer. In the lead of the party was a man wearing buckskin shirt and pants and a large slouch hat. Being assured that it was Custer's command, DeRudio rode up to him and called, "Come this way." The party looked but did not see him plainly, and began called, "Here I am," and was answered by a volley. He ran and again laid, with his eyes open to the fact that they were Sioux, with horses and clothes from part of Custer's command, and a glimmering of the fate that had befallen Custer and command, entered his mind and would not be driven out.

The two laid in the brush all of that day and in the afternoon saw and heard the departing Indians pass by. After dark they started for, and without further incident arrived at the camp.

At about 8 o'clock the next morning clouds of dirt were seen arising from down the valley, were seen arising from some of the members of the command thought that the Sioux were coming again. Others thought it was caused by Custer's or Terry and Gibbon's forces. The latter belief was right, for in a short time the troops were distinctly seen. At about 9 o'clock Lieut. Bradley, with the Crow scouts from Gibbon's command came into Reno's camp and gave the first knowledge of the fearful disaster that had been perpetrated but four miles away. Bradley had stayed but a few moments on the battle ground and during that time had counted 200 bodies of men lying on the field.

Gen. Custer had, after leaving Reno rode on at good speed and when opposite the lower end of the Indian camp, turned down to the river and soon turned and rode back to the river. The fight commenced just after making this turn, for

Telegrams

For President Villard and Party.

A SUMMARY OF THE LATEST NEWS.

An Impending War Between China and France.

And Other Choice Bits of News Fresh from the Wire.

Booming Billings to the Fore.
BILLINGS, M. T., Sept. 6, 1883.—First two sections of the Villard party are speeding along the Yellowstone river. Big Horn was crossed about 8 o'clock. The weather of the trip, track in exceptionally good condition and the country is looking well. A broken wheel has thrown the two last sections of the train four hours behind. Billings was reached at 9 o'clock by forward section and the train was saluted by music from the Fort Custer Military band, booming cannons and the whole town most elaborately decorated. Trains stopped here for beef, mutton and vegetable attracted much attention.

Ex-President Billings after whom town is named is with the party and is the recipient of much attention. A perfect ovation was given him at the grand stand and in response to urgent calls he made a short but an extremely enthusiastic and telling speech saying that he has always had the most abiding faith in the future of the great northwest and no place had held a warmer place in his heart than these thriving cities along the route of the road with which he had been so long identified he felt that the town of Billings was located in a favored spot with a surrounding country whose fertility could not but build it up into one of the great cities of the Northwest. He had the honor of presiding at the dedication of the laying of the corner stone of the new Dakota capital building at Bismarck and what pride it would be for him to come some day to attend a similar dedication at Billings when that city shall have been selected as the capital of the great state of Montana. No city is better situated for the better of our country than this. He has always had the most abiding faith in the future of the great northwest and no place had held a warmer place in his heart than these thriving cities along the route of the road with which he had been so long identified he felt that the town of Billings was located in a favored spot with a surrounding country whose fertility could not but build it up into one of the great cities of the Northwest. He had the honor of presiding at the dedication of the laying of the corner stone of the new Dakota capital building at Bismarck and what pride it would be for him to come some day to attend a similar dedication at Billings when that city shall have been selected as the capital of the great state of Montana. No city is better situated for the better of our country than this.

When all together on the hill, Reno had counted pickets, who were all well armed, 350 effective men, and many old frontiersmen and Indian fighters, whose judgment is unquestioned, to whom the writer has put the question, have agreed in saying that that number of white men properly led, could not be stopped by all of the Sioux force then in the field, for they will no more stand before a charge than they do.

The only saving point in the history of this question is, that the company officers with Reno did not know that Custer's command was in such extreme need—had they known, there is no doubt that, under Capt. Benteen, they would have gone through fire, if necessary, to the relief—far braver men than fought on the hill that day no country can boast.

Thomas Fletcher Oakes.
The history of the closing years of this enterprise would be incomplete, without some notice of the man whose marked executive ability has contributed so much to its completion. Thomas Fletcher Oakes was born in the city of Boston, in 1841, and educated in its schools. In 1865 he was in a banker's office in New York. In 1866 he went west with Sam'l Hallett, and became purchasing agent for the contractors of the Kansas Pacific, where he remained till the completion of the road, when he was appointed general freight agent of the line, and in 1875 was made general superintendent. About that time, Villard was appointed receiver of that road, and thence dates the "right hand" of the line. The superintendent of the line, when the Villard combination had secured control of the Northern Pacific. Mr. Oakes came at once to New York, and was made vice-president and executive manager. To his great ability and energy we are indebted for the marvelous rapidity with which the last 800 miles of the line was completed. He is the first executive officer of the road who made the complete overland trip of the line. The superintendent of all detail management belongs to him. Villard devotes the general schemes, and Oakes executes the mass of details. The one is the financier, and the other the executive manager. It is a case of Napoleon and his grand marshal, Ney.

The Oregon & Transcontinental company was now the principal owner of the stock of all the lines in Washington and Oregon. Of all this combination, Henry Villard was the head. The new policy was to be executed. It soon became manifest that the Oregon & Transcontinental was to be used as a powerful auxiliary in the completion of the Northern Pacific. It had the money, the credit, the strong support of its immense capital and enabled it to push construction without a moment's halt. It furnished means to build branches, which the Northern Pacific, under the charter, had not the power to do, and thus prevent the encroachment of rival lines. It carried the revenue to the English Crown from India would show serious deficit. Times points out that in the event of war Germany, Japan and even China themselves would secure more of the foreign carrying trade than France.

London, Eng., Sept. 6, 1883.—The Times editorially says France is steadily drifting into war with China and that the latter were vulnerable only on naval points that occupy strategic international positions and any blow struck to English trade in the East Indies will be most disastrous. The relations between England and France will be seriously embittered thereby. Dislocation of cotton trade would throw out of employment thousands of operatives in Lancashire and Yorkshire and the revenue to the English Crown from India would show serious deficit. Times points out that in the event of war Germany, Japan and even China themselves would secure more of the foreign carrying trade than France.

Paris, France, Sept. 6, 1883.—Chambord gives 10,000 francs to the convent at Gorge. He bequeathed a large portion of his fortune to Count Bede. He divides the income of his estate to his widow. New York, Sept. 6.—Some counties on labor and education resumed work today. John Swinton on the stand testified to considerable length. He recommended revival of income tax as was originally in force.

Columbus, Ohio, Sept. 6.—The mines here are in full blast. The mines are receiving the advance asked for—20 cents a ton. Chicago, Sept. 6.—The representatives of railroads, constituting the Iowa trunk line pool held a session here last night to consider the various matters affecting the relations of the pool with the Union Pacific railroad. There has been an understanding to the effect that the pool roads should make through rates to points on the Union Pacific, and vice versa. Lately the Union Pacific has been allowing a rebate of four cents per hundred on certain business to points on the pool roads, and recently presented the pool with a bill for \$51,000, the amount of such rebate. After a warm discussion they decided to allow the account, but it was decided to allow no further rebate made at the expense of the pool.

DEBARS, AFRICA, Sept. 6.—A correspondent just returned from town through the heart of Zululand, and reports the natives on the way of a mutual extermination. CHICAGO, Sept. 6.—Message reports from Waldron station, on the Cincinnati, Indianapolis, St. Louis & Chicago railroad, state that the freight train run into the preceding one this morning near that station and broke through a small bridge; wreck of engine and twelve or fifteen cars. The brakeman of one train and a workman of another road were killed; one with a broken arm was killed; names not given.

BEAUTIFUL BOZEMAN.

A Condensed History of the Town, etc.

WRITTEN BY JUDGE H. N. MCGUIRE.

The last rail of the Northern Pacific Railroad has been laid, the golden spike will soon be driven, and the greatest of the Pacific roads opened to the traffic of the world. The iron horse traverses the valley of the Yellowstone, crosses the belt range through the Bozeman Pass and is watered and fed at Bozeman, the commercial metropolis of Eastern Montana, passes on through the great Gallatin Valley to the western seas. Bozeman will now spring forward and assume the position among western cities that her vast and varied resources entitles her to hold. Through the coming years she will be poised to receive the most brilliant examples of American progress and enterprise.

The time and occasion are fitting for a review of the past and speculations upon future prospects. On the 5th of July, 1805-78 years ago and two months ago—the first white men entered the valleys of the Upper Missouri, and camped about 25 miles in a westerly direction from the site of Bozeman, near the site of Gallatin City. They were members of the Lewis and Clarke expedition. On the 13th of July of the next year a branch of the expedition under Capt. Clarke camped at the same place. Passing up the East Gallatin to the Yellowstone, they descended that current in canoes. By pre-arrangement they joined the branch under Captain Lewis at or near the mouth of the Yellowstone. Even that early the American pioneer had forced his way into the heart of the continent. Near the present site of Buford two white men were found, named Dickinson and Hancock, from the Illinois river, who had ventured thus far into the wilderness on a hunting excursion up the Yellowstone Valley—also their knowledge of which must have come from the uncertain reports of the prairie tribes.

Lewis and Clarke's report awakened the first general interest in the Yellowstone and Upper Missouri regions and excited the cupidity of the enterprising fur traders, soon resulting in the establishment of a chain of trading-posts along the way across the continent. But it was not until the discovery of gold in this region in 1862 that there was a general movement of emigration towards the Upper Missouri, though the world had long before been informed of the delightful natural conditions of the country—its pure air, sparkling rivers, richly-grassed valleys and lofty pine-mantled mountains—through the reports of government and individual explorers. Among and immediately following the first gold-seekers were many who preferred the less hazardous pursuit of farming and stock-raising to mining. A few settlers located in the Gallatin Valley soon after the first gold claims were opened.

The town-site of Bozeman (as yet unnamed) was located by Daniel E. Rouse on the 24th day of July, 1854. He built upon it the first house, the site now being occupied by the business houses of Rich & Willson. The next improvement was on the ground now owned by the Masons, at the northwest corner of Bozeman and Main streets—Judge Fitz, from Chicago, opening there the first store. Stafford & Rice opened the second. Among the first houses was the cabin of Wm. H. Tracy, northwest from the intersection of Black and Main streets. On the 1st of August, 1854, Col. John Bozeman arrived on the site of Bozeman, named in his honor, having piloted an emigrant train of 40 wagons, embracing a large number of families, from the North Platte along the eastern base of the Big Horn Mountains. About the same time arrived the trains of Major Bridger and Capt. Jacobs, which aggregated 120 wagons. At the time there probably were not more than 25 settlers in the Gallatin Valley. The three trains went on over to Virginia City, then and long after the center of the gold mining interest; but Col. Bozeman and some of his followers were so impressed with the beauty and fertility of the Gallatin Valley that they soon returned and made permanent locations. P. W. McDow and Thomas Conover located a mill-site on Bozeman creek, now within the town limits in the fall of 1854, and had their mill in operation the succeeding year. Then the flourishing city of Bozeman was founded, and thenceforward, population rapidly increased.

Col. Bozeman was killed in the Yellowstone Valley by hostile Indians in the spring of 1857, Thomas Conover at the same time being wounded. These, with other atrocities committed that spring, caused General Thos. Meagher, then Acting Governor, to call for volunteers. Several hundred, well provisioned and supplied with munitions of war, entered the field; but the hostiles kept out of the way, and no fighting was done.

In the fall of 1857 Captain La Motte arrived, commanding three companies of United States troops, when Fort Ellis was established, 21 miles east of Bozeman. The volunteers were then disbanded. From this time on the Gallatin Valley steadily gained in population, the nuclei points of settlement being Bozeman, at its head—always the most populous, Hamilton, twelve miles northwest from Bozeman, Spring Hill, twelve miles north and Gallatin City, at the junction of the Jefferson, Madison and Gallatin. These continue to be the most prominent points.

In the fall of 1859 the first number of the *Pick and Ploce* was issued in Bozeman, the circulation of which reached 1500; and this, along with the discovery of the rich and extensive silver mines on the Clarke's Fork, 117 miles southeast of Bozeman gave a new impetus to settlement and improvement in the Gallatin Valley. Bozeman at once came to the front as one of the most important trade centers of Montana Territory, and her subsequent growth has been healthy and rapid. In 1859 also the Crow Indians were brought under treaty stipulations, their first agency being established on the Yellowstone, about 36 miles from Bozeman. Furnishing supplies to the agency and the military carried on greatly to the prosperity of all classes.

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