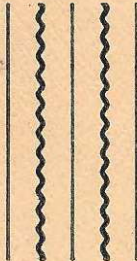




**“MANTANI”**



A History of  
MANDAN AND MORTON COUNTY



1738 to 1964



PRICE \$1.50

# **“Mantani”**

A History of  
MANDAN - MORTON COUNTY  
INCLUDING  
FORT McKEEN  
and  
FORT ABRAHAM LINCOLN

1738 to 1964

Compiled and Edited

by

**Sarah Tostevin**

Copywrited

1964

Published by

**The Mandan Chamber of Commerce**

MANDAN, NORTH DAKOTA

*Best wishes  
Sarah Tostevin*

THIS HISTORY BOOK IS DEDICATED TO SARAH TOSTEVIN IN GRATITUDE FOR THE MANY HOURS OF TIME AND MONEY SHE SPENT IN WRITING AND COMPILING OF HISTORICAL FACTS IN THIS BOOK.



**Mrs. Tostevin is pictured in front of the original library building which was located on 3rd Ave. N. W. The building is now located at Island Park Trailer Court.**

The materials contained in this book have been compiled and edited by Mrs. E. D. Tostevin in cooperation with the Mandan Chapter of the Daughters of the American Revolution.

It is the sincere hope that this material will prove of value in preserving the history of this area.

**CREDIT IS ACKNOWLEDGED TO THE FOLLOWING:**

The State Historical Society and the helpfulness of the library staff in making available needed historical sources of information.

The records of the Morton County Commissioners and the Mandan City Commission, and the cooperation of those in charge of these records.

The Files of The Bismarck Tribune and the Mandan Daily Pioneer, including articles by Palma Fristad, feature writer.

The Record — published in Fargo in 1898, containing articles by Linda Slaughter, wife of the Surgeon General at Fort Rice and Camp Hancock.

And to all others whose cooperation and encouragement has made this book possible.

**PICTURE CREDITS:**

State Historical Society, State Game and Fish Commission, Nancy Hendrickson, R. A. Swanson, Mrs. Kate Ford, Mrs. L. N. Cary, Conrad Johnson, Lee Mohr, Howard Berg, Rare Books, Devils Lake, N. D.; Northern Pacific Railroad.

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## I. - The Mandan Indians

The territory which is now North Dakota was occupied during historic times in this region by eight distinct tribes of Indians. They were the Chippewa, Yanktonai Sioux, Teton Sioux, Assiniboin, Cheyenne, Mandan, Hidatsa and Arikara. With the exception of the Arikara, who belonged to the Caddoan family, and the Cheyenne and Chippewa, who were of Algonquian stock, all the other North Dakota tribes belonged to the Siouan family.

From an occupational standpoint, the original Indian tribes of North Dakota are classified as nomadic, semi-nomadic and sedentary. The Cheyenne, Mandan, Hidatsa and Arikara, were of the sedentary tribes, largely occupied with the tilling of the soil to produce a living. The principal shelter used by the nomadic tribes was the tipi, and although the agricultural tribes made use of it as a temporary shelter during the hunt, their permanent dwellings were earth lodges.

The Mandan and Arikara tribes came into the state from the south, while the other tribes moved in from an easterly direction. Historians generally agree that the Mandans came from the general Siouan stock somewhere on the South Atlantic coast or the Gulf of Mexico. According to Mandan legends they reached the Missouri River at the mouth of the White River in South Dakota. From this point they moved up the Missouri to the Heart River where they established their villages.

As far as their inter-tribal relations are concerned the Mandan disposition was peaceful. Although they were not inclined to be the aggressors they would defend themselves to the last when attacked.

The principal meat of the Mandan was buffalo which the women of the tribe cooked in many ways. The hides of the

buffalo were used for clothing, and the bones were used to make equipment which they used in their gardening. Their chief crops were corn, beans, turnips, squash, pumpkins and sunflowers. The women of the tribe did most of the work of planting and tending the gardens and fields, while the men spent their time in hunting and fishing. They manufactured arms, participated in wars, and did a part of the work connected with the harvest of the grains.

The Mandan Indian village located at the east end of present day Mandan in 1738 was the village of Good Fur Robe. This Mandan chief was revered by his people, and tradition credits him with the performance of many almost miraculous feats of strength and bravery. The tribe kept alive the story of their hero, whose influence determined their customs and their manners.

Good Fur Robe's village was also known as the village of "**The Crying Hill,**" so designated because the inhabitants used the hill top as their mourning place. The hill formed the north side of the village which was located on the plains below. The intersection of present day Sixth Ave. N. E. and First Street N. E. cuts directly through the location of Good Fur Robe's lodge, which according to history measured 65 feet in diameter. There were approximately 250 other lodges located in the same vicinity.

The village also had another title, which was the village of the "Two Faced Stone." This stone was a mass of dark red granite, smoothed by the action of glacial flood and ice. It had narrow seams of grayish quartz which criss-crossed its surface. To the imaginative mind of the Mandan Indians it assumed strange and fantastic shapes and forms. In the varying shades of light and shadow, no one ever saw the same symbols there twice. Mad Soul, the



Typical Mandan Indian Earth Lodges

Medicine man of the tribe, as well as other wise people of the village, believed that they could foretell the future events of their tribe, or of individuals by the tracings they saw upon the stone, or the voices which came from the stone.

History records that on December 21, 1738, Mad Soul, the Medicine Man of the "Crying Hill Village," spent the night on the highest point of the hills beside the "Talking Stone." Here he could see and hear the sounds of the men and women in the village below him, but he listened ever more attentively to the spirit voice which came from the stone. He chanted to the Great Mysterious One, and finally the sounds of the village ceased to reach his ears. The stars in the western skies died before his staring eyes until finally, in complete rapport with the influences which surrounded him, he lay inert by the side of "Two Faced Stone."

(Many of these so-called holy stones are to be found in North Dakota and in this vicinity even today.)

During the night as he lay at the base of the "Stone" he had a vision. It was

a message from a cousin who had met death while crossing the great river at the time of the spring running of the ice. This cousin had shown him eight white men coming from the north. They had a beautiful cloth held aloft at the end of a slender pole, and were accompanied by several Indians of the Mandan tribe.

The following morning he reported his vision to Chief Good Fur Robe who immediately called a council of his wise men. They had never seen white men before and thought that they must be very sacred people. Never doubting the prophesy of Mad Soul, they began to make plans to honor the visitors with food and friendship.

Scouts were sent out to watch the river and to signal back the news as soon as this party of visitors came into view. The chief and his wise men began preparations for the strange, but welcome guests.

The prophesy of the Medicine Man was true, for even at that time the white skinned strangers were leaving the vil-

lage of "The Mortar" which was located just four miles north. (This village was located on what was later known as the Boley Homestead and which is now just north of MDU's Heskett plant). The Northern Pacific north branch line cuts directly through this village, which according to reports must have been an important community at that time.

It was in October of 1738 that a party of Frenchmen, under the leadership of Sieure de la Verendrye, had set out from the present site of Portage la Prairie, Manitoba to search out the Western Sea. They had been commissioned by "The Marquis de Beauharnois, Commander of the Military Order of St. Louis, Governor and Lieutenant General of the Whole of New France, Lands and Country of Louisiana."

Early in December the party arrived at a Mandan village or "Fort," which according to their journal was located not far from the lower loop of the Souris or Mouse River. Here they found a community of 130 huts or lodges, and were told that there were five others along the Missouri even larger than this one.

The expedition stayed at this site for several days, during which time the elder Verendrye became too ill to continue further. On December 11 he sent the rest of the party, including his son, Pierre de la Verendrye, on to visit the other five villages.

In this group were eight gallant French soldiers, followed by the friendly Indians of the village of "The Mortar." They carried a flag upon which was painted the arms of France. They arrived at Good Fur Robe's village on December 22 and were welcomed by the Chief and honored by his tribe.

The explorers were heading for the "Valley of the Middle Hole," so called because the Mandans believed that the Heart River flowed out of the country of "The Middle Hole." It is the only

name ever given the river, which contrary to some published reports, was not named for some heart-shaped butte along its banks. The Mandans believed that the river was the familiar habitat of the Lord of Life, and The First Man, and that it was the place of the creation of land, and of all living things.

The visitors spent four days with the good chief and his men, and then made explorations to other Mandan villages located further south. The first one, "The Young Man's Village," was an extensive community situation located upon the present Motsiff farm. At that time, the village was well protected by high earthworks and deep ditches, which are still visible in the area just south of the home on the Fort Lincoln road.

Another important community of the Mandan Indians was called "The Village of the Lop-Sided Lodges," so named because it was erected upon a sloping hillside, and the interior was then excavated on the upper side to make the floor flat. This name was later changed to "The Slant Indian Village." This village was located on the site of the present reconstructed village at Fort Lincoln State Park.

Still further south was another village known as "Bird's Bill Hill," which was



A Buffalo Hide Bull Boat.

located on the flat to the east of the line of high hills, just north of the Little Heart River, and on the banks of the Missouri River. Mandan traditions say that it was on these hills that the nation was saved from "The Flood" which covered the entire world. In token of this event every Mandan village since that undetermined time, has caused to be set up in the middle of the community a "Memorial to the Flood," a replica of the Ark which saved the people at that time.

The annual feast of Okeepa was held each summer and usually lasted for four days. These ceremonies were associated with the legend of the "Ark" and were held in the center of the village. Torture was administered to young warriors under the direction of the Medicine Man, who was appointed master of ceremonies or Okeepa. This torture represented the initiation ceremony of the young men. A bull-dance and the Feast of the Buffaloes were also included in this ceremony.

Lewis and Clark made mention of all of these villages in the diary they kept of their explorations in 1804. They reported that all of the villages were in ruins and deserted at that time. This was later discovered to have been caused by a small-pox epidemic which literally wiped out the Mandan tribe. The remaining survivors had moved north to Fort Clark and it was here that Lewis and Clark spent the winter of 1804-1805. The explorers noted in their diary that the Mandans were friendly and generous and especially hospitable

to visitors and strangers who came in contact with them. They also noted that in their relations with the government they were considered faithful.

The tribe was further diminished in size by the small-pox epidemic of 1837 which was traced to the fur traders. From the Indian standpoint the contact with the whites was by no means wholly advantageous, in fact they were destructive. Not only did they bring disease, but also alcohol, and according to one of the chiefs, "since that time, the Indians diminish and they are no longer happy."

As far as the Mandan are concerned, the epidemic of 1837 marked the death knell of a once powerful tribe. The survivors were so few and their fortunes so closely linked with the Arikara and Hidatsa that it is difficult to speak of a distinct Mandan tribe after 1837.

However, since the visit in 1738, when for the first and last time, the flag bearing the fleur-de-lis of France was flung to the breeze over a North Dakota city, the Mandan Indians have been known as "The Friendly Mandan" who never went to war against the white man, and boasted that they never killed a white man.

Mandan today is a fitting monument to those earlier Mandan inhabitants, whose dirt lodges were built behind the log fortifications of the Village of the "Crying Hill" in the "Valley of the Heart," "which flows out of the Middle Hole."



## II. - Mandan -- 1872 to 1964

Dakota Territory was officially opened for homesteading on January 1, 1863, but it was not until the winter of 1872 that the first settler for the land west of the Missouri arrived in Edwinton (Bismarck), having come overland from Moorhead, the nearest settlement east of the Missouri. This was Robert Henry, who with two companions and heavily laden teams, stopped at the Edwinton Hotel to spend the night. They continued their journey westward the following day in spite of warnings of danger from the elements and the hostile Sioux.

Henry was a teamster and trapper and found employment at the newly authorized Fort McKeen. After the Fort was completed he remained in the area, settling on the bank of the Heart River about two miles above the Fort where he was protected from the Indians. On August 11, 1875 he was found murdered in his cabin. Civilian employees and officers of Fort Lincoln offered a reward of \$300 for the arrest of his murderer, but the culprit was never found.

Another early settler in the white man's Mandan was Frederic F. Gerard, who had been a scout with Custer's forces. Gerard escaped with his life at the Battle of the Little Big Horn because he had been transferred to Major Reno's forces. Girard's first wife was an Arikara woman he had married while engaged in the fur trading business even before Territorial Days. In 1872 when Fort McKeen was established Gerard staked out a claim nearby. Unknown to him the claim was on railroad property.

He relinquished the claim and later purchased 40 acres from the Northern Pacific in present day southeast Mandan, which area still retains the name Gerard Addition, a name given it at the time Mandan was platted.

Actual settlement of the area began in 1873, the year the first railroad sur-

vey was made west of the Missouri River, and also at the time that Fort Abraham Lincoln was established. According to postal records, the first post office was established in a sod shack on the Missouri River bank on July 16, 1878, with Andrew J. Davis named the postmaster for Morton, the name given to correspond to the name of the county.

On October 7, 1878 the new village was given a new name — Lincoln, in memory of the assassinated president. At this time, the board of temporary commissioners, appointed by the Governor of Dakota Territory, had accepted the proposed plans submitted by the Lincoln Townsite Co. The first elected commissioners met on December 14, 1878 and declared the new railroad village would be called Mandan in memory of the fast disappearing Indian tribe. Frederic F. Gerard is credited with the naming of the city which is a derivation of the Dakota Indian word "Mantani" or "people on the bank," descriptive of the Mandan Indian villages along the Missouri River.

On March 3, 1879 the post office, with Arthur Linn as postmaster, was moved from the banks of the Missouri to the railroad site, just south of the present east end underpass, and renamed Mandan. Eight days later it was named Cushman for the newly appointed postmaster, Charles Cushman. On September 26, 1879 the post office was finally designated Mandan to correspond with that of the railroad station and Andre Thompson was named postmaster.

On April 13, 1878 F. F. Gerard was granted a charter for a toll bridge across the Heart River, but this was never placed. In October of the same year he petitioned for a charter for a ferry across the river, in lieu of the bridge, and this was granted and he maintained the ferry for some time.

During the winter of 1879 the Northern Pacific laid a track across the Missouri



**Taken on Feb. 12, 1879, the above picture shows an N. P. train crossing the Missouri River between Mandan and Bismarck on rails laid on the ice.**

ice and the first train made its crossing from Bismarck. On Tuesday, March 11, 1879 there were 538 car loads of material which crossed the ice from the Bismarck landing of the railroad tracks to Mandan. A village was born, and an era was dying, for the mighty Mis-

souri River was about to give way to the railroad and the West was beginning to have a new meaning in this comparatively new country.

Steamboats had been the method of transportation since the "Yellowstone" made its first trip up the river in 1831. The "Assiniboine" came in 1838 and after 1873 when the first settlers began to arrive in Mandan, the ferries began plying the Missouri between Mandan and Bismarck. The erection of the Memorial Highway bridge in 1922 sounded the death knell of the ferry "Marion," one of the last of the ferries to run, and ended another era in the history of Mandan and ushered in a new period of progress.

The "Ida Stockdale" was a Northern Pacific supply boat which plied the river for many years, bringing both men and supplies in to work on the railroad. During the winter months, when the ice had frozen to a safe depth, it was possible to drive across the river.

It was in 1876 that the steamer "Far West" brought back the wounded from



**Constructing the railroad in the late 80's. Material train brought the rail, ties and other supplies to within a short distance of the rail head. Iron cars, drawn by horses, moved the rails to the end of the track, while teams went ahead with ties and the timber for bridges.**

Reno's command and the news of the Custer Battle at the Little Big Horn. They made the trip in 54 hours, a record breaking run of 1,000 miles, with Captain Grant Marsh at the helm. They arrived in Bismarck on July 5, 1876. It is recorded that J. M. Carnahan, telegrapher for the Tribune, held the wire open for 36 hours in order to report to the world the events that had occurred in Montana. When material was not available for transmission, the operator held the key by sending passages from the Bible until the notes of Mark Kellog, a reporter for the Tribune, who had accompanied Custer, could be made ready for transmission. There were also reports from the wounded who returned on the steamer to be written, and passed on to the entire nation.

Morton County had been launched in 1878, and was named in honor of Oliver P. Morton, a governor of Indiana during the Civil War. In 1879 the territorial legislature in Yankton, Dakota Territory, detached an 18 mile wide strip from Morton, which included Mandan, the only organized village in the county, and tacked it onto Burleigh. The remainder of Morton was left completely unorganized at that time. After a great deal of dissension was made known regarding this activity, the land was restored to Morton County in 1881, and the county was reactivated at that time. The first order of business for the new county commissioners was to demand that Burleigh County restore all taxes and liquor licenses which they had collected during this 2-year period.

The Bismarck Tribune in the column of Mandan news on Saturday, April 12, 1879 states that there were 123 frames and houses now located in Mandan, and that further construction was planned for the near future.

The first recorded meeting of the Village Trustees was held in the schoolhouse on February 28, 1881 to organize the village. President was Edward F. Doran, W. C. Davie, clerk, and Mark



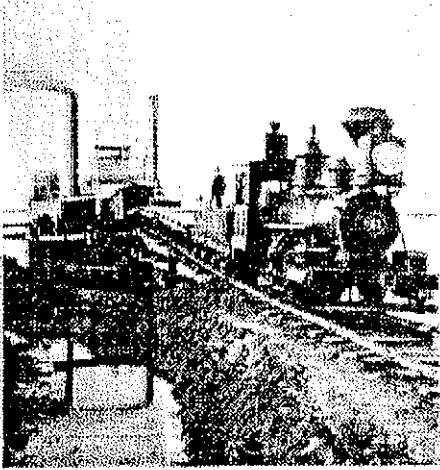
**The Mike Lang grocery built in 1880 and located on East Main Street.**

Bateman, F. M. French, Henry Yunck and P. O. Chilston members of the board. This board appointed Daniel Collins as Justice of the Peace and William Watson, as Marshal. The records show that on March 22, 1881 an ordinance was passed to lay cross walks on Front Street (Gerard's addition), between the 3 and 4, the 4 and 5 and the 5 and 6 hundred blocks. These walks were to be made of 2-inch plank and to be 24 inches wide.

On May 3, 1881 there were two vacancies on the board, and Henry W. Coe was appointed to serve as clerk, and B. C. Winston was named treasurer.

In 1879 when the track was laid across the Missouri River the survey on west had already begun. The Northern Pacific employees were moved to the west side of the river, and according to reports as many as one hundred were eating and some were sleeping in the Mandan House. This building was located in the east end of the village and remained there during the construction period.

At the west end of the village, a two story brick building, known as the Endicott building, had been erected by



During the summer of 1879 the N. P. railroad made use of the ferry boats to transport the trains across the Missouri River. The engines were then moved onto tracks laid up to the landing area.

Henry Endicott, a member of the Boston Syndicate. This Syndicate, organized by a group of men from Massachusetts, developed what is now known as the Syndicate section of the town. Mr. Endicott later became secretary of war under President Cleveland.

The Boston Syndicate, or The Mandan Land and Improvement Co., as it was later known, did much to improve the new city. Their plan was to build substantial homes, accept monthly installments in payment, and thus the houses passed into the hands of the actual residents on completion. Anyone who bought a lot on the company's land must have agreed to improve it. According to records, every dollar they received from the sale of property was immediately reinvested, with additional funds being spent for further improvements.

In July of 1884 a brick yard was started, employing 30 men and having a daily quota of 30,000 bricks. The clay supply was inexhaustible and was of fine quality, not only for bricks, but for terra cotta work and pottery. A spur track was laid from the main line of the Northern Pacific through the

center of the property, almost half a mile south to the company's warehouse. This spur track furnished the transportation needed for the large amounts of materials purchased for the various improvements in the addition.

To further enhance the project which they were developing, these men established what was perhaps the first horse drawn street car in Dakota Territory. The exact date of construction is not recorded, but the last run was made on February 28, 1882. Tracks had been laid down the south side of Main Street to the corner of 6th Ave. N. W., where they crossed the railroad tracks and ran past the present Syndicate School building and continued south for another block where they curved south west to the present site of Highway 6. At this point they turned north, past the Queen Ann House which they had erected on this street, and curved back to the track mentioned above.

Recognizing the necessity of a flour mill, and with the advantages of power so easily obtained from the Heart River, and the easy shipment on the spur track which was laid to the very edge of the mill site, they proceeded to build the mill. The foundations were laid in 1884, and the mill with a capacity of 200 barrels of flour daily was completed in early spring. (It is recorded that Sone Christenson and Sander Hendrickson handed up the last bricks for the chimney).

The building was equipped with the latest improved machinery and operated by one of the best practical millers of Minneapolis. He endeavored to make the flour of the "Mandan Roller Mill" equal to "Pillsbury's Best." The wheat secured during 1884 from the immediate vicinity of Mandan was A-1 hard and declared by Minneapolis millers to be the best in the world.

During the summer of 1884 the grading was completed in the area, and steps were taken to beautify the grounds.

Over 500 trees were set out and walks were laid as well as other minor details to improve the site.

During the fall of 1883 the Erie telegraph and telephone company put in an office in Mandan, erected their wires and connected business places and private homes. They also purchased a government wire that ran between Mandan and Fort Lincoln and connected Bismarck with the city. Reports of 1884 indicate that a large number of the instruments had been installed in the village.

Records of 1884 also indicate that conservative Massachusetts was not the only state that had sent capitalists to Mandan to invest heavily in real estate and to put up handsome brick buildings. Pennsylvania also contributed a large share towards the prosperity of the city. Plans had been announced by two Williamsport capitalists to erect a planing mill and put in a large lumber yard and other industries which would be of inestimable value.

Two men, J. Bartles and H. S. Trimble, both well-known businessmen of the Pennenite state, were promoting improvements in block 33 of the Boston Syndicate addition. With a capital of \$10,000, they were putting up a large mill and lumber yard. The following spring they opened a large store in the city which carried a line of builders supplies and hardware. Plans called for the mill to turn out window sashes and doors and other things needed by builders. The location of their building, which was on the spur line, gave them ample facility for their work.

Just north of the Endicott building was the Ronco building, which is still a part of the city.

Board walks led east from the Endicott building to the present location of the Mandan Creamery and Produce Company corner, where a two-story building had been built by the Hager

Brothers. (The city of Hagerstown, Maryland was named after the Hager Brothers, who did so much in developing the present site of Mandan.) This building was used as an opera house for a short time, and later the second floor served as living quarters for immigrants arriving in the new territory. It was also in this building where the Marquis de Mores was tried and acquitted of a murder charge before Justice of the Peace Daniel Collins.

Sheriff Harmon had made a trip to Medora at the request of the Marquis to return two men who had threatened to kill him. Before Sheriff Harmon arrived, one of the men, Riley Luffsey, had been killed, and when the Sheriff arrived he arrested two others. The Marquis was charged with the murder along with O'Donnell and Wannegan. In the first trial, the Marquis was indicted by the grand jury of Morton County, but he requested a change of venue to the First Judicial Sub-Division, at Bismarck. He gave as reasons for this request that he did not believe that he would get a fair trial in Mandan, because the lawless elements of the Bad Lands were adverse to the establishment of a business by a titled foreigner. He also felt that the Irish element in Mandan was in sympathy with Luffsey, who was also Irish.

The opinion had also been expressed that because he was a man of means, he should be indicted in order that he could be compelled to pay tribute to obtain justice. The trial was finally held in Bismarck from September 12, 1885 to September 19, 1885 and the jury returned a verdict of "not guilty."

Although this trial ended in the acquittal of de Mores, the ill will which had been engendered by the incident continued to smoulder. Feeling ran so high that there was even talk of a lynching before all of the facts in the case were made known.

(To explain: The trial was held here, for at this time Morton County extend-

ed almost to the Montana state line. Of further interest is the fact that Teddy Roosevelt was a Deputy Sheriff for Morton County when he was a resident of the Bad Lands).

It is interesting to note that the colorful Marquis, who was responsible for doing so much for the Bad Lands, also had interests in Mandan. He was one of the stockholders of the Mandan Pioneer, the weekly newspaper published by Mr. R. M. Tuttle. The Marquis attempted to revolutionize the meat packing industry by promoting a scheme to slaughter beef on the range and then ship it east in refrigerated trains.

Across the street east of the Mandan Creamery building was the Vinton Block, a two-story structure which housed the J. R. Clark Drug store. On the site of the present Lewis and Clark Hotel building, was the three-story Inter-Ocean Hotel. It was constructed of brick and termed the "finest in the northwest." Colored waiters were in its employ when the trade was at its best, and costume balls were frequently held in

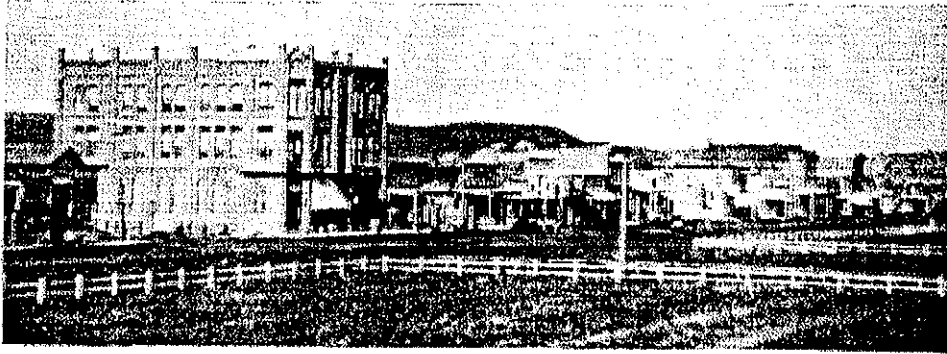
the large dining room. Sitting Bull was in the good graces of the government at this time, and often came to Mandan from the reservation. At one time he attended a musical presented at the Inter-Ocean.

The next block east was known as The Pioneer Block, and housed the weekly Pioneer plant which occupied the second floor of the brick building erected in 1885. The Headquarters Restaurant on the site of the present Mushik Shoe Store, was operated by Jack McAulliff and Michael Mahon, and while it was not of brick, as some of the other buildings were, it maintained a reputation for fine food. It numbered among its patrons Teddy Roosevelt and the Marquis de Mores.

The First National Bank and the Taylor Drug Store were housed in modest frame structures in the second block east of the Pioneer Block, while across the street east was a three story brick veneered People's Hotel, later the McGinley and now the Mandan Hotel. To the north of this and in the same block,



An Early Day Picture of Main Street of Mandan with the Inter Ocean Hotel on left.



An Early Day Scene of Main Street in the city of Mandan

was one of the few livery stables in the city, owned and operated by Peoples and Shields.

A brick showplace further east was the Merchants Block, built by Lovitt Gill on what is now the 300 block on East Main. It housed Van Slyck's Dry Goods Store, while the upper floor was occupied by doctors and the Masonic and Odd Fellows Lodges. Another brick grocery store built in 1862-63 was located on Main Street and was the home of O'Rourke and McGillic Grocery for many years.

Harry Robinson of Wisconsin arrived in Mandan, D. T. on May 16, 1879 bring-

ing with him his printing equipment, to open a printing establishment here. On May 24, 1879 he published the first issue of a newspaper the "Mandan Criterion." The accompanying picture of the 7th issue of that paper describes the first Fourth of July celebration in the newly settled community. Records do not indicate where his shop was located, nor do they tell how long he remained in the area. The last record of payment by the County Commissioners for printing, was made to the Criterion on June 18, 1887. The Mandan Pioneer, under the editorship of Mr. F. H. Ertel, was named the official paper of the county on January 9, 1882, replacing the Criterion.

# The Mandan Criterion.

MANDAN, D. T. FRIDAY JULY 5, 1880. No. 7

## THE GLORIOUS FOURTH

The celebration of the Fourth of July in Mandan, D. T., was a grand affair. The morning was spent in the usual manner, with the children playing in the streets and the men and women engaged in their respective occupations. At 10 o'clock the school children gathered in front of the school house for the reading of the Declaration of Independence. The school teacher, Mr. [Name], read the Declaration with a clear and powerful voice, and the children responded with a loud and hearty Amen. After the reading the children sang the national anthem, and then dispersed to their homes. At 11 o'clock the children gathered in front of the school house again for the reading of the Declaration of Independence. The school teacher, Mr. [Name], read the Declaration with a clear and powerful voice, and the children responded with a loud and hearty Amen. After the reading the children sang the national anthem, and then dispersed to their homes.

**CHILTON & BROS.**  
LIVERY STABLES  
No. 100 East Main Street  
Mandan, D. T.

**H. WILSON, M. D.**  
Physician and Surgeon  
No. 100 East Main Street  
Mandan, D. T.

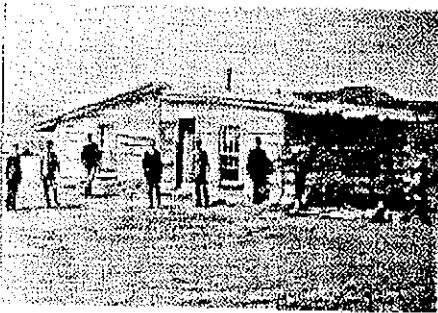
**G. SHARPLESS**  
District and Hotel  
No. 100 East Main Street  
Mandan, D. T.

**JOHN A. HERRINGTON**  
Choice Milk and Beer

The Cary Real Estate office, established in 1881 by L. N. Cary, is still operated by his son, Colin Cary, the only business in Mandan which has been under continuous family operation since 1881.

Mr. Cary was one of the young men from the east who came to the frontier west to join the influx of laborers, speculators and businessmen. Educated as a surveyor, he became land agent for the Northern Pacific and operated a real estate business with his partner, Mr. Carpenter.

Living quarters were very scarce, but the two young men found accommodations in a log rooming house which had a canvas roof. According to the reports this roof was as hospitable



Mandan's first boarding house which was nicknamed "The Arlington." Shown in the picture are left to right, Warren Carpenter, L. N. Cary, Ed Harvey, Max French and Ferd Bingenheimer. The picture was taken in 1881.

able to the rain and snow as it was to its lodgers. Undaunted by the inconvenience, the two men quickly dubbed their rooming house, "The Arlington," as the western counterpart of the fashionable Arlington Hotel in Washington, D. C., with which they were both familiar.

The First National Bank still retains the same name and continues operation of the first bank organized in the new village in 1881.

George and Ferd Bingenheimer open-



The First National Bank of Mandan taken in 1881. The bank was located on the corner of Main and Collins Avenue.

ed Mandan's first drug store in 1881. When the railroad bridge was completed in 1883, D. R. Taylor purchased the interest of George Bingenheimer, and later the interest of Ferd and changed the name of the store to The Taylor Drug at that time. This store continues under this name, and in approximately the same location it occupied in 1881.

The Pioneer Publishing Company is another of the first businesses that has remained in continuous operation since 1881. Established in that year by F. H. Ertel as a weekly newspaper, it became a daily on March 22, 1882. The editorial column that day announced that Mandan, Dakota Territory had the honor of being "the smallest town in the world which could boast a daily paper." He further stated, "The Mandan Daily Pioneer will at all times have the material interest of Mandan at heart, ignoring cliques and factions and fostering immigration to the utmost of its ability. The battle has begun auspiciously. May the past form an index to the future." (The first issue of the new daily turned into a morning paper because of a derailment of a work train



at Sweet Briar, with eight lives lost, and 23 injured.)

The optimistic boosters of Mandan at that time had visions of a second Omaha dangling before their eyes. With less than 100 population in the city, Mr. Ertel had the courage to publish the Mandan Daily Pioneer. The paper had a liberal advertising patronage, but mighty little circulation, for in the entire West Slope area, there were not over 5,000 people.

The Pioneer Publishing Company was incorporated in August of 1883, with the Marquis de Mores, Michael Lang, Joseph Miller, R. M. Tuttle, Charles Wilson, A. C. Macrorie and George Bingenheimer as stockholders.

The plant was housed in what was known as the Pioneer block, (where the Mandan Drug now stands), until 1910 when the present building was erected, and further additions built. The Pioneer was the first newspaper published in North Dakota west of the Missouri River. There had been one or two attempts to publish a daily paper prior to the time Mr. Ertel issued his first paper, but they were short lived, and the Pioneer was the only paper in Mandan when he published the first edition.

In 1884, R. M. Tuttle purchased the interest of Mr. Ertel, and under his direction the paper became one of the

best known and most influential in the territory of Dakota, and later the state of North Dakota.

W. C. Gilbreath and his son, J. R. Gilbreath, succeeded Mr. Tuttle in the conduct of the Pioneer, and then Sam Small took over for a short time, and was succeeded by W. Harry Spears, who disposed of his interest to E. A. Tostevin in 1909.

The paper continued as a weekly until in April of 1914 when at the insistence of subscribers and advertisers the publisher agreed to a three-month trial of a daily paper. The Mexican situation, followed by a lively campaign for state and county officers made a success of the "trial period." Just before the expiration of the three months, World War I broke out, and the circulation of the new daily almost doubled in a short time. The Mandan Daily Pioneer then became a permanent part of the West Slope area.

On April 15, 1953 the Tostevin family, and the daughters of C. F. Pierce, a long time employec and stockholder in the paper, sold their interest to the Conrad's of Bismarck. This sale ended a father and son's business which they had conducted since 1909, and turned the business to another father and son's combination which also has a pioneer background in this community.



A view of the Northern Pacific Railway Depot.

The prosperity of Mandan was increased materially through the tremendous efforts of its residents to place their city in the front rank, in regard to religious education. By 1884, the efforts of the early settlers resulted in the establishment of no less than six different churches in the community.

St. Joseph's Catholic congregation was organized in 1879, and during the summer of 1881 steps were taken to secure land for a church. That fall, active work was begun on the building situated on the corner of Stark Avenue, (now Collins) and 3rd Street. The building was completed in October of that year, and was originally intended to answer the purpose of a combined Catholic school and church. Owing to the size of the congregation, the original plan had to be abandoned. The Rev. Father Cassidy, of Yankton, D. T., had been connected with the society since its organization, and in 1884 was reported to be residing in a commodious rectory which had been added to the original church building.

The Methodist Episcopal denomination was among the first in the field here. Their house of worship was erected in 1880, and located on the corner of Livingston Avenue, (3rd Avenue N. E.) and 2nd Street N. E. For a time this building was used as a general meeting place for the different denominations. It also served as a school room for a short time.

The Presbyterian Church was located on the corner of Dilworth Avenue, (3rd Avenue N. W.) and 3rd Street, and was erected in 1881. In 1884 it was reported to be the largest and most expensive house of worship in the city with one of the finest locations. A large basement was furnished for a Sabbath School and the main building was furnished in the most substantial manner, with every convenience for the comfort of the congregation. The Rev. I. O. Sloan, who had been on the frontier the greater part of his life, was the pastor in 1884.

The Congregational Church was organized in July of 1881, and in the latter part of that year built a commodious church building near the corner of Livingston Avenue (3rd Ave. N. E.) and 4th Street, with the building and furnishings paid for at the time of completion. This left the congregation free of debt.

The Baptist Church was organized in the latter part of 1881, and a church building was erected in the following spring on elevated lands near the corner of Cass (6th Ave. N. E.) and 2nd Street N. E.

The first school was held in the Methodist Church but in the fall of 1881 a contract was let for the erection of a suitable school house to be located on the southeast corner of Wright Avenue (1st Ave. N. E.) and 2nd Street N. E. Work was begun soon after, and in the early part of 1882 the building was completed. Bonds had been issued for the erection of the building, and were purchased by eastern interests who paid a premium for the securities. The building was of two stories with a belfry and bell, and had a large and commodious hall and stairway. It was furnished with the latest of improvements. An addition was added to the school in 1883 to accommodate the many students enrolled. In 1884 there were 60 students attending the school, and the course of study covered a six-year period.

A destructive fire struck Mandan in 1882. Perhaps this was the largest conflagration ever seen in the city, considering the number of buildings burned.

The fire, originating in the Northern Pacific restaurant operated by John Mack and Ed Drury, also destroyed the Commercial Hotel, the Mandan House and the Pacific House on the north side of Main Street. Across the street, the Sam Lung, Chinese Laundry and the Strong and Hackett Furniture Store were burned to the ground. McGillic and O'Rourke suffered a \$3,000 loss. Frank Farnsworth, another merchant,



An 1881 picture of the 200 block on East Main, showing the board walks and the Commercial Hotel, and the Mandan House in the background, with the Northern Pacific restaurant where the disastrous fire of 1882 started.

saved his building by covering it with wet blankets. The efforts of the Northern Pacific master mechanic, Ed Doran, who brought all available locomotives to the scene from which to run fire hose, was credited with saving Hope's Meat Market and Major Mitchell's office as well as the newly constructed Emerson Institute. This was the entertainment center located a block north of Main Street.

A call for help from Bismarck was made, but before permission could be secured from Brainerd, Minn., via telegraph to run an engine out of Bismarck the fires had either been quenched or burned themselves out. The sister-city firemen finally arrived, accompanied by about 200 townspeople who considered the trip over the recently completed N.

P. Missouri bridge an outing in itself. Here they found a disheartened group of smoke-blackened citizens who were, in two days, supposed to observe Thanksgiving.

The Bismarck firemen, although tardy to help extinguish the fire, were nevertheless dined at the Inter-Ocean hotel.

There were some side effects of the fire. First, it resulted in a city ordinance prohibiting the keeping of hay, straw or wood shavings in any uncovered building on Main Street, and John Foran, the village clerk, was appointed fire warden. Second, it was the impetus needed for the organization of a fire department which came about in 1883.

Paddy Ryan, owner of the burned Pacific House, announced his decision three days later to construct a three-story brick veneer building. Happily for the bachelors in the village, Sam Lung, the Chinaman, was not to be wiped out of business because of the fire, for H. R. Lyon arranged to put up a suitable building for him near the Thomas Conroy blacksmith shop.

Persons of English and Irish ancestry composed most of Mandan's early settlers. The Scandinavians commenced coming from their native lands in 1881, and shortly after that those of German descent followed. It wasn't generally until the 1890's that people from Russia began to emigrate here in numbers.

The sidewalks of this period were of wood and caused great concern for the ladies who tried to walk from place to place, but never after dark. They were built up about three feet from the street to forestall trouble when the rivers flooded, one of the hazards of that time.

The Heart River, along with the Missouri, were ever threats to the village, for they would overflow in the spring and huge cakes of ice, three to four feet thick, would tumble down the streets. The June rise also caused concern, for again the waters would over-



A view of the east end of Main Street in 1881 showing the huge cakes of ice left after a flood of the Missouri and Heart rivers.

flow their banks and the streets of the city might be inundated. It was not until the Garrison Dam, started in 1946 and completed in 1953, and the Heart Butte Dam, completed in 1949, controlled the water, and this threat finally became but a memory.

The buffalo represented food, clothing and shelter to the Indians, and when the white men came they served him in the same way. Buffalo once ranged

over a large part of the United States, but by 1825 they had been driven west of the Mississippi River.

Between 1821 and 1840 it is reported that Selkirk farmers, French-Canadian fur hunters and half-breeds had killed more than six hundred and fifty thousand buffalo in the Red River Valley area. There were no large herds in eastern Dakota by 1847, for they had all shifted westward.

Many of the fur robes, as well as other buffalo products, were marketed by steamboat rafts and flatboats on the Missouri River. In 1857 about 75,000 robes were sent downstream from five American Fur Company forts on the Missouri. The ordinary 'buckskin robe' sold for about three dollars in 1862. White robes, 'beaver robes' and 'blue robes' were scarce and brought a much higher price.

By 1890, wasteful hunting methods had virtually annihilated the buffalo, and with the coming of white men, government encouragement of buffalo hunting, the invention of the Sharp's breech-loading rifle and the demand for buffalo hides as well as robes, the destruction of the herds was hastened.

There soon became a brisk traffic in the buffalo bones which had been left



A collection of bones and buffalo robes gathered from the prairie. In the background the Presbyterian Church and the Duncan home, later sold to the Stabler's. Just visible in the background in the center of the picture is the court house.



The Indians established their camps about the town, and many favored the old hospital hill for their camps. This picture was taken in the 200 to 300 block on present day Sixth Avenue. The home on the right, partially obscured by the trees was occupied by the James McDonald's. It was built by J. E. Pilcher and was among the first homes in the west section of the city. The home on the left was destroyed by fire about 1919. The Indian camp site was on the east side of the 200 block.

on the prairies by the hunters. It was not unusual during the hard times of the 80's to see wagon loads of the bones on Mandan streets. The hard pressed farmers welcomed the money that a wagon load of bones would bring in the towns. They were shipped out in freight cars and used as fertilizer and as carbon for use in refining sugar.

A horn factory was located at 109 First Avenue N. W. in the 80's and here it was possible to get the horns of the various animals polished so that they could be used to adorn the home.

In 1883, Mandan was a bustling western town, with a great influx of settlers, speculators, hunters and businessmen. Its streets were dusty and ungraded; the only street lights were two glimmering lamps in front of the Inter-Ocean Hotel. This Hotel, situated directly across from the new depot was the pride of the town. The population during this year was estimated at 2,500.

In 1884 the R. L. Polk Co. published the first city directory of Mandan. It

required 75 closely printed pages to list the names and organizations of the new city, and the list included nearly every trade, profession and calling known to modern civilization.

The first city water for fighting fires was obtained from mains run from the Heart River to the business section. The mains consisted of trenches 8 feet deep and 2 feet wide, running from the Heart River in a direct line to Main Street, crossing Main and running down Wright Avenue, (First Avenue N. E.) to First Street, and west to McCullough Avenue, (6th Avenue N. W) then east to Billings Avenue, (4th Avenue N. E.) directly through the business portion of the city.

Some 3,500 feet of wrought iron pipe was laid, and connection was made with 10 hydrants which were provided with frost jackets and five stop gates. At the Heart River at this point, there were 2 four-inch suction and an average pressure of 140 pounds was maintained. Power was derived from a steam pump owned by the railroad.

At a public test of the city's water works, a stream of water was thrown over 70 feet, which was considered high enough to protect the tallest building in the city. A fire alarm system was installed by C. E. V. Draper to further protect the city.

Many easterners labored under the impression that while the west offered unusual advantages for making an independent fortune in a comparatively short time, that the people lived like savages. They could not imagine that there could be any social advantages or any opportunity for mental recreation. This was a mistaken idea for the average westerner in pioneer times thought as much of education and social life as did his counterpart in the large eastern cities. This was proved in the new city of Mandan which gained the reputation of a cultural center with its many activities.

The Emerson Institute had its origin in a debating society, conducted for the mental recreation and improvement of the first settlers of the town. The organizers were Frank J. Mead, a gentleman

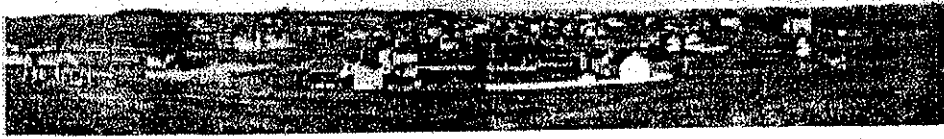
who was conspicuously in the front rank of Mandan's early supporters. Michael Lang, a prosperous merchant, B. L. Winston, and P. O. Chilstrom, along with Mr. Mead, agreed to pay a stated sum of money for the purchase of the ground for a suitable building. Through the liberality of the Northern Pacific Railroad, three lots in the 200 block on the present First Avenue N. E. were secured, and the purchasers agreed to erect a building inside of 12 months. A subscription paper was circulated among the citizens, which was liberally signed. The result was that in the fall of 1882, work was begun on a building 36 by 80 feet in dimensions. This building when completed cost \$3,000.

The interior was supplied with all of the modern improvements, tastefully painted and finished. A large ticket office was provided on the right as one entered the building, and a large waiting room on the opposite side provided ample space for a ladies dressing room.

The object of the Institute was to furnish a suitable place for lectures, concerts, dramatic entertainments, etc. A



The Emerson Institute taken in 1905. The group pictured is not identified.



A view of Mandan, taken in 1903 from the hills above 7th Ave. N. W. looking east.

stage large enough for all ordinary purposes was erected in the rear of the building. This was provided with scenery, foot-lights and in fact all of the accessories that go to make up a first class proscenium.

The Institute met the needs of the community and was in constant demand from the time of its completion. Dramatic entertainments of a high order were given here by the young people of the city. Concerts were given by the most famous artists and entertainments of all kinds were produced in this building. The Institute was handled by some of the best citizens, who were determined to look closely after its welfare. The Pioneer of 1884 records: "Few towns the size and age of Mandan can boast of such an institution, and it demonstrates the fact that her citizens are not only looking after their own interests, but the higher education of their people."

The entertainment produced at the Emerson Institute was attended by many from the sister city of Bismarck, for the Northern Pacific ran a special train called "The Accommodation" on evenings when special programs were being given in either city.

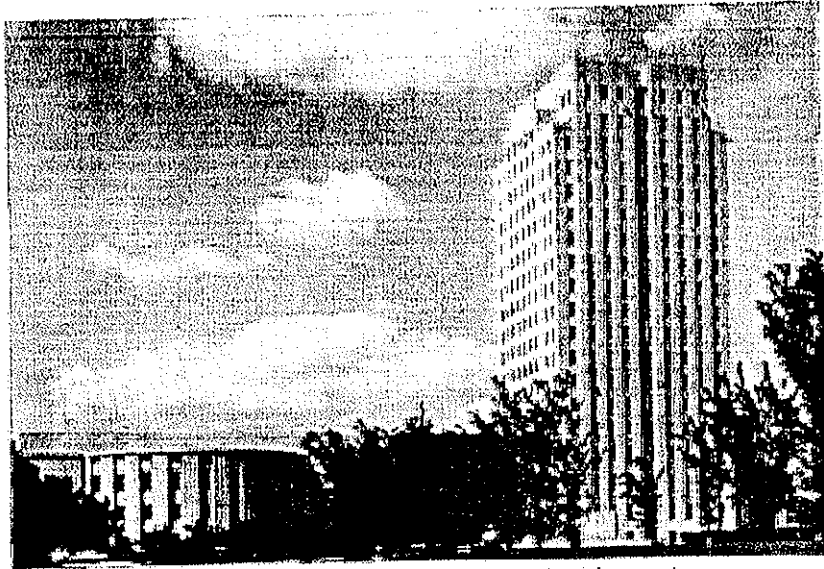
Indian scares were frequent but so were the costume balls held at the Inter-Ocean Hotel. Fourth of July celebrations were elaborate in their productions. There were horse races each summer, picnics, bicycling, and all of the activities which provided spice and variety to the still growing community. There were also cock fights and sleigh ride parties. Social contacts with the

personnel at Fort Abraham Lincoln also continued, even though Custer had been taken from the scene in 1876. However the post was finally abandoned by government order on May 28, 1891.

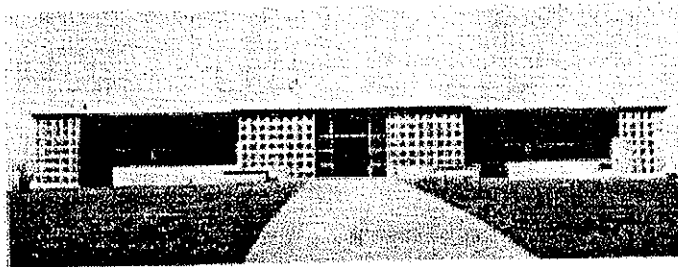
By 1895 things were slowing up a bit, and the population figure showed little increase over the previous years. The Wells-Fargo Express Co. had opened up for business here, and records show that wheat sold for \$1.50 a bushel.

The original influx of settlers had quieted down, but Mandan continued to grow slowly until 1910 when the Northern Pacific began work on the branch lines north and south. A substantial growth in merchandising and wholesaling followed the building of these branches. In the meantime more settlers began to flock in to take up government lands. The city began to thrive with the new businesses opening to outfit the newcomers with building materials and farm machinery.

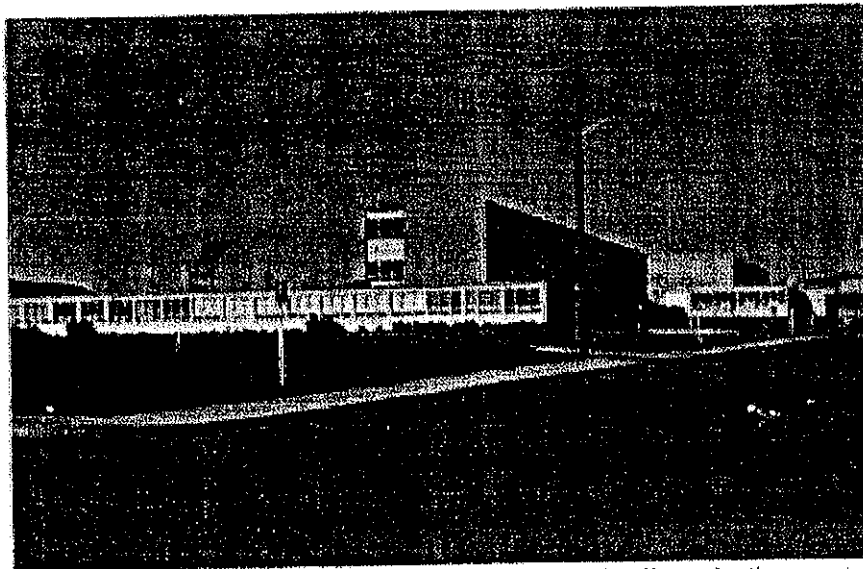
The opening of several institutions "located" by the Constitution and "authorized" in the early legislative assemblies were made possible because the land granted to them could be put on the market and sold at or above the minimum price of ten dollars an acre. For over ten years the state had made annual appropriations to cover the expense of keeping boys and girls in the South Dakota Reform School. A site for this school had been purchased in 1895, but the new board, organized in 1901, accepted a more advantageous site of 40 acres on the Heart River at Mandan, and in 1902 the first building of the present State Industrial School was erected.



The State Capitol building, located in Bismarck.

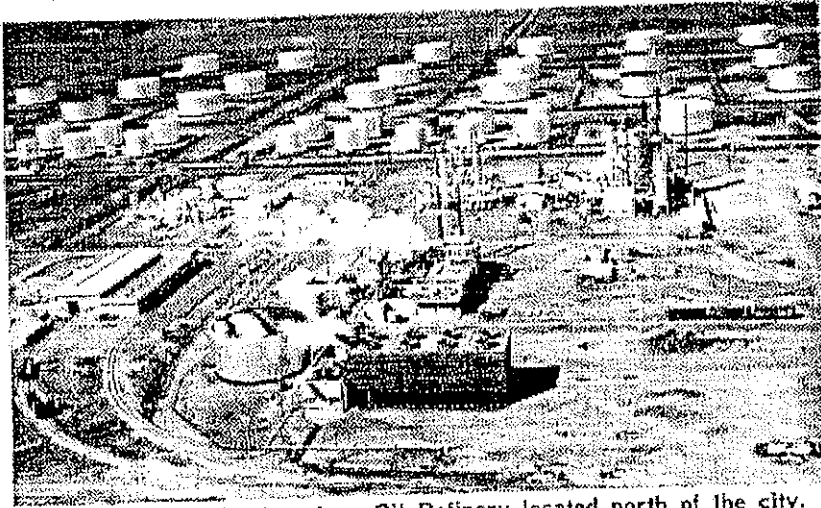


One of Mandan's new public neighborhood schools.

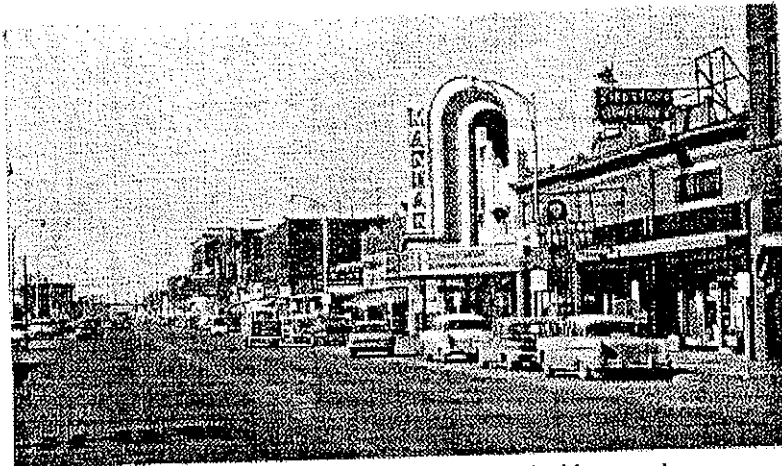


Mandan's new Senior High School building, one of the finest in the country.

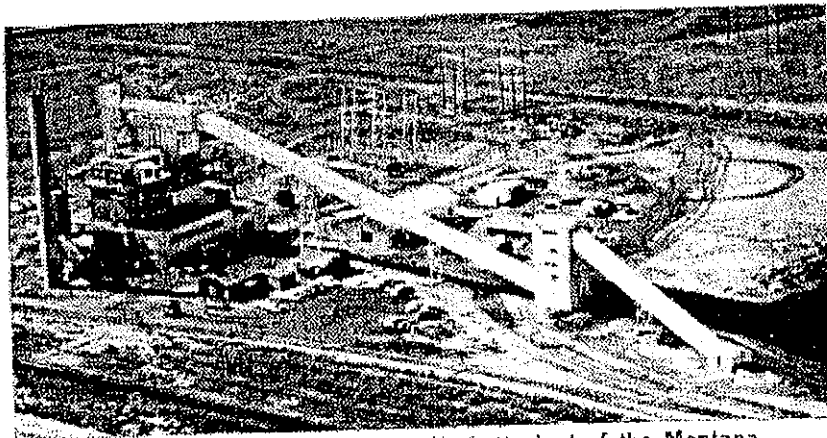




An air view of the American Oil Refinery located north of the city.



A scene on Main Street in Mandan looking west.



The recently expanded R. M. Heskett plant of the Montana Dakota Utilities Company is shown in an aerial view.

### Experiment Station

It was in 1902 that A. E. Thorberg, one of Mandan's most loyal and respected citizens, C. L. Timmerman, and W. A. Lanterman undertook a project to interest our representatives in Congress to establish an agricultural experiment station in Mandan. The measure was passed in August of 1912. The need for this station was first thought of after a prairie fire, driven by fierce northwest winds, swept over the country and left some areas completely devastated. Mr. Thorberg believed that these fires could be stopped if the settlers planted trees which would serve as wind and fire breaks. He also realized the need for planting the right variety of trees to insure this protection, and the necessity for research to find the best varieties for this climate.

The buildings at the Experimental Station were erected in the spring of 1913, and a wind break, a fourth of a mile long and fourteen rows wide, was planted at that time.

Mandan owes much to A. E. Thorberg as the promoter, and to Congressman L. B. Hanna and Senators Gronna and McCumber as the representatives in Congress, who were successful in obtaining the appropriation necessary for the present Northern Great Plains Experimental Station. This Station today maintains the honor of being the largest federal dry land experimental station in the nation, outside of Beltsville, Md.

Dry land farming in all of its phases is carried on at the Station, as well as the development of new grains and fruits. A few of the fruits which have been developed at the station and released for commercial use include five varieties of apples, three of crabapples, four plums, two cherry plums, one apricot and varieties of currants. New varieties of vegetables are also developed and the Station takes a high place in history for the advances made in the production of many foods.

In 1915, H. S. Russell and Henry Schulte, began operation of the Mandan Creamery and Produce Company. Today this company is the largest independent creamery under one roof in the United States processing farm separated cream and butter. The present capacity of 12 million pounds of butter yearly will supply 1,700,000 people per year with an average of seven and a half pounds of butter per capita. "Cloverdale Products" was formed in conjunction with the Creamery in the late 1920's and an average of 60 to 70 thousands pounds of meat are processed here each week.

The "Big Four" saloon, a two-story frame structure on the corner of 2nd Avenue N. E. and Main, which was one of the first buildings erected in Mandan was destroyed by fire on Sunday, May 14, 1922. This had been one of the most popular saloons of the west area, and it later served as a moving picture theatre, housed blind pigs, restaurants, and the print shop of the Mandan Times, as well as the Tripp gymnasium. Its last use was as a storage house.

The year 1922 saw the climax of the transportation difficulties for western North Dakota finally overcome. During the days when the ferries were the only means of transportation across the Big Missouri, the largest daily travel ever recorded was 800 vehicles. This was when President Wilson visited this area. In 1935 a daily summer count reached 3,995, and in 1963 the total count recorded was 12,000.

### Memorial Highway Bridge

The Liberty Memorial Bridge was the first vehicular bridge to span the Missouri River in North Dakota. Located on U. S. Highway No. 10, two miles west of Bismarck, and three miles east of Mandan, the bridge was dedicated in 1922 to the young men and women who served in World War I. Appropriately inscribed boulders, taken from North Dakota prairies, were placed at either end of the bridge by the North Dakota



A display arranged by J. D. Allen, local taxidermist for the World's Fair in St. Louis in 1904. Almost half a carload of relics and stuffed animal specimens were sent to the Fair for this arrangement.

Chapter of the American War Mothers, who also placed the plaques honoring their sons and daughters.

The bridge lifts the heavy trusses of its spans 200 feet above the bottom of the lowest pier. Eight thousand rivets were driven into these trusses in the construction.

The concrete approaches, girded on either side by North Dakota-made brick, lead to the bridge, the one on the east being 400 feet long, and the one on the west 625 feet long. Together with the three main spans, each 481 feet long, they give the bridge a total length of 2,548 feet. The roadway is 26 feet wide on the approaches and 26 and one half feet wide on the main bridge, with side walks on each side of 4 feet 4 inches.

The base of the eastern river pier is about 41 feet below normal water level, and 101 feet below the roadway. The base of the western river pier is approximately 74 feet below water level and 134 feet below the roadway.

The open well method was used in the pier construction. At times during

the work as many as 250 men were employed, with crews working day and night. Twice during the preliminary work on the bridge the construction trestle was torn out, once by ice, and once by an unusually high June rise. Construction was begun in 1920 and the dedication held in 1922. This included a three day celebration in Bismarck and Mandan with a pageant in which 600 persons took part in the main feature. The total cost of the \$1,358,000 bridge was borne jointly by the Federal Government, the State of North Dakota and the counties of Burleigh and Morton.

The Foremost Dairies, Inc., opened their plant in 1925. At the present time they handle about 2 million pounds of milk each month, produced by 60 Grade A milk producers in Morton County. This milk is brought into the plant in bulk tank trucks. Their completely remodeled ultra-modern plant makes ice cream, processes Grade A Milk and other associated dairy products. From a modest beginning of one truck on the road, they now have a fleet of 25, covering most of western North Dakota and the north central part of South Dakota. One of the unique features of the Foremost Dairy is the fact that it is the only one in the country delivering milk to the stores it serves in refrigerated semi-trailers.

#### Mandan Memorial Building

Erected in the 30's and outstanding among the public buildings in the city of Mandan was the World War Memorial Building. It was a handsome structure with one of the finest auditoriums in the state (at that time) on the second floor. This room was equipped with a stage and comfortably seated 2,000 people. It had a beautiful dancing floor, and special accoustical equipment. Office room for the local Chamber of Commerce was also provided in this building.

The third floor contained rooms for small gatherings, such as Girl and Boy Scouts and other similar organizations.



First Street, Northwest, taken from Collins Avenue. The second building on the right side of the picture shows the former Postoffice which has now been converted to the Mandan Public Library. The World War Memorial Building is a block west.

The lower floor contained another auditorium, a completely equipped kitchen and rooms for the American Legion and the Legion Auxiliary. With an addition added later the building also housed the largest indoor swimming pool in the state, with the water automatically purified and kept at an even temperature. The building was used as a civic center, for local talent plays and for basketball games. It is presently serving as headquarters for Co. A, 131st Engineers Combat Battalion of the National Guard.

The auditorium is still used for civic and N.P.R.R. organizations and their auxiliaries which meet in the building.

On May 13, 1941 a disastrous fire gutted the 56-year old Court House on the hill north of the city, and all of the salvageable records were transferred into the Mandan World War Memorial Building, where the swimming pool was transformed into quarters for the county offices. Business was conducted from this location for 14 years — until in 1955-56 when the present new Morton County Memorial Court House, costing \$590,000, opened its doors with its beautiful granite corridors and well appointed county offices.

Just west of the city is the plant of Supercrete Industries, Inc., manufactur-

ers of haydite and sand block building units. Supercrete uses the new Besser Vibropac machine which produces 1000 eight inch blocks per hour, at the same time keeping a perfect uniformity and texture. All blocks are handled by machine to insure a minimum of breakage and damage. These Supercrete blocks are used throughout North Dakota and northern South Dakota for schools, churches, industrial and business buildings as well as residential dwellings.

East of the city is the Mandan-Bismarck Livestock Sales Ring, one of the largest in the country, and with the most modern and complete equipment available.

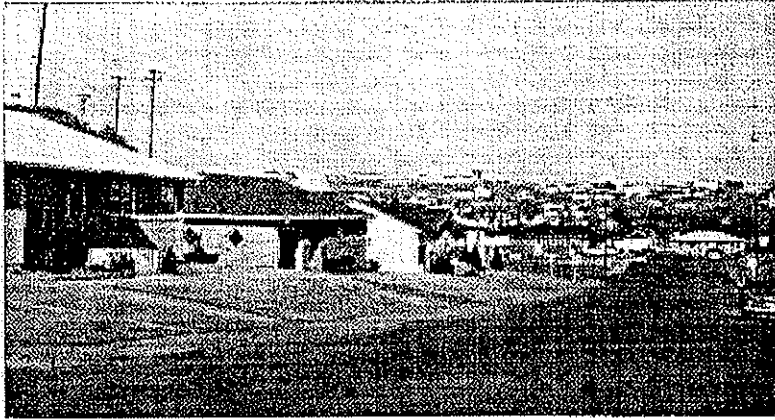
#### Mandan American Oil Refinery

The 1950's saw a great influx of new residents when oil was discovered in the Williston Basin, and the Standard Oil Refinery (now known as American Oil Refinery) made it known that they would construct the largest industrial plant in North Dakota, just north of the city.

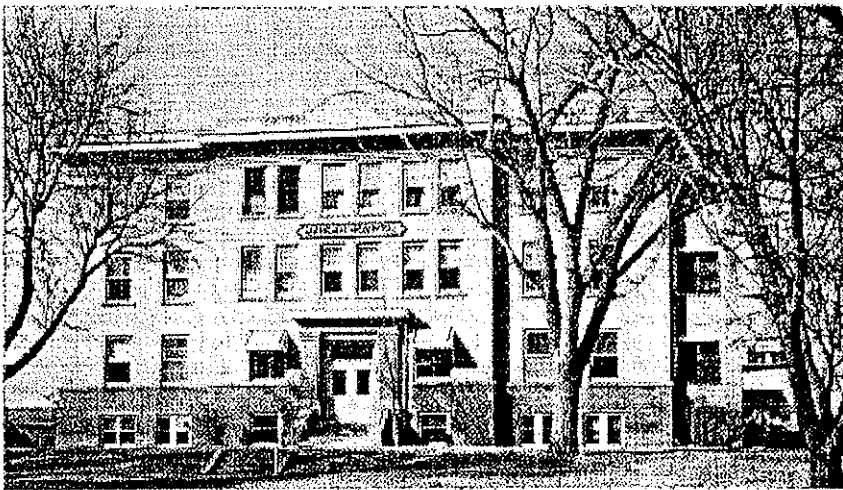
This plant, completed in 1954 processes 44,000 barrels of oil daily, and has been enlarged several times since its construction. The crude oil comes to Mandan by pipeline from the Tioga oil



The State Industrial School pictured from the air.



A residential area in the city of Mandan.



The old hospital building which has recently been replaced by the new 60 bed hospital dedicated in 1963. This building is now being used as an Alcoholic Rehabilitation Center.

district. Another pipeline carries the finished product to Moorhead, Minn., and other eastern points.

The over \$20 million dollar investment represented in this industry and the planned expansion program are a testimony of the company's confidence in the stability and growth of this community.

#### **M. D. U. Heskett Plant**

A short distance north of the American Refinery is the Montana Dakota Utilities Co., R. M. Heskett steam generating plant, burning lignite coal. This is one of the largest plants of its kind in the northwest and was built so that it can be expanded to many times the present capacity of 60,000 kilowatts. The unlimited beds of lignite coal in the area assure an ample supply for limitless power.

In keeping with the tradition of the pioneers of the area, Mandan now has 14 houses of worship including The Assembly of God, Baptist, 2 Catholic, Episcopal, Jehovah's Witness, First Lutheran, Lutheran Church of the Redeemer, Messiah Lutheran, Peace Lutheran, Methodist, Presbyterian and the Salvation Army.

#### **Schools**

The city now has five public neighborhood grade schools (4 brand new), one big public Junior High School, a new three quarter million dollar public Senior High School, rated as one of the best examples of modern architecture and efficiency in America; two large Catholic parochial grade schools and a junior high. A most exceptional Junior College of high academic standards — and standing — opens educational opportunities at Bismarek, just 6 miles east of the city.

#### **New Post Office**

The United States Government realizing the need for additional space for the local Post Office, authorized the new building which now occupies the former Collins Avenue Park in the 300 block on that street. The old post office

building, through the efforts of the City Commission and a group of active citizens in the city, acquired the former building for the city library. The Mandan Library was established on November 11, 1903. A group of interested women, aware of the city's need for such a facility, staffed and supplied the needs for the library with a total of 2,850 volumes. The library was financed by benefits such as bake sales, card parties, and donations. One benefit performance was held in the Mandan Opera House in 1905 and among the features presented were selections by George Gilmore Brown of New Salem. Mr. Brown later organized the Pasadena Playhouse, one of the outstanding drama schools in the nation.

In 1928 the library occupied a building at 204 3rd Avenue N. W., but upon completion of the Memorial Building moved into space provided there for expanded facilities. The former Post Office building has been remodeled and renovated into one of the outstanding library buildings in the area, and the Mandan Library once again has a home of its own.

#### **New Mandan Hospital**

The necessity for a larger hospital had been apparent in the city for some years, but it was not until 1902 that construction of a new 60-bed hospital was begun. This was a community undertaking, with memberships sold to the residents of the city. With the aid of the Hill-Burton Act, a bond issue, and a concerted effort on the part of all interested people, the building was completed and dedicated in 1963. Equipped with the most modern facilities, it is another tribute to the dedication of the citizens of this community to provide the best facilities possible. A new clinic building is located just south of the hospital.

Mandan is well represented by all of the major active organizations of a large and growing city: Elks, Knights of Columbus, Eagles, Moose, Masons, American Legion, Rotary, Lions, Kiwanis, Junior and Senior Chambers of

Commerce, P.E.O., Fortnightly, Daughters of the American Revolution, Pioneer Daughters, Homemakers, P.T.A.'s, and Auxiliaries of every kind, and so on through 60 organizations. There are unlimited opportunities for community service in Mandan. A highly developed Scouting program for boys and girls, and an active recreation department are also provided. An active Junior Legion baseball program is conducted during the summer months.

With the new industries that have been added to the city, a large number of new homes — in well laid out additions—have been constructed. The rate of building has now begun to exceed the demand, with the happy result that newcomers find the housing situation in the city more favorable than in most communities.

Mandan has a commission form of government which through the years has kept the city abreast of modern community development. Even though Mandan has grown 45 percent since the 1950 census, it still has more miles of paving (40 miles in 1964), more lighting, sewage and water works per capita than any other North Dakota city. There are completely modern fire and police facilities. Two fine banks, (The First National in a brand new ultra modern building), and The Security Bank, (in a newly remodeled building), a large loan company and the Production Credit Assn., aid in serving the area's financial needs.

Mandan remains a division point for the main line of the Northern Pacific Railway. It is located on U. S. Highway 10 and Interstate Highway 94, the cool scenic route between the east and west. The new Interstate Highway at this time has over 300 miles of four lane super highway open between Mandan and Minneapolis, Minn., with additional miles open west to the state line. U. S. 83, the Canada to Mexico highway, is just six miles east of the city. The main line of Northwest Airlines, Frontier, and North Central Airlines serves the com-

munity. Transcontinental bus lines make four stops daily in the city, and interstate truck lines operate constantly, including three tank-truck transport lines which have headquarters in Mandan.

A further unique situation exists in this area, for as the farms expand and mechanize, there is a growing tide of young, strong and willing workers who are looking to industry for employment.

Mandan is only six miles from the North Dakota State Capitol, and without laying claim to being a really large city, we do claim every facility to be found there. At the same time we preserve the features of a friendly small city. Mandan has many trees, gardens and parks, yet, it is a live and aggressive city, that we enjoy and also enjoy sharing with others.

For relaxation and fun, Mandan has almost everything that could be desired by the average person. Parks for play and picnics are scattered throughout the city proper, and are a source of pride. A beautiful 9-hole golf course, with grass greens, four paved tennis courts, baseball and softball diamonds, plus a new 350,000-gallon swimming pool, and the upper Midwest's finest archery range offer variety for family entertainment. In the fall it becomes a hunter's paradise for pheasants, grouse, and partridge, and it is also on the main continental flyway for ducks and geese.

Mandan is rapidly taking its place as a tourist attraction for the nation. Fort Lincoln State Park, including Old Fort McKeen, five miles south of town, not only boasts an outstanding Indian museum, but also one of North Dakota's finest picnic and camping areas. History abounds in the park area, which also has a reconstructed Mandan Slant Indian village, complete with tools and equipment used by the Mandan Indians.

To add to the importance of the park, an outdoor drama was opened in 1959 with a 2000-seat amphitheatre. This is located on the exact trail which Custer and the 7th Cavalry used as they rode

out of the Fort on May 17, 1876, for the encounter at the Little Big Horn with Sitting Bull and the Sioux. The Custer Drama retells the story of the life at the Fort, prior to this departure, and makes history come to life in the portrayal of the years 1873-1876. The drama is presented by a cast of over 60 persons, Wednesday through Sunday from the last of June until Labor Day.

Boating, swimming and water skiing on the Missouri River, where there are two marinas attract many to the area. There is also magnificent fishing for northerns, trout, walleyes, bass, catfish, saugers, and crappies in the Missouri as well as at Heart Butte and Garrison dams.

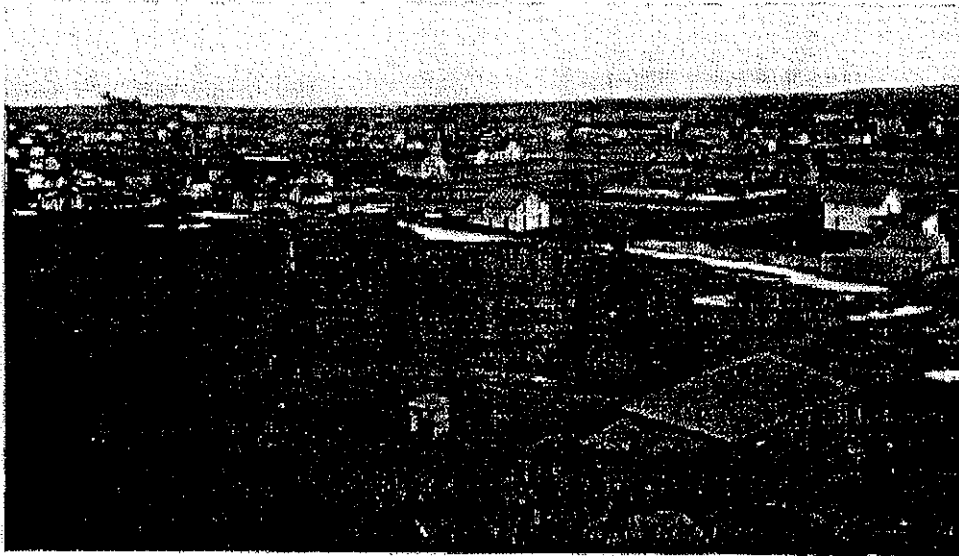
The summers are filled with other attractions, for the Junior Chamber of Commerce produces an annual rodeo, while the El Zagal Shrine presents a three-day circus each year. Both of these productions are staged in the Mandan Rodeo grounds.

Further south of Fort Lincoln State Park and the Drama site is the Twilight Hills Ski area, opened in 1964. This beautiful bowl provides winter pleasure for thousands from all over the country.

Tows and a poma lift enable the skiers to view the beautiful scenery from the tops of the long slopes, which are kept in shape by use of a snow machine. Altogether, Mandan truly offers everything in the way of sports and family fun, both in winter and in summer.

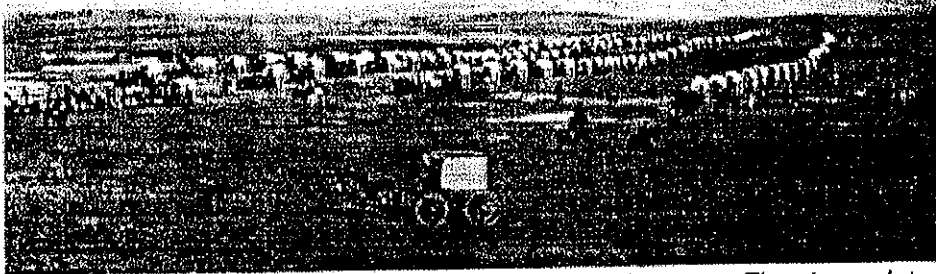
One of the most important facts that new residents soon learn, is that the stories of rigorous weather and extreme temperatures ascribed to North Dakota have been greatly exaggerated. While it is recognized that these stories have a certain attraction for most people, the truth is that our humidity is low, our summers cool, and the winters are cold, but never too sharp.

The average annual rainfall is about 17 inches, most of which falls between April and September. There is no summer condition approaching the sweltering heat of the states south and west of North Dakota, and no winter conditions like the damp, biting cold and enormous snowfall experienced in states east of here. Perhaps the most important fact remains that the air all year around is clear, pure and fresh, and North Dakota retains the rank of the healthiest state in the nation.



An early view of Mandan from the hill just north of present day 5th Ave. N. W.





Many emigrants to Dakota Territory arrived by covered wagon. The above picture taken in the early 80's shows a caravan of wagons arriving in the new state to file on homesteads.

#### PEOPLE OF MANDAN

The following sketches tell of the lives of some of the founding fathers of Mandan and Morton County and their part in the development of the area.

##### ELIJAH BOLEY

Elijah Boley, one of the first three elected county commissioners in 1878, figured prominently in county and city affairs until his death. He came here from Iowa in 1877 in a covered wagon drawn by horses. He was accompanied by his son Alphonse, 20, and they staked out a claim on the present site of the Montana-Dakota power station north of the city. At that time, the site was also a government river boat landing known as Rock Haven.

This site was envisioned by the senior Boley as the place where the Northern Pacific bridge would be built, and the future site of the town that would of necessity spring up. This dream, however, exploded when the survey placed the bridge and tracks directly west of Bismarck.

Through an ironic quirk of fate, 78 years later or in the year of 1955, two of the largest industrial plants in North Dakota were erected on the site of his homestead and other adjacent property.

The Montana-Dakota Heskett Station and the American Oil Refinery are located on property including a tract that he had later acquired. Thus, his dream, although not realized in his lifetime, became partially true some fifty years after his death.

Boley assisted in the organization of the county election precincts and the commissioners' districts, served as election judge in precinct No. 1, in the first county election held in 1878. His home was also the polling place at that time. He was also instrumental in securing Mandan as the location of the Reform School (now the State Industrial School).

In 1885 he deeded 40 acres of land for a site for this institution with an additional 160 acres to be purchased from him at \$10 per acre. However, the deed was later cancelled when frictions arose and the school was eventually provided for in a legislative act in 1902 and opened to students in 1903 on its present location.

The fact that Boley made the trip from Iowa with horses instead of oxen, the usual mode of travel in those days, was in keeping with his tradition of having a fine line of blooded horses, including race horses. He and his son Alphonse, championed the sport of racing locally for many years as a summer attraction on downtown tracks in

Mandan, and later as one of the outstanding events of the county fair.

Alphonse taught school in the county for a time, and was also county superintendent of schools. In later years he served as treasurer of the Morton County Fair Association. He built the home located at 200 2nd St. N.E.

Mrs. Boley was the former Carolina Bruns, the daughter of August Bruns, a musician with General Custer's band at Fort Lincoln. Bruns was left behind when Custer went to Montana because of an injury to his finger which prevented him from playing his trumpet. He later came into Mandan and formed the Bruns' Orchestra.

#### MICHAEL LANG

"Mike" Lang, another pioneer whose name is associated with the early development of Mandan, came to Fort Rice in 1873 as a blacksmith. When his enlistment expired in 1875, the year before Custer's ill-fated expedition to Montana, he went to Bismarck where he operated a store with John Yegen. On May 15, 1879 he opened the first grocery store in Mandan on east Main, a hewn log structure with a tent roof. It was located just across Main Street from the first Northern Pacific freight depot, which at that time also doubled as a passenger depot. His first day's sales netted him \$8.70 and during the year they averaged about \$25 a day. Some of his early day clerks were Pat McGillic, J. O. Sullivan (who later became his brother-in-law) and James McGillic, all of whom later operated stores of their own. These landmarks fell prey to flames in 1928.

Lang, a native of Germany, was also one of the organizers and vice presidents of the First National Bank established here in 1881, and a moving factor back of the organization and construction of the Emerson Institute. He also served as a city alderman, had an interest in the Mandan Pioneer and also purchased an interest in the Mandan Steamboat Co.

#### D. R. TAYLOR

The name of D. R. Taylor, first superintendent of the Missouri Division of the Northern Pacific, looms prominently in early day railroad and drug store history. Born in Vermont, Taylor was a railroad telegrapher in Michigan during the Civil War. Working up the N. P. ladder as conductor, train master and yard master, he was only 34 years old when he came to Mandan in 1879. He was the youngest superintendent to be placed in charge of construction of the new railroad bridge across the Missouri here, and the construction of the tracks west out of Mandan.

It was on February 12, 1879, three years before the N. P. bridge was completed, that the Missouri was first spanned by tracks laid across the ice. The tracks were supported by piles driven through the ice into the river bed and were substantial enough to carry the small engines of the day, together with a few boxcars of supplies — or as the case might be, the private car of Supt. Taylor.

In 1882, the year the N. P. bridge was completed, Taylor purchased an interest in the Bingenheimer Bros. Drug store, which was located in the present quarters of the Crescent Printing Company. He later bought out Ferd Bingenheimer and then operated the firm as the Taylor Drug until his death in 1924.

#### JOHN McDONALD

The John McDonald family were pioneers of the year 1879. Mr. McDonald first came here in 1872, the year Fort McKeen was established as the first white settlement in the county. He crossed the Missouri in a boat and stopped at a wood camp at the place now known as the Borden farm. Here about 100 choppers were cutting logs for the block houses at Fort McKeen. Troops were scattered around the area to protect the workers from the roaming Indians.

In 1872-73 Mr. McDonald joined a group of freighters who made one of the first trips to the present site of Gladstone, 10 miles east of Dickinson. There

were 14 teams in the party and two companies of soldiers for protection. On one of these trips, McDonald picked up Dennis Hannifin, who was later to become famous as North Dakota's "squatter governor," and brought him to Edwinton (Bismarck). He then returned to his family in Faribault, Minn., and six years later returned here with his family on the railroad as far as Bismarck. The family crossed the Missouri by ferry, May 25, 1879 and found a cluster of log shacks, partly tented wooden structures and a tent colony.

He contracted with the N. P. to lay sections of the railroad between Mandan and Glen Ullin and in the fall filed on a homestead four miles south of Mandan on Custer Flats. He built a sod house and barn and broke sod in the following spring. For weeks at a time the family saw no one except the mail carrier and the guards who rode the stage coaches on the Fort Keogh and Deadwood lines, both of which passed their farm. In 1882 he built a home in Mandan at 1205 1st St. S. W.

#### THOMAS CONROY

Another pioneer of the year 1873 was Thomas Conroy who came to Fort Lincoln in November of 1873, the same year that the Fort was established. He was a blacksmith at the cavalry post, and also worked on the river. In 1881 the family moved into Mandan.

Conroy's first blacksmith shop was located across Main Street from the First National Bank building. When the railway needed this property it traded Conroy for a site just north of the bank, where he remained until his retirement in 1910.

A son, Thomas G. Conroy, who was the first child born in Mandan after it was incorporated as a village on Feb. 24, 1881, still lives in the city. A retired railroad conductor, he observed his 83rd birthday on April 1 this year and marks his age, year by year, along with that of Mandan.

#### HARRY McBRATNEY

Another pioneer grocer, Harry McBratney opened the second store here in 1879 in the 200 block on east Main, just across from Lang's grocery. In 1888 the family homesteaded eight miles southwest of Mandan.

#### BARNEY FORD

Bernard "Barney" Ford was born in Ireland, and came to Mandan about 1878. He was employed on a Missouri River steamer carrying freight to government posts as far upstream as Fort Buford. He was also employed in construction of the N. P. Missouri bridge and later served as a brakeman. He was one of the crew of the third engine to make the test run of the new bridge when it was completed. He later operated a dray line in Mandan until his retirement in 1929.

#### MICHAEL MAHON

Michael Mahon, operator of the early day Headquarters Restaurant, the "Delmonico's of the West Slope" was connected with the Indian Agency at Devils Lake in 1870 and later came to Bismarck where he worked on river boats. He made several trips to St. Louis. In 1879 he brought his family to Mandan and built a two-room home for them.

The Headquarters Restaurant, situated near the present Mushik Shoe Store, was frequented by such notables as the Marquis de Mores and Teddy Roosevelt in the years 1883-84.

#### DANIEL TURNBULL

Daniel Turnbull, a lawyer and engineer-surveyor came to Mandan through his friendship with an early day rancher, Joseph Hager. Mr. Turnbull platted the town of Medora and later homesteaded west of Mandan.

#### THOMAS G. UTTLEY

A pioneer of 1874 Mr. Uttley arrived here via the Missouri River after serving as a drummer boy in the Civil War. He was employed by the NPRR here and also farmed south of Mandan. He was a native of England, and lived here until his death in 1925.

#### DAVID CAREY

Mr. and Mrs. Carey arrived here in 1879 with their four children, and resided in a log cabin which they built in the 200 block on east Main where the O'Rourke Grocery building was later erected in 1882-83. Mr. Carey homesteaded in 1883 on the Custer Flats and also did carpenter work in the area.

#### DR. HENRY W. COE

Mandan's first doctor was Dr. Henry W. Coe who arrived here around the 1800's. He was followed soon by others, Dr. C. F. King and Dr. C. Rice and a dentist, Dr. S. D. King.

Dr. Coe was one of innumerable single men in the frontier town, and on June 1882 he was married to Viola Boley, daughter of the Elijah Boleys, who were early pioneers. Mrs. Coe, played the organ and provided the music for the first Fourth of July celebration held here. The Boleys had brought an organ with them from Iowa, and this instrument provided most of the music west of the river, with the exception of the Fort Lincoln band and the grand piano in the Custer home.

Dr. Coe not only "doctored" but was one of the directors of Mandan's first school board, and a legislative representative from Morton County at the first session held in Bismarck after the Territorial capital was moved there from Yankton. This proceeding was one of the cleverest political machinations of the day, engineered by Alex McKenzie of Bismarck. McKenzie was the leading political boss of the area, and also served as U. S. government marshal, with jurisdiction over the west river territory.

The bronze statue of Teddy Roosevelt which stands in the N. P. park across from the Lewis and Clark Hotel, was presented to the city in 1924 by Dr. Coe, who had left Mandan in 1890 to make his home in Portland, Oregon. The gift was given in remembrance of his friendship with "Teddy" in the days when Roosevelt ranched at Medora, and

was a frequent visitor in Mandan. The statue was designed with the approval of the Roosevelt family who even furnished the uniform which "Teddy" wore at San Juan Hill to be used in casting the statue.

The Coe home during their residence here was at 203 2nd St. N. W., and at that time, the stable at the rear of the house kept the doctor's team and buggy ready for any emergency trip into the country-side.

#### MCGILLIC — O'ROURKE

The names of McGillic and O'Rourke are almost synonymous in the early day history of Mandan. James H. McGillic and John O'Rourke were the first of the two families to appear on the local scene, coming here from Malone, N. Y. in 1879. They were joined later by Charles P. and Richard O'Rourke and James Fitzsimmons, a nephew, all of whom became interested in the grocery business.

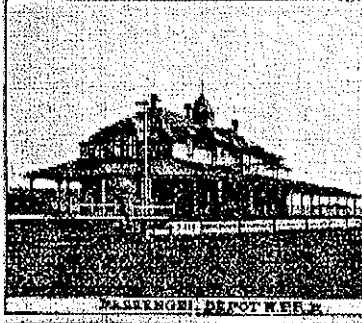
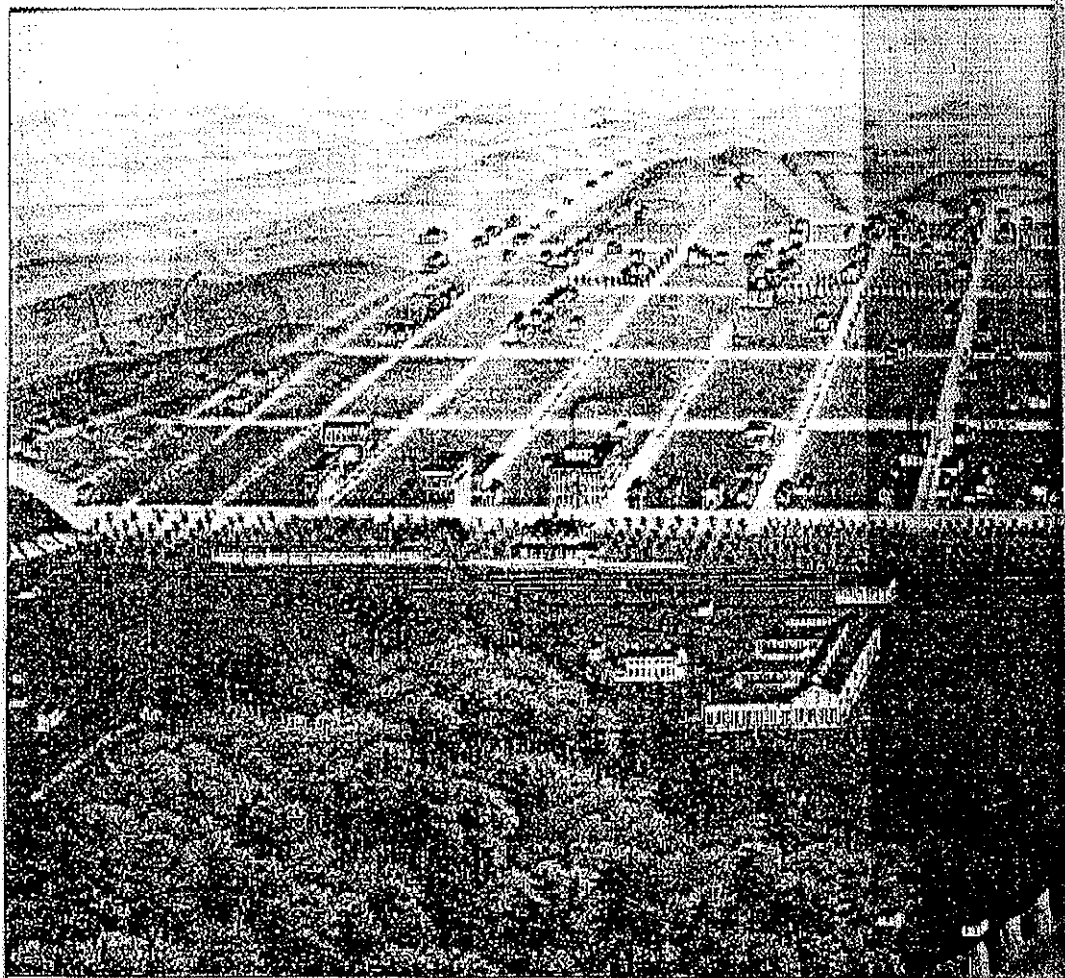
James and John opened a grocery in 1882 on east Main, and by 1883 they moved into a new two-story brick building. This move was necessitated by the big fire of 1882.

#### THOMAS CANTWELL

Thomas Cantwell's first acquaintance with Dakota was in the mid seventies when as an employee on government boats he came up the Missouri to Bismarck. In 1876 he was a member of the crew of the "West Wind," the boat that had the task of going to the Little Big Horn in Montana to return the bodies of the men in Custer's command. He later filed on a claim, on which the state penitentiary at Bismarck now stands. He relinquished this claim and filed on another just south of Mandan. He, like many others, was a freight hauler to Fort Lincoln and Fort Rice, using mule teams. He was also employed on the N. P. R. R. for a time, and then farming.

#### CON AND GEORGE PEOPLES

These two brothers, Con and George Peoples, left their imprint on Mandan

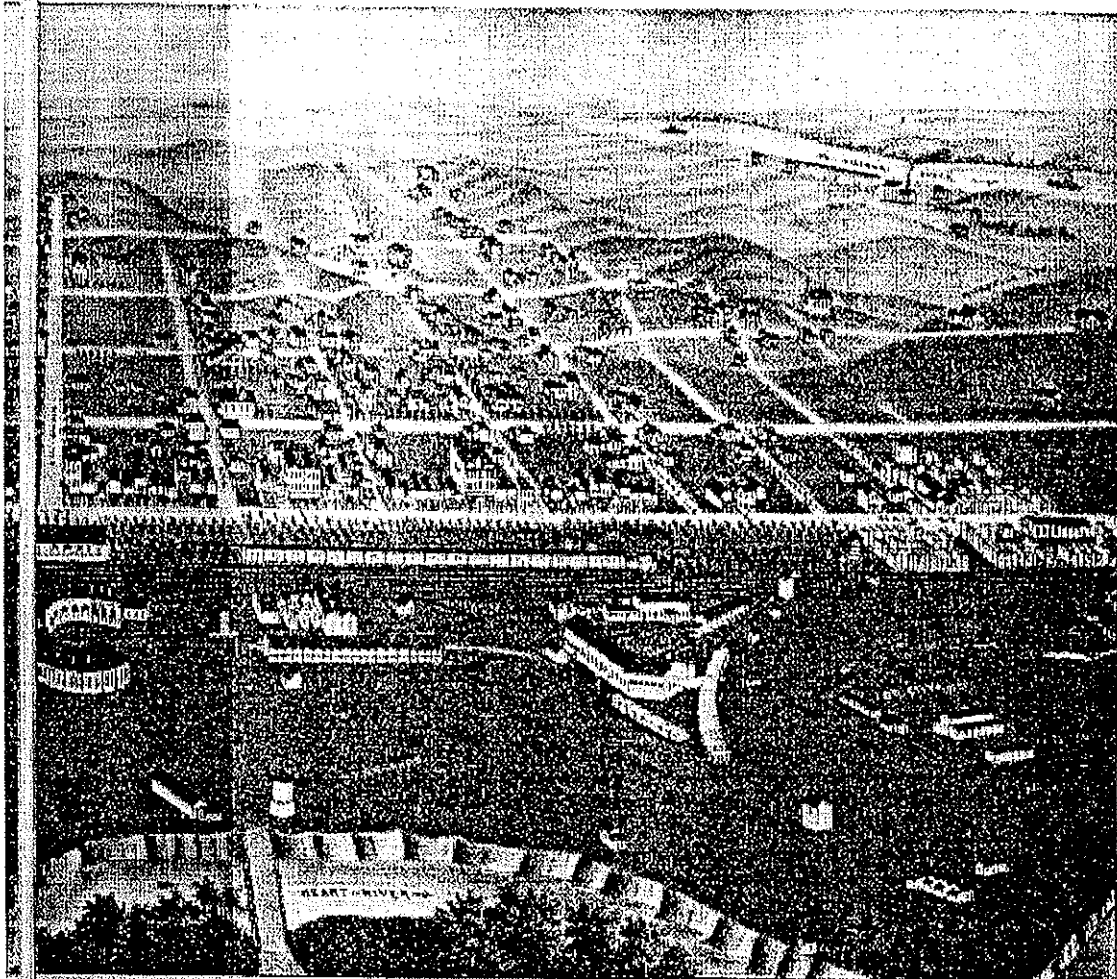


Palmer, N. J. - State Street, N. J.

- 1. State School
- 2. Episcopal Church
- 3. Roman Catholic Church
- 4. Methodist Church
- 5. Baptist Church
- 6. People's Hotel
- 7. State St. N. J. N. J.

MAIND

The first two-story building on the left facing east immediately back of this is the former Ainsworth Avenue (now 4th Ave. across the street the Vinion block with the public buildings are located by numbers. Peoples Hotel is directly across the street from the three story brick building visible just two



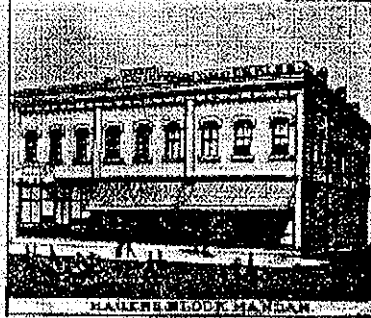
Black & White Lithograph, Milwaukee, Wis.

VIEW OF  
**MANDAN, DAK.**

W. W. Hartman Co.

83

- 1. Depot (1882)
- 2. Merchants' Block
- 3. Hotel (1882)
- 4. Hotel (1882)
- 5. Hotel (1882)
- 6. Hotel (1882)
- 7. Hotel (1882)
- 8. Hotel (1882)



HALLE'S BLOCK, MANDAN

... Main Street is the Endicott building, the one  
 ... building. The next two-story building on  
 ... (W.) is the Hager building and immediately  
 ... ter-Ocean Hotel on the next corner. Other  
 ... present Mandan Hotel, then known as the  
 ... the roundhouse, with the Merchant's block  
 ... and a half blocks east.

in the early 80's. Con arrived in 1880 and went into partnership with Bell Shields to form the Peoples and Shields livery and feed stable, located about where the Service Motor Sales Co. is now.

George Peoples, one time mayor, was the owner of the Peoples Hotel (now Mandan Hotel), the first three-story building in town, which he constructed in 1882-83 at a cost of \$20,000. He later sold the hotel to Pat McGinley.

#### **JOHN BUCKLEY**

The name John Buckley extends as far back as Mandan itself — to 1879 when he arrived here to be joined a year later by his wife and daughter. He was with the N. P. for some time, but is best remembered as one of Mandan's earliest policemen.

#### **PHILLIP McCORMACK**

The McCormacks braved the rigors of the west as early as 1879 when he, as the first to arrive, came by covered wagon with his brother-in-law John R. Reilly. He was joined in the same year by his wife and five children.

Mr. McCormack worked for the Northern Pacific and in 1882 settled west of Mandan on the present day site of McCormack Hill.

#### **ANDREW E. THORBERG**

As a young man of 22, Andrew E. Thorberg, came to Mandan in 1879 and became a leading clothier. However, he left as a reminder of his biggest contribution to the community, the Northern Great Plains Field Station. This is the project which he was chiefly instrumental in securing for Mandan.

Born in Norway, he came to Davenport, Iowa in 1876, where he attended school and learned the English language. In 1877 he left there planning to go to the west coast. He stopped in Mandan and the surrounding area attracted him, and he remained, beginning his western life as a trapper, in which role he became well acquainted with the surrounding area, and its resources.

After he established his home here, he conducted experimental work in his garden with fruits, and trees and from these ventures stemmed his determination to secure for Mandan the site of a government operated dry land experiment station.

The transition from trapper to clothier came when he became a clerk in the Cummins and Tubbs firm, and in 1891 he became a partner in the firm which operated for many years under the name of Cummins, Thorberg and Theis. He also served as postmaster from 1890 to 1894.

Mr. Thorberg was also one of the founders of the Morton County Fair Association.

#### **GEORGE and FERD BINGENHEIMER**

George Bingenheimer was the first to come to the new Dakota Territory when only 21 years old. His brother Ferd joined him shortly after and the two opened the first drug store in 1881. Known as the Bingenheimer Drug until 1883 when they sold out to D. R. Taylor who re-named the store the Taylor Drug.

After selling the store, George became county treasurer and sheriff for twelve years, during which time he also founded the Bingenheimer Mercantile Co. His brother later joined him in this venture and they established many yards in the Slope area.

Mr. Bingenheimer was also appointed U. S. Marshal under President Harrison in 1896 and represented North Dakota at the Republican National Convention.

In 1898 he was appointed Indian agent, with the rank of major, at the Standing Rock Indian Reservation at Fort Yates, where he and his wife resided until 1903 when the military post there was abandoned.

The ride between the post at Fort Yates and Mandan was made by horse and buggy. The 65 miles was a long drive and horses were changed at the H. S. Parkin ranch at Cannon Ball — called "The Half-Way House" because of it's location midway of the journey.

At times the trip between the two places was made by boat which enabled the forts to secure needed supplies.

#### H. R. LYON

Hiram R. Lyon came to Mandan in 1881 and the 25 years he spent here until 1906-07 were filled with business activities, ranging from the presidency of the First National Bank for many years, to founding of the Mandan Mercantile Co., and an active interest in the Mandan Roller Mill, and the N. D. Milling Association. He also engaged in the raising of sheep and was responsible for the placement of thousands of head on Merton County farms, on shares.

Mr. Lyon's family was identified with the banking industry in St. Paul, Minn., where he was an assistant cashier at the Second National Bank before becoming one of the organizers of the First National Bank of Mandan. His uncle, Mr. Tarbos of St. Paul, backed and endorsed him in this venture. He served as cashier of the Mandan bank for several years before becoming its president.

Mr. Lyon built what was considered the outstanding home of the city in the early years, at 309 4th Ave. N. W. The house is patterned after southern plantation homes, with massive pillars along the front and at that time included a porte-cochere, the French term for a carriage driveway. The Lyons had the distinction of having the only coachman in the city, and carriage passengers were free to enter and disembark from their vehicles under the protection of the driveway roof on the south side, away from the winds and snow.

#### C. A. HEEGAARD

C. August Heegaard, operator of one of Mandan's first hardware stores, arrived here in the summer of 1883 from Chicago, and after spending a year here, brought his wife and son Gus to Mandan.

Mr. Heegaard came from Denmark originally, and arrived in time to serve with the Union army during the Civil War. He opened his hardware store on

East Main, and later moved into the present J. C. Penney block. His son, Gus, became manager of H. R. Lyon's Mandan Mercantile Co., and when he was married they lived in a home the Mercantile Co. had built for the spurious German count, Joseph Weible. Financial difficulties beset the supposed count, and he left Mandan, so the home reverted to the Mercantile Co. The home was an unusual landmark in Mandan for it had a circular tower at one corner. This house was sold when the Red Owl Store built their new building on 4th Avenue N. W. and the house was moved south of town.

#### J. D. ALLEN

John Delbert Allen, Mandan's long-time, well known and well loved taxidermist, naturalist, poet, painter and self-styled philosopher, occupied a most important niche in the city's history for 65 of his 96-year life span.

Mr. Allen came here in the spring of 1881 from Michigan and became a time-keeper and telegrapher for the Northern Pacific. In the early winter of that same year, he returned to Michigan, but in the fall of 1882 he came back for one "last big hunt for game, and then I'll quit." He had the hunt, but he didn't quit, for his two-month trip to the Bad Lands and the Yellowstone country was the beginning of a life-long career as a taxidermist. He received orders from all parts of the country, from people who wanted him to mount their trophies.

At one time he went to Colorado as secretary to the governor, at the fabulous salary of \$5 a day, the current wage for anyone knowing shorthand. He was the first to own a typewriter in Mandan, and was also the city's first amateur photographer.

He was a personal friend of Teddy Roosevelt, who many times waited in his shop while Allen put the finishing touches on one of his trophies. He also mounted buffalo heads for the Marquis de Mores of Medora who sent them on to France.

At the age of 95 he received a cita-



tion from the American Artists' and Professional League for "long and meritorious performance in the field of art."

The front part of the J. D. Allen home, located at 302 5th Avenue, N. W., was formerly one of the barracks at Fort Abraham Lincoln, and after the demolition of the Fort, was one of the three buildings left standing. Mr. Allen had the building moved into the city, and eventually remodeled into the present home. The original doors and staircase are in excellent condition and beautifully kept by R. A. Swanson, a son-in-law of Mr. Allen's.

#### **THEODORE A. CUMMINS**

One of the founders of an early day clothing firm followed the Northern Pacific Railway west in 1883. He left his home in Davenport, Iowa at the age of 19, headed for Glendive, Montana and a position with the railroad there.

He came to Mandan a short time later and served as N. P. timekeeper, chief clerk and also as the first storekeeper on the Missouri division. He was joined here by his parents, and his father was for many years engaged in construction work in Mandan.

Three years after his arrival, Theodore formed a partnership with M. Granberry in the clothing business, while he was still employed on the railroad.

Mr. Granberry also had a brick manufacturing plant south of the city. When he died four years later, Cummins resigned from the N. P. and formed a partnership with W. C. Tubbs. In 1891 the firm became known as the Cummins and Thorberg Clothiers when Andy Thorberg, who had been a clerk in the store was taken into partnership. Later a consolidation with J. H. Theis was effected and the business became known as the Cummins, Thorberg & Theis, Co.

The first story of the present building, (now the Skogmo Store) was erected in 1900, and enlarged to its present size in 1910. Theis sold his interest in the store shortly after that, and in 1916 Thorberg sold out to C. R. Robertson and in

1923 it became The Cummins Co. This store was closed in 1960.

Mr. Cummins took an active part in community affairs during his 41 years residence here. He was vice president of the Fair Association for many years, and served on the school board for 20 years. He was also a director of the Mandan Hospital Association, director of the First National Bank, and served as treasurer of the St. Joseph Cemetery Association.

#### **BENJAMIN W. SHAW**

B. W. Shaw, a young attorney and native of Racine, Wisconsin, arrived here in 1883, and remained to make his home here for the next 57 years. He became well known in state law circles and served as county judge for 32 years.

Mr. Shaw was admitted to the bar in Wisconsin, and first came west to Hillsboro, D. T. in 1881 at the age of 26. It was here he met the Lanterman brothers, William and Albert. William purchased the Hager Lumber Yard in 1883 and induced Shaw to come to Mandan later that year.

Mr. Shaw began his law practice in Mandan by forming a partnership with F. E. Bowen, city attorney, whom he later succeeded in that position. He was also associated with Judge S. L. Nichols for many years in a law partnership. He was perhaps best known for the elective position of Morton County judge, a position he held for 32 years. He was also a president of the State Bar Association, served as district attorney for Morton County, and as U. S. court commissioner in the early days. At various sessions of the North Dakota House of Representatives he served as bill clerk, reading clerk and assistant to the chief clerk.

#### **THE LANTERMAN BROTHERS**

The Lanterman brothers, William and Albert — better known to early residents as Will and Al — took a prominent role in early day banking circles in Mandan during their 40 years of residence here.

Will was the first to arrive in 1883

when he purchased the Hager Lumber Yard. He was joined a year later by his brother Al in the operation of the business and for a time the two were also associated with W. B. Haight, in the lumber and machinery business.

The two brothers were instrumental in establishing the State Bank of Morton County in 1892, together with Dr. Porter of Bismarck. They built the brick building on the corner of 1st Avenue and Main to house the bank. The post office was located in the rear part of the building, which is now known as the Dakota Building. They later sold their interest in this bank and became stockholders of the Farmers State Bank, which was located on the corner of 2nd Avenue N. W. and Main. (Presently the Ben Franklin Store location.)

In 1900 the brothers went into the sheep business, buying them by the carload in Oregon and shipping them to Mandan for placement on Morton County farms on shares. They had considerable real estate investments in the city and constructed several of the larger homes.

The two brothers were born in New Jersey, and moved to Minnesota in 1876 to join two older brothers, and then they came west to Hillsboro in 1880.

#### JOHN L. BOWERS

Leaving his native state of South Dakota in 1889, the year of statehood, Mr. Bowers arrived in Mandan at the age of 20 to join his sister, Mrs. George Bingenheimer, who had already been a resident of Mandan for 5 years.

Most of his 64 years in Mandan were spent in the abstract business. His first partnership was with C. L. Hoyt, pioneer resident and A. J. Cole, in the Mandan Abstract Co. In 1919 the firm bought out the Mandan Loan and Investment Co., and still later the Morton County Abstract Co. After Mr. Hoyt's death in 1925 and Cole's removal to Lisbon, Mr. Bowers conducted the business alone.

He was a sports enthusiast and an ar-

dent member of the Izaak Walton League.

#### GUSSNER BROTHERS

The name Gussner calls to mind the meat market business in the annals of Mandan's history from the early nineties to the twenties when George Gussner sold out the business originally started by his brother Steve in 1893. Natives of Germany, Steve Gussner came to the United States in 1886 and George arrived 10 years later. George's departure for this country was delayed by his service in the German army, a compulsory measure for all German youth. After two years employment with his brother here, George purchased the business which was located on the present site next door to the Crescent Printing Co. The brothers also dealt in livestock and raised their own cattle to supply their market.

#### J. O. SULLIVAN

Sixty-two years in the dry goods business in Mandan was the record set by James Owen Sullivan, who opened his store here in 1884 and continued to operate it until his death in 1946.

A native of St. Paul, Sullivan came here in 1881 as a clerk for his brother-in-law, Mike Lang, a grocer. He also clerked for Charles W. Van Slyck, another dry goods merchant.

Prior to settling here, Sullivan went up the Missouri River in 1879 to Fort Assiniboine in Montana where he was employed as a brick layer by the government. While he was there the renegade Indians who had fled into Canada following the Custer Massacre were returned to the Fort for subsequent removal to reservations.

Sullivan left the Fort and returned to St. Paul, where he attended business college and worked until 1881 when he came back to Mandan.

His first store was located on east Main in the 200 block, and he later moved to the 100 block. The next move and the last one, was to the building located in the 100 block on west Main in a

building built for him by L. N. Cary and later purchased by Mr. Sullivan.

The millinery department of the store was conducted by Mrs. Sullivan, who had been a hat designer and trimmer in her former home in Milwaukee, Wis.

#### THOMAS CRONEN KENNELLY

Mr. Kennelly, who was born in Canada, came to Mandan from Aberdeen, D. T. in 1886. His wife and family followed in 1887.

Mr. Kennelly operated the 'Fair Store' with two others, and was known as a kind hearted man who always found work for new men coming to town.

#### LEVI RONCO

Mr. Ronco came to Dakota Territory in 1884 and settled near Medora. In 1885 they returned to Minneapolis, but in 1879 the family returned to Mandan where he was employed as an N. P. yardmaster. He was an alderman when the city government of Mandan was changed to a commission form.

Other names which have had a place in the growth and development of early Mandan: (Ed. note: A careful check has been made, but some may have been overlooked which we would regret. We have tried to cover the time between 1872 and 1899)

SVEN CARLSON  
SONE CHRISTENSON  
OLE CARLSON  
CHRIS OLSON  
ANTON OLSON  
ALBORG DANIELSON  
JAMES DRURY  
FRANK BRIGGS  
VAN DYNES  
JOHN GRUNENFELDER  
ANTON GRUNENFELDER  
GEORGE GRUNENFELDER  
MRS. THOMAS KENNEDY  
SANDER HENDRICKSON  
GEORGE ORMISTON, SR.  
MRS. EMMA WHEELER  
DR. WILLIAM JAMES MACKIN  
J. C. "CHIP" CREIGHTON  
SGT. JAMES FLANNAGIN  
RICHARD BAUKNECHT  
ERNEST STEINBRUECK  
VALENTINE HELBLING  
CHARLIE KIDD  
CHARLES BUTLERS  
DENNIS TOBIN  
H. L. HENKE  
CHRIS SAKARIASSEN  
GEORGE WILLIAMS  
W. S. BARROWS  
JAMES DOOLEY  
HARRY McBRATNEY  
JAMES A. AUGHNAY  
MIKE PITZER  
OWEN KENNEDY  
FRANK FARNSWORTH

E. G. COLLIS  
J. H. COLLIS  
CHARLES KEIDEL  
ALEX HELMSWORTH  
HENRY WARD  
FRANK SUCHY  
THOMAS KENNELLY  
W. H. SEITZ  
CHARLES DOW  
FRANK DOW  
JOHN McAULIFF  
HENRY PARKIN  
WALTER PARKIN  
GEORGE HARMON  
HENRY HARMON  
J. W. UNKENHOLZ  
SAM UNKENHOLZ  
JOE UNKENHOLZ  
WILLIAM SIMPSON  
PAT TOBIN  
C. W. VAN SLYCK  
IRA W. BELLOWES  
JAMES BELLOWES  
J. E. CATES  
PETER MILLER  
LOUIS CONNOLLY  
CATHERINE WELSH  
MRS. CHAPO  
J. AYERS  
J. S. MANN  
A. C. MANN  
WILL GIBSON  
ED GIBSON  
DANIEL CONNOLLY  
JOHN FOGARTY

JOHN OPITZ  
PATRICK MOORE  
FRANK J. BARTH  
MARCUS FROELICH  
FRANCES FROELICH  
JAMES W. HAINES  
ROCHUS HELBLING  
GOTTLIEB GRESS  
DOMINIC ZANDER  
ANTON GRESS  
PETER GRESS  
AUGUST ERETH  
MATT MOSER  
MATHIAS RENNER  
ADAM WETZSTEIN  
ANDREW ECKROTH  
FRED SAGMILLER  
WILLIAM BOEHM  
GEORGE KUPPER  
MIKE KNOLL  
PAUL JACOBSON  
PETER FRISTAD  
WILLIAM FRISTAD  
EDWARD HAGEROTT  
ERNST HAGEROTT  
EMORY SHEPPARD  
E. K. HANSON  
MARTIN HANSON  
FRED MASSINGHAM  
JOHN VEEDER  
HERMAN YUNCK  
CHARLES ROWE  
JAMES CAMPBELL  
H. G. VOSS  
LOUIS E. ECKROTH

### III. - Morton County

Dakota Territory was created by an act of Congress passed by the Senate, February 26, 1861, and signed by President Buchanan on March 2, less than 48 hours before his term expired. President Lincoln, who succeeded him, issued the proclamation which formally declared the existence of Dakota Territory, and appointed the first territorial officers, as one of his initial acts on taking office. Dakota Territory included the present states of North Dakota, South Dakota, Montana and part of Wyoming, with small portions of Idaho and Nebraska.

When Wyoming Territory was created in 1890 the present western boundary of the Dakotas was fixed, and the southern boundary was settled in 1892. In the general election of 1887 residents voted that the Seventh Standard Parallel divide Dakota Territory into two states. President Harrison signed the bills admitting North and South Dakota to statehood on November 2, 1889. While he signed them, both documents were covered, except for the signature space, so that it can never be known which of the twin Dakotas is the elder. The two states derive their names from the Santee Sioux word "dakota" which means "allies."

Morton County was named after the outstanding Civil War Governor of Indiana, Oliver Perry Morton. Governor Morton was an anti-slavery Democrat, who refused to support the Kansas-Nebraska bill, and was read out of the party. He became one of the new Republican party leaders and did much to sustain the administration of our country during the Civil War. Following the war he became paralysed, but remained one of the most eloquent and forceful, as well as dominating figures in public life. He was elected to the U. S. Senate by Indiana where he became known by the sobriquet of "Devil on Two Sticks" by his comrades in that body.

Morton County made several attempts before it became successful in effecting a permanent county organization. It seems the county of Burleigh had a longing eye on the eastern part of the county, and the records show that the first county commissioners for Morton County, by appointment, were William Harmon, J. M. Ayers and R. B. Mason. They held their first session on March 23, 1878 at the home of Mr. Ayers, and William Harmon was elected chairman of the board. At this meeting the following officers were appointed: Hiram B. Stoyell, register of deeds; Allen W. Clark, sheriff; F. F. Gerard, assessor; M. S. Harmon, Judge of probate; A. D. Pratt, surveyor; Charles Mann, coroner; S. J. Mann, superintendent of schools; P. M. Ekford, Elijah Boley and Mr. McNutt, Justices of the peace.

On the 7th of October, 1878 the commissioners held their regular session at the townsite of Lincoln in Morton County. Present were William Harmon, chairman and J. M. Ayers. The chairman called the board to order, with the minutes of a special meeting of September 30th read and approved. A committee consisting of Drs. Porter, Dunn and James Emmons, representing the Lincoln Townsite company, appeared before the meeting with a proposal on behalf of the Townsite company. The proposal stated that in consideration of the board locating the county seat of Morton County, according to law, on the Lincoln Townsite, that the company would make a quit-claim deed to one block of ground of said townsite to Morton County for county purposes. They also agreed "to erect thereon a court house of hewn logs, the dimensions of which should be 18 by 22 feet on the ground with walls nine feet in height, shingle roof, pine floor, ceiled with muslin, chinked and daubed, and to contain a suitable number of doors and windows."

On motion, the proposition was accep-



An unusually well built sod house of the Dakota prairies. Note the windows and doors providing comfort year round.

ted by the board and the county seat of Morton County was located, according to law on the Townsite of Lincoln.

Thus ended the first step in organization. The next board of county commissioners was elected by the people in the fall of 1878 and consisted of Elijah Boley, F. F. Gerard and Chris Nordstrom, although his name appears on the county records as Chris Nolan.

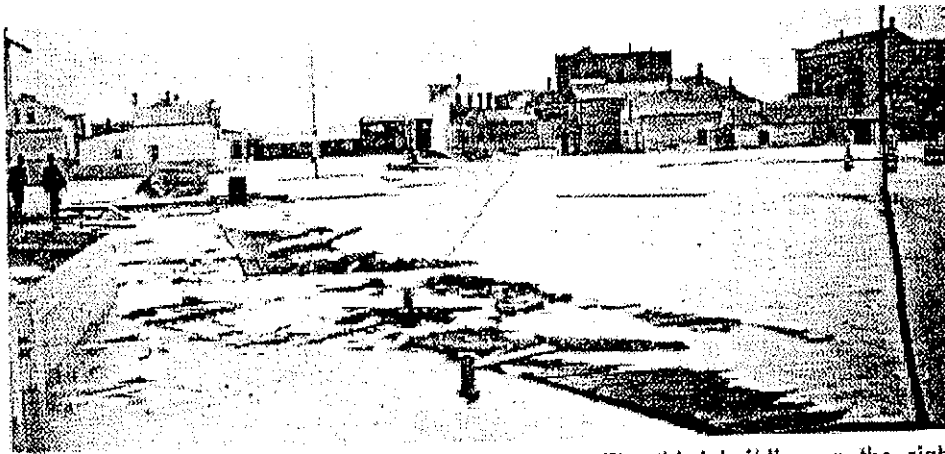
This board empowered the sheriff, George W. Harmon, to locate the county seat on the northwest quarter of section 22, one and one half miles north of the site of Mandan, and on a piece of land overlooking the Missouri River, a beautiful location for the town. They also authorized placing an ad in several papers for a steam ferry across the Missouri from Mandan to Bismarek. In February of 1878 George S. Acker was granted a charter for the consideration of \$30 per month, since this was the highest bid.

The next board meeting that was scheduled for the purpose of selling lots in the county seat was never held, for the commissioners awoke one morning

to find themselves residents of Burleigh County. A blank space remains in the county records until the date of February 28, 1881, attesting to the two year period in which Morton County lost its identity.

The "conspiracy" of the Territorial legislature in Yankton, which be-headed Morton, defined the western boundaries of Burleigh to include a strip of land 18 miles wide on the eastern border of Morton, which included Mandan, and left the remaining portion of the county without any organization.

On February 28, 1881 another board came on the scene after a second bill passed by the Territorial legislature had restored the 18 mile wide strip to Morton County. These members included Elijah Boley, chairman; L. Gill and Michael Lang, and again the board was faced with the problem of appointing a new slate of county officials. They named the following: Frank J. Mead, register of deeds and county clerk; P. M. Granberry, treasurer; P. O. Chilstrom, judge of probate; Carlos Mann, assessor; Henry Harmon, surveyor; W. A. Carr, sheriff; John Hanna, coroner;



Looking towards Main Street from 1st Ave. N. W. The third building on the right side is the Morton County Courthouse which had a colorful background, and the second is the jail which was erected by the first county commissioners. The picture was taken during a flood in 1881.

Mrs. F. M. French was appointed superintendent of schools.

The first order of business at the March 23 session was to pass a motion requesting Burleigh County commissioners to "furnish a transcript of all taxes due Morton County," and also a reimbursement of all liquor licenses paid into the treasury of Burleigh, and they requested that all this be paid to Morton County as required by the bill which restored the county of Morton.

Morton County's small log courthouse, located on Lot 3 and Block 6 (the rear of the present Marcovitz property on Main and 1st Ave N. E.) became official county property at a meeting held in April of 1881, when the treasurer was ordered to pay Chilstrom and Mead \$825 for the site and buildings thereon.

Many were not aware of the checkered career that could have been unfolded had the joists and boards forming this building been made to talk. In 1873, the lumber which constituted this historic building, was brought from Fort Benton to Bismarck, where it did excellent service as a saloon, gambling hall and free and easy annex, all under one canvass.

When Mandan began to sprout in 1878, this building was one of the first to fol-

low the tide of emigration westward and was moved to Mandan. It then entered upon the responsible duties of a saloon and keno house. It inhaled the first wreath of respectability by also being the house of worship on Sundays, when the Keno tables would take a much needed rest, and give the minister a chance to get a word in edgewise. In this respect, it stands alone and should go down in history as one of the wonders of the world.

According to a report in the Pioneer, no one was sure whether the efforts of the preacher were crowned with success, or whether gambling already lacked support in Mandan. The fact remains that from its unvirtuous beginning, it soon rose to the dignified position of a school house. Finally, upon the organization of the county, it reached its highest sphere as the courthouse of Morton County, and continued to house the records until the new \$30,000 edifice was erected on the hill.

On April 11, 1881, the Mandan Criterion was made the official paper, and a county jail was provided for, when the bid of William Cunningham in the sum of \$275 was accepted, and a public road from Mandan to Fort Lincoln was also authorized.

The commissioners also purchased 80 acres of land from the Northern Pacific for the sum of \$260 to be used as a county poor farm. On August 8, 1882, John Phelps was awarded a contract to build a house upon this land for the sum of \$1,500. Apparently this did not work out too well, for it is reported that only one person ever occupied the place, and then only for a short time. (It was said that a pauper would rather starve to death, or leave the country, before he would live in such an isolated place.)

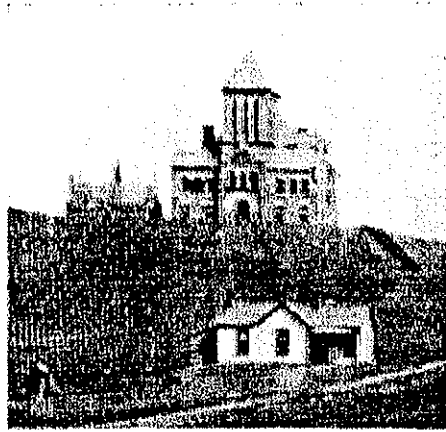
A special election was called to vote on a bridge across the Heart River, to cost \$4,000. It is also reported that this produced a unique experience in the annals of the county, for there was not one dissenting vote. The commissioners also eased the transportation problems, when they ordered the road supervisor to lay out a road from Mandan to the northern boundary of the county.

At the first general election held after the re-organization, November 7, 1882, the following were elected: W. A. Carr, Elijah Boley and John H. Hager, commissioners; B. J. Van Vleck, register of deeds; George W. Harmon, sheriff; W. A. Wheeler, assessor; Warren Carpenter Jr., judge of probate; George H. Bingenheimer, treasurer; W. H. Harmon, surveyor; John Hanna, coroner; Oscar Gunkel, superintendent of schools.

At the meeting held on December 22, 1884, the number of commissioners was changed from 3 to 5 and consisted of Messrs. Carr, Brown, McDougall, Carpenter and Van Vleck.

R. J. Van Vleck was appointed as the first county auditor on April 4, 1885.

About this time the location and the building of a court house was agitated, and it was finally decided, June 2, 1885 to purchase block 75, First Northern Pacific Addition to the city of Mandan in the sum of \$2,300. The land in this



The Mandan Court House that was built on the hill north of the City. The first leveling and preparing for building was done in the year 1885.

area was then platted for lots, extending to the Missouri River, and Joseph Ardon, who farmed 12 miles northwest of the city, sold his land for the unheard of price of \$100 per acre. The summit of the hill was leveled off, as the peak extended from the present 300 block on 7th Street N. W. to a point above the city water works. George Peoples, mayor of Mandan at that time, arranged that Mandan be bonded for \$4,000, the entire sum of which was sunk into the building of a new road, which angled around the hill to the new site. Later, the hill was terraced and innumerable steps put in on the south side — at another neat sum. Thus, the new court house overlooked the city as a monument to the dreams and visions of the pioneers in the boom days when "westward ho!" was still a good slogan. The records from the little log shack court house, between Main and 1st Avenue N. E., were moved into the new structure.

The \$35,000 two-story brick building had aroused considerable controversy with opponents plugging for a location either on the present site of the Central Grade School, or the one later occupied by the Methodist Church on Livingston Ave., (3rd Ave. N. E.).

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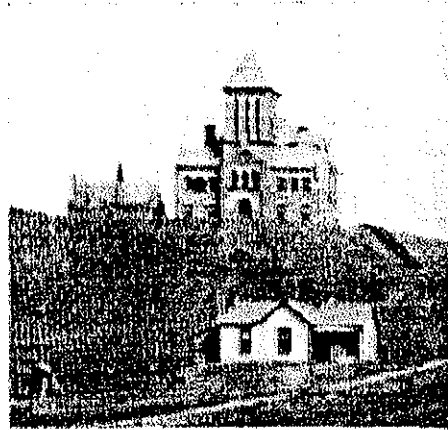
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A gathering of members of the Sioux Indians before one of the log homes in the area.

Elijah Boley, president of the county commissioners, championed the hill site by saying, "In ten years Mandan will be as large as Chicago and the hill north of the city will be the center of population."

It was just 56 years later on May 15, 1941 that fire gutted the building and all salvageable records were transferred into the Mandan Memorial Building, where the swimming pool was transformed into quarters for the county offices. There business was conducted for Morton County for 14 years. It was late 1955 and early 1956 when the present new Morton County Memorial Court House, costing \$590,000 opened its doors, and the beautiful granite corridors and well appointed offices became the home of Morton County records and offices.

The early history of Morton County, outside of the forts was made by F. F. Gerard, Robert Henry and George W. Harmon in 1872. It was known that the Northern Pacific would build a railroad from the lakes to the coast, but at that time the land was not surveyed. Each of these men staked out a claim of what he thought would be 160 acres, (allowed by the Homestead Act), on or near what is now the city of Mandan. Un-

fortunately, when the survey was made, they found that they had located on a railroad section, and the land had to be released. It was no small matter to hold and live on the land in those days, as the Indians were still hostile. Robert Henry was killed during the summer of 1875.

Gerard probably had more hair-breath escapes from the Indians than any man in the Northwest Territory. It is supposed that he first came to this part of the territory about 1848 with the Northwest Fur Company. He engaged in fur trade along the Missouri River long before the forts were built. One story told of his escapades was of a fight at the Berthold Indian Agency where when he was stationed in a blockhouse alone, with a muzzle loading rifle, he killed 33 Indians.

George Harmon located his first ranch on land that is now in the heart of the city. His buildings were on the site of the Union Hotel and the First National Bank (now the Mandan Hotel, and former First National Bank buildings). When he had to relinquish this site, he purchased land in the Square Butte vicinity, which is still known as the Square Butte, or Harmon Ranch.

In June of 1883 an incident took place that has brought New Salem national

recognition. One June morning, John Christiansen was out breaking the virgin prairie sod. As his team slowly pulled the breaking plow back and forth, and the black strip of plowed ground grew wider, a couple of Sioux Indians approached and watched with interest. The Sioux were more peaceful at this time than they had been a few years earlier, but they were still unpredictable, and Mr. Christiansen was not too calm. Since there were only two, the situation was not as serious as it might have been. They came nearer and examined the breaking. Possibly this was the first plowing they had ever seen, except for the scratching that the Mandans did on the river bottoms. The older Indian began to turn the sod back to its original position. As Christianson came over to them, the younger Indian muttered "Wrong Side Up." The effort of the Sioux in reversing the work of the plow was insignificant, and they soon gave up, but the wisdom of their words were to be impressed on the settlers in later years.

Following the traditions of the first settlers, the Mandans, who were an agricultural tribe, and also of the early settlers in the county, who believed in diversion of their ranches, and also raised pure-blood stock, a group of enterpris-

ing young men organized the Morton County Fair Association in the spring of 1895. This became a most successful enterprise. Many who were interested in the development of the country were liberal subscribers to the stock of the association, which put it on a substantial financial basis.

The Fair Grounds were located on the bank of the Heart River. Cottonwood groves extended from the grounds to the Missouri River, a distance of about 2 miles. The grounds had an abundance of large trees and shrubbery — just enough to make it a nice picnic ground.

At this time the Heart River was navigable in the driest seasons to a point on the Fair Grounds. Excursions from the Bismarek landing on the Missouri by steamboat to the mouth of the Heart, up the Heart, to within a short distance of the grounds were frequent. The Heart itself made boating very enjoyable during the entire summer season.

The Association built a half-mile regulation track of a springy character, having a thick covering of clay upon a bed of sand. Considerable money and care were expended on the track with the result that it was one of the best in the northwest.



A Red River separator and J. I. Case Engine harvesting about 1900 in the Heart River country southwest of Mandan. The outfit was owned by John Larson, Kornelius Hendrickson, Edward Hendrickson, Sander Hendrickson and Ernest Ellison. The engineer is Axel Larson, son of John. Standing on top of the separator is Kornelius Hendrickson.

The agricultural building was in the shape of an octagon, 160 feet in circumference, and 80 feet to the top of the flag pole. The building was substantial and arranged so that additions could be made.

A large grandstand, capable of seating 2,000 people, commanded a fine view of the track and the entire grounds.

Sixty stables were provided for trotting horses, besides stalls for domestic and wild cattle, sufficient to accommodate 500 head.

The spur track of the railroad ran parallel with the west line of the fair grounds and passengers and freight could be unloaded within a few feet of the entrance gate.

By an act of the legislature of 1897 the state fair of North Dakota was located on the grounds of the Fair Association and liberal inducements were offered all exhibitors of agricultural products, horses, cattle, sheep, swine, poultry, cheese and butter.

In 1897 horses were entered in the races from North and South Dakota, Minnesota, Michigan, Iowa, Montana and Manitoba.

Each year a band of approximately 500 Indians with war paint and costumes, armed with ancient weapons of war, put on an exhibition at the fair. Over 100 squaws with their scalping knives, riding on travois, pulled by Indian ponies, also participated in this demonstration.

The State Fair designation did not last too long, for it eventually was awarded to Grand Forks.

During the 30's when the Civilian Conservation Corps was organized and set up in Mandan, the Mandan Fair Association directors, released the property to be used by this group. When this organization was disbanded, the Fair directors turned the property over to the Mandan Rodeo Association, who

presented an annual rodeo each summer at the Fair grounds for many years.

At the North Dakota Constitutional Convention held in Bismarck from July 4 to August 17, 1889, A. E. Parsons of Mandan, Morton County, brought up a proposed article that stated, "Whenever a difference shall arise between any corporation . . . and its employees . . . if the disagreement cannot be adjusted by conference, it shall be submitted to arbitration under such rules as shall be prescribed by law." Thus, Mr. Parsons of Morton County brought forth the idea of a National Labor Board which passed in 1939. Parsons has passed into history as the pioneer in the field of labor legislation in the state of North Dakota.

A. M. Packard, Editor of the Mandan Times, had an article in the "Record," (a publication of Historical, Personal and other Sketches, published in Fargo) of 1897, the following account of Morton County.

"Morton County is one of the largest counties in North Dakota, having an area of 3,168 square miles. (As of 1955 Morton County had a total of 1937 square miles, counties having been taken from the larger area.) The eastern boundary is formed by the mighty Missouri, "the Big Muddy" of song and story, while on the south, the Cannon Ball River divides it from the Standing Rock Indian Reservation. It is undoubtedly the best watered county in the state, a clear, running stream being met with in every few miles."

"The Heart River crosses the county from west to east, entering the Missouri just south of Mandan. This after it has furnished water for hundreds of farms and ranches. The southern portion is watered by numerous small creeks, tributaries of the Cannon Ball. The most important of these are the north fork of the Cannon Ball, the Chanta Peta, Dog Tooth and Louse creeks."

"The western portion has numerous tributaries of the Knife River, which

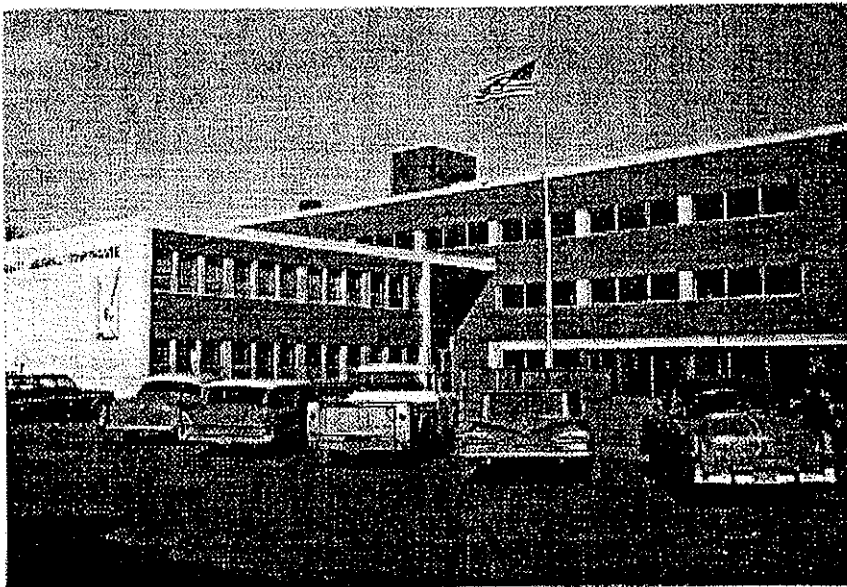
enters the Missouri in Mercer County. In the northeast is Square Butte creek; in the center, Sweet Briar and Muddy creeks. The Little Heart waters a fine valley in the eastern central section, and there are a multitude of other small streams. Nearly all of the rivers and creeks have some timber along their courses, furnishing building material for the settlers. On Square Butte creek a sawmill has been operated for several years. Some wood is also used for fuel, but on account of the abundance of coal available this is not from necessity."

"Perhaps Morton is best known as a stock raising county, for it stands at the head of the list in the state in this industry. However, farming is by no means neglected. The wheat raised here is of as good a quality, and the yield per acre as great, as in the Red River valley, for oats, rye, barley and flax yield abundantly. Corn raising, as practiced in this county is a success — in fact many of our farmers consider it the surest crop grown, for there has never been a failure."

"The Indians, who peopled this section before the white man came, grew corn

here, and as far north as Fort Stevenson. Captains Lewis and Clarke, who wintered near the mouth of the Knife on their first exploring tour in 1804, found corn in the tepees and log huts of the Mandans, Arikaras and Gros Ventres. It was the Indians' chief food after buffalo meat and fish. The early white settlers of the Missouri Slope, instead of planting corn from states further east and south, secured seed corn from the Indians. This was a small flint variety which matured in from 90 to 100 days from time of planting. From the Arikara tribe of Indians this corn was called the Ree. By careful selection of seed, this corn was greatly improved over the years, both in size of ears and yield per acre."

"Hon. Elijah Boley, one of the first settlers of Morton County, had raised corn in Indiana and Iowa and naturally turned his attention to this cereal when he came to North Dakota. To his example and precept is chiefly due the present proportions the corn raising industry has assumed in the state. Small varieties of the common dent corn are also successfully grown in Morton County."



The new Morton County Courthouse.

Today, Morton County, with 1937 square miles, finds much of the land being used to raise wheat, corn, oats, barley, alfalfa and other agricultural commodities. The rich soil produces an abundance of crops which brings in a large source of revenue for its people.

Since the early history of the county, livestock raising has been a major project. Some of the finest breeds of cattle can be found here, and much of this fine stock is shipped to eastern markets.

Dairying has also been a major industry in the county. Millions of pounds of butter are produced yearly in creameries located at Mandan, Hebron, Glen Ullin and New Salem. Butter from Morton County is of the highest quality, churned from fresh, sweet cream daily.

Milk production is high, since it is derived from the many dairy herds that roam the rich grass lands in Morton County and western North Dakota. Farmers take great pride in their herds and have, from the very earliest history, raised and maintained pure bred stock—the greatest milk producers.

Northern acclimated poult are raised extensively and are bred on the farms by flock owners in cooperation with hatcheries in the county. These birds are good egg producers and their meat

is of the finest for table use.

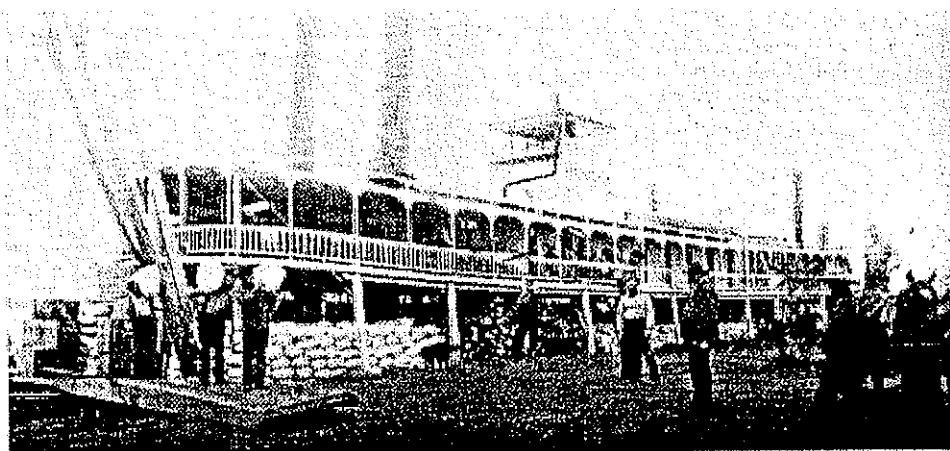
Thousands of tons of lignite coal lie under the surface of Morton County. Chemists and engineers are doing much on research on lignite and many uses have been developed. Uranium of the highest rating is also found in this lignite coal.

In the western part of the county can be found the finest clay deposit in the world. A huge brick plant is located at Hebron and is producing brick of the finest quality known. Much of Morton County clay is being used for ceramics throughout the country.

An abundance of power is available in this county. Thousands of kilowatts are produced daily from Garrison dam, a huge generating plant at Beulah and another large plant, located on the Missouri River at Mandan.

With the Missouri River bordering the eastern side of Morton County, a sufficient supply of water can be guaranteed for domestic, commercial and industrial use for years to come. Hundreds of acres of Morton County land is under irrigation and thousands of additional acres can and will be brought under irrigation in future years.

Morton County is located in the central part of the state where one can find



Bellows Landing, later known as Rock Haven, where the steamboats were loaded with passengers and freight.

the best in hunting, fishing and water sports. The best pheasant hunting in the state or nation can be found in the southwestern part of the county. Hundreds of deer are taken each year along the rivers and creeks and in the wooded coulees throughout the entire county, by archers and riflemen. Heart Butte dam is located in western Morton County, and the lake behind the dam is a wonderful spot for swimming, boating and fishing. Grouse and partridge hunting is another sport enjoyed by hunters from all over the nation. Morton County has been dubbed a "hunters paradise" by many.

#### A FEW OF MORTON COUNTY PLACES, NAMES AND ORIGINS

As compiled by

Mary Ann Barnes Williams

##### ALMONT

Named for the buttes, the Altamont Moraine, seen in the vicinity. Alta being Latin for high, Montis for mountain. Established in 1883 as an NPRR siding. Post office established on November 15, 1906. Almont incorporated in 1936.

##### BLUE GRASS STATION

Originally known as Second Siding, because it was the second NPRR siding west of Mandan. Located three and a half miles west of New Salem. Railroaders in 1880 applied the name because of the wide-bladed bunch grass found here in abundance.

##### BREIEN

A village established a few miles east of Timmer on the N. P. Railroad branch in 1910. First named Parkin for the Parkin brothers, pioneer ranchers along the Cannon Ball River. The post office was established on May 6, 1916 and the name changed to Breien, the name of an elderly settler, Edward Jacobson, who changed his name from Breien to Jacobson when he came to the United States.

##### FLASHER

Founded in 1902 and named for Mabel Flasher, who homesteaded on land that is now part of the townsite known as West Flasher. She was a niece and secretary of William H. Brown, head of the Brown Land Co., who owned many townsites on this brand new line of the NPRR. The post office was established January 3, 1903 with William F. Berrier, as postmaster. Flasher was incorporated as a village in 1914.

##### FORT RICE

Originally named Gwyther when the post office was established on June 6, 1869 with Martha G. Gwyther as postmaster. The name was changed to Fort Rice, July 9, 1910 to commemorate the name of the pioneer military post on this site, established by General Alfred H. Sully in 1864.

##### FORT SAUERKRAUT

In 1890 during a false Indian scare, a stockade with rifle slots was built on a high knoll, just northwest of Hebron, where a cemetery now lies. The men stored emergency food in the form of sauerkraut in barrels, which they rolled into a trench around the fort — one food item they were sure would keep well.

##### GLEN ULLIN

Colonists from Ohio, Indiana, Wisconsin, Illinois and Minnesota arrived here on May 12, 1883. The townsite had been selected by J. S. Letts, secretary of the Colonization Association. It was named by Major Alvin E. Bovay, NPRR agent. The prefix Glen is a Gaelic word meaning valley; descriptive of its location — Ullin, from a favorite English ballad, "Lord Ullin's Daughter." A sign painter that year printed it Glenullen, and the town was stuck with the error until 1949, when a new depot was built and the spelling corrected. The first postmaster, June 4, 1883, was Dr. S. O. Morgan. The village was incorporated in 1910.

#### HARMON

This postoffice was established January 11, 1866 on the Square Butte Ranch, and it was discontinued April 29, 1907. The name was taken from the owner of the ranch, George W. Harmon, a pioneer rancher, prominent in territorial affairs. It was abandoned in 1942.

#### HAYMARSH

This postoffice was established July 22, 1914 on the old Fort Keogh to Bismarck Stage Route, and was abandoned October 15, 1920. It was named for the boggy land the route circumvented north of Glen Ullin, and known as hay-marsh.

#### HEBRON

Settlement began here in 1835. The post office was established May 26, 1893 and it was incorporated as a city in 1916. Originally named Knife River for the river near it, in 1900 Rev. John L. Kling, a traveling minister called a meeting of the people interested in this settlement. He suggested that the name be changed to its present one, because the valley here reminded him of the Biblical vale of Hebron.

#### HUFF

Originally an NPRR siding known as Nineteenth. The postoffice was established on May 12, 1911 with E. W. Dobson as postmaster. The name was later changed to Huff for John S. Huff, who homesteaded the land on which the townsite was platted.

#### JUDSON

This settlement began in 1890. It was named for Judson LaMoure, a prominent political figure at that time. The post office was established October 3, 1901 with Henry M. Seethoff, as postmaster.

#### MANDAN

Settlement began in 1873, the year the first railroad survey was made west of the Missouri River and Fort Abraham

Lincoln established. According to postal records, the first postoffice was established in a sod shack on the Missouri River banks on July 16, 1878 with Andrew J. Davis as postmaster. It was named Morton for the county. The new railroad village was given the name of Lincoln on October 7, 1878 when the board of temporary commissioners appointed by the Governor of DT accepted the proposed plans submitted by the Lincoln Townsite Co. However, the first elected commissioners of the county, met December 14, 1878 and declared Mandan to be the official name of the county seat, formerly alluded to as Lincoln. Naming the town in memory of the fast disappearing Indian tribe who once inhabited the valley of the Heart and the upper Missouri is generally credited to Commissioner Frederic F. Gerard, trader, interpreter and one of the first white settlers on the present site of Mandan. The name is a derivation of the Dakota Indian word, "Mantani." On March 3, 1879, the postoffice with Arthur Linn as postmaster, was moved to the railroad site and re-named Mandan — eight days later it was named Cushman for the newly appointed postmaster, Charles Cushman. On September 26, 1879 the post office was finally officially designated Mandan to correspond with that of the station. Andre Thompson was postmaster. In the winter of that year the NPRR laid a track across the Missouri ice and the first train made its crossing from Bismarck. Mandan was platted by the railroad company in 1879 and incorporated, February 24, 1881.

#### NEW SALEM

The first settlers here, early in 1883 were 21 members of a church colonization group, Deuche Evangelische Friedens Germane (Evangelical Lutheran Church) from Chicago. They proposed the name of the Biblical city of Salem for their postoffice, but were informed by postal authorities that the name was already appropriated in the southern half of Dakota Territory. They then sub-

mitted the present name. New Salem's post office was established on August 24, 1863, with Arthur V. Schallern, as postmaster. The village was incorporated in 1911.

#### ROCKHAVEN

Few traces remain of the U. S. Government dry dock and boat landing on the Missouri River three miles north of Mandan. It was operated in the 80's by the Corps of Engineers making extensive river improvements. It also served as quarters for traversing steamboats, and was known as the "best landing on the river." The banks here were formed of large ledges of rock and unlike most landings, was permanent and safe. The "haven" of the landing title, apparently stemmed from the fact that the boats could safely anchor here all winter and be comparatively safe from the ram-paging ice during the spring break-up.

#### SAINT ANTHONY

First known in 1890 as Littleheart, named for the Little Heart Butte north of the village. Roman Catholic German-Hungarians from Ohio, who settled here in 1887, renamed the settlement after their church in 1896. The Saint Anthony post office was established January 14, 1902 with Henry Braunagel, postmaster. A parochial school was opened here in 1906.

#### SIMS

In 1878 when the N.P.R.R. was extending their road bed, a thick vein of coal was uncovered 35 miles west of Mandan. This plus the fact that there was an ample supply of spring water here stimulated a side track to be built with a station. This was first called Carbon for the Carbon Pressed Brick and Lime Co. It was officially named for George V. Sims, chief clerk in the executive office of the railroad in New York, on July 5, 1879. Charles W. Thompson opened a coal mine here for the N. P. Coal Co. in 1879. A post office was established in 1880 with Robert McKee as

postmaster. The N.P.R.R. surveyors plat-  
ted the townsite in 1883. It is also re-  
ported that the town took its name from  
Capt. W. H. Sims who was an old pilot  
and upper Missouri River boat captain.

#### SQUARE BUTTE

A postoffice was established in the  
ranch home of George W. Harmon on  
June 6, 1881, taking its name from the  
nearby butte, whose mesa-like top con-  
tained nearly a section of land, some-  
times called Flat Top Butte. The post-  
office was discontinued October 13, 1882.

#### SUNNY

Long called Sunnyside — a descriptive  
name for its location in the valley of  
the Heart River, three and one quarter  
miles west of Mandan, where the N.P.R.R.  
maintains a large stockyard and feed-  
ing grounds.

#### SWEETBRIAR

Originally named Sweet Briar, when  
it was first settled in 1879. The change  
in the spelling of the post office name  
became official January 17, 1896 with  
James J. Lane the postmaster. Named  
for the creek nearby, which takes its  
name from the thorny shrub (Englan-  
tine) belonging to the wild rose family,  
which grows profusely along its banks.

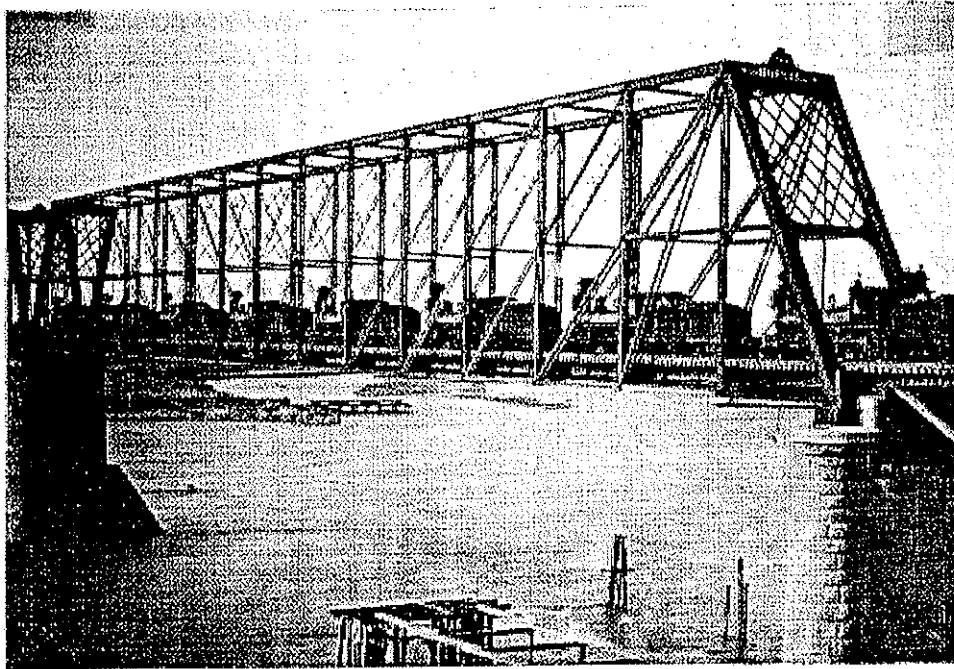
#### TIMMER

Named for C. L. Timmerman, pioneer  
rancher, Sims merchant and Mandan  
banker, who had interests in the Mercer  
County Land Co., and placed many set-  
tlers on railroad land along the north  
branch of the Northern Pacific railroad.

#### YOUNGTOWN

This inland town was named for David  
M. Young, who established a creamery  
and operated a general merchandise  
store in which the post office was es-  
tablished on July 11, 1899. It was dis-  
continued July 30, 1910. Youngtown was  
located in the north central part of the  
county.

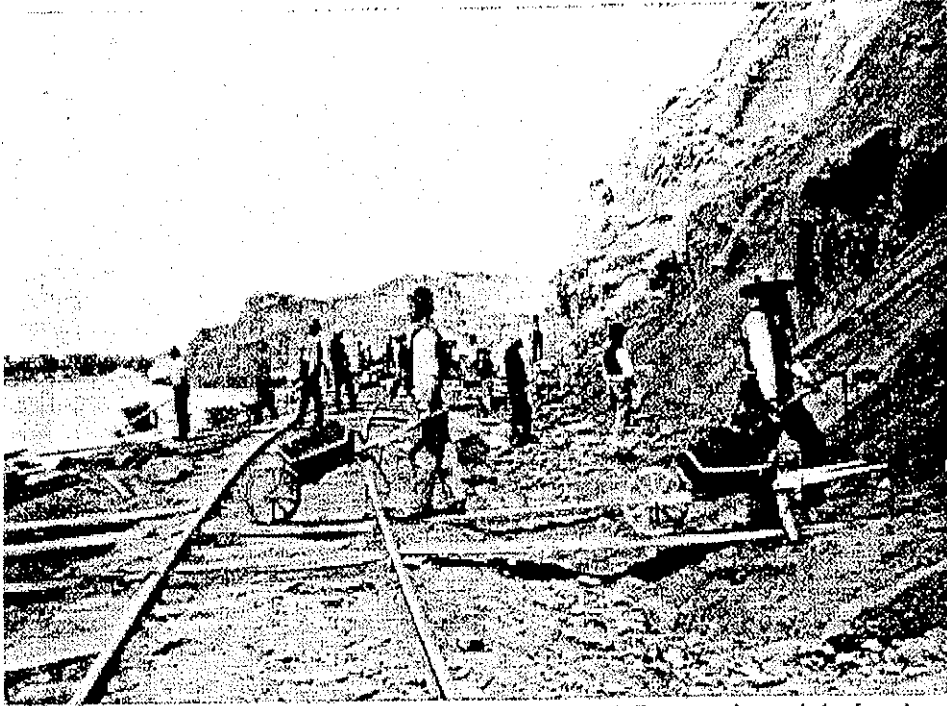




Testing of the Missouri Bridge at Bismarck on October 23, 1882.  
— Photo through the courtesy of Haynes Studio, Bozeman, Mont.



In 1879 Northern Pacific grading crews were busily constructing right-of-way through Dakota Territory. This picture shows the Big Sand Cut, Sweet Briar Valley.  
— Photo through the courtesy of Haynes Studio, Bozeman, Mont.



This photo made in 1880, shows N.P. work crew, building grade and laying track in western North Dakota. — photo Courtesy of Haynes Studio, Bozeman, Mont.

#### NORTHERN PACIFIC CHARTER CENTENARY

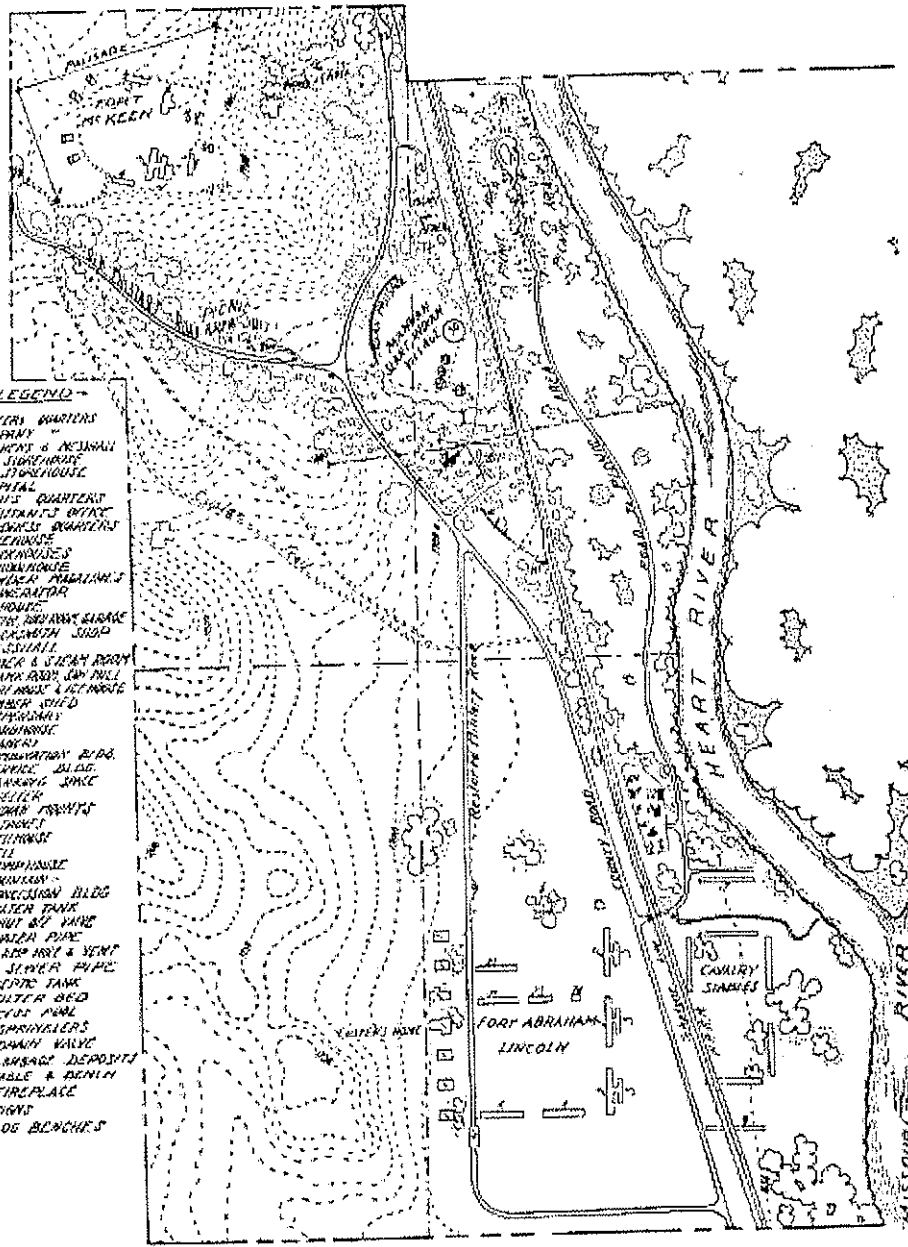
Construction of the Northern Pacific Railroad, authorized June 2, 1864, was begun in 1870 and progressed rapidly for three years. The work was suspended during five years of Indian wars, financial crisis and unforeseen engineering difficulties, but was finally completed in 1883. In the following seven years, the entire tier of northwestern territories had gained sufficient population to enter the Union as states.

Some 15,000 Chinese as well as 10,000 American laborers were hired by the company during the construction period. The first headquarters in 1871 were at Brainerd, Minn., where the roundhouse and car shops housed the wood-burning N. P. locomotives, as the construction work pushed westward in 1877. Later the general offices were moved to Saint Paul, Minnesota.

Soldiers, including those at Fort McKean and Fort Abraham Lincoln, pro-

vided protection for the work crews, as well as the early rail travelers. One of the N. P. time folder ads featured, "The Custer Route to the Black Hills, as the only route having United States Military protection." The ad further stated, "In addition to the protection given by the United States troops, the Company have established a system of Outriders, two of whom accompany each coach. They have also adopted a plan to further protect passengers from raids by Road Agents. Passengers, before starting, can deposit all money not required for expenses of meals, etc., on the road, with their agent, and secure a draft for the amount on their agent at the other end of the line, thus obviating all danger of loss."

The last spike celebration was held on September 8, 1883, at Gold Creek, Mont. Four gaily decorated trains brought visiting dignitaries — including ex-President U. S. Grant — to assist Northern Pacific President Henry Villard commemorate the occasion.



**FORT LINCOLN STATE PARK**  
 Scale 1:50 FT

## IV. - Fort McKeen -- Fort Lincoln

On July 2, 1864, Congress passed an act granting right of way through the Indian country, to the Northern Pacific Railroad Co. It was "An Act granting lands to aid in the construction of a railroad and telegraph line from Lake Superior to Puget Sound on the Pacific coast, by the northern route."

In 1870 the northern portion of the great Territory of Dakota was unsettled and unoccupied by white men, save by the cordon of military forts — Randall, Sully, Rice, Stevenson, and Buford that stretched along the Missouri — and the intervening Indian agencies of Lower Brule, Cheyenne, Ponca, Yanktonaise, Standing Rock and Berthold. A few settlers, about 50 perhaps, were located in the Red River valley.

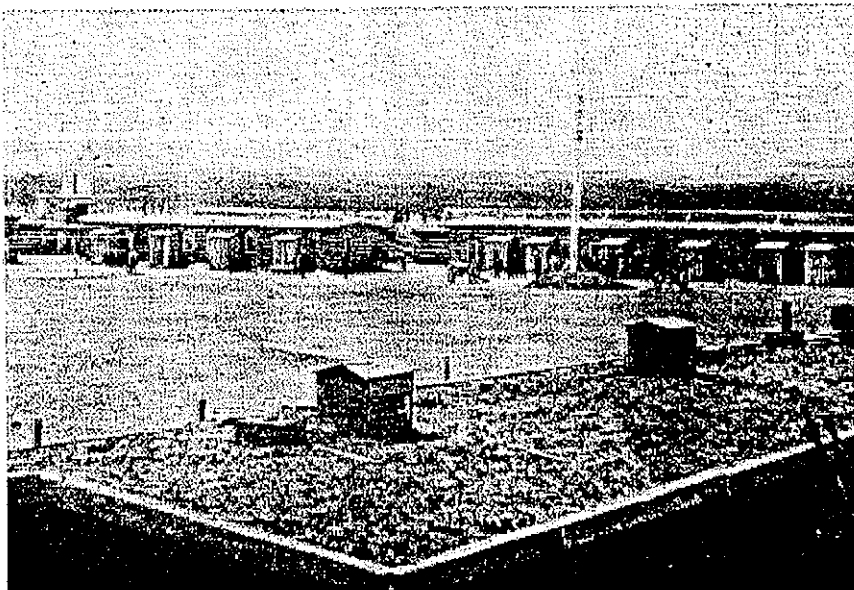
Outside of the forts and agencies, the tribes of the hostile Sioux held undisputed sway, except in the eastern part of the Territory.

Every officer on the frontier felt that it was of the wildest folly to build

through Sioux territory, but the orders came to outfit an expedition party at Fort Rice, to accompany the engineer of the proposed railroad, on a surveying tour to the Yellowstone River. Troops began to concentrate at Fort Rice, and on September 6, 1871 the engineering party under military escort arrived overland from Fort Abercrombie.

Three days later on September 9, 1871 at 9 a.m. the expedition left Fort Rice with the regimental band accompanying them to the foot of the hills. The military escort consisted of 500 men, a detachment of artillery, two Gatling guns, fifty mounted Indian scouts under command of Lieutenant Turnock, and a train of 100 wagons. The entire group was under command of General Whistler of the 22nd Infantry.

On October 15, the troops returned to Fort Rice, except for one Company and the engineering party who had marched down the Little Heart River to



Fort Rice, Dakota Territory, which was located about 20 miles south of Mandan in 1868. It was from this fort that the crews for the Northern Pacific left for their survey of the new railroad.

its mouth, to check the advantages afforded by that crossing. This group returned to Fort Rice on October 17, and reported that the expedition had been a great success and that the route surveyed from the Little Heart to the Yellowstone was practicable, and that the railroad would be built.

Work began in earnest in 1872 when a supply camp was located about three miles south of the later established site of Fort Abraham Lincoln. This camp was called Camp Greene and believed at that time to be the permanent post. On April 16, 1872 word was received from Headquarters Department of DT, as soon as practicable, to make the necessary examination and recommendations for a new post, to be constructed on the west bank of the Missouri, at or in the immediate vicinity of the point where the Northern Pacific Railway would cross the river.

On July 25, 1872, a second large expedition of military and engineers conducted another survey of the westward territory. They encountered numerous hostile Indians who followed them on

the march. However, there were no serious casualties until on the return trip. Within a days march of Fort Rice, "The Gaul," known as "the murderous chief," attacked, killed and mutilated the bodies of two lieutenants in the expedition.

On July 22, 1872, the board of officers who were to study and set the site for the new fort was appointed. They proceeded on the steamer "Ida Stockdale," the Northern Pacific's supply steamer, to the point designated as the proposed railroad crossing of the Missouri. After careful examination of the terrain, the officers returned and recommended the area now known as Fort McKeen.

After thorough study, this site was accepted by the government and the Fort was established and built on the spot selected and named in honor of a deceased army officer.

The location of Fort McKeen was later discovered to be the site of the ancient earthworks erected by the remnants of the extinct Annahana tribe in their last stand against the powerful Sioux. From here they were finally driven to perish miserably at the base of the



Fort McKeen provides the background in the above picture while soldiers lean against the gattling guns in the foreground.

great Pyramidal Buttes at the hands of their hereditary enemies. Fort McKeen was completed in the autumn of 1872 and General Carlin arrived September 1, 1872 to take command.

The buildings on the hill at Fort McKeen were put together with as few materials as possible; in the quarters where the infantry ladies lived, there was no plastering, but thick paper was substituted for the ceiling and partitions. It was described as being a bleak place with small, shabbily built quarters, which would hardly be considered good enough for a common day-laborer's family.

In August of 1872 orders were issued for the establishment of a new post on the east bank of the Missouri River. On the evening of this same day, the Northern Pacific transfer steamer, conveyed the troops to their new station. This was a small settlement, the first in the Sioux country which was opposite the mouth of the Heart River. This too was the location where the railroad, through a company known as The Lake Superior and Puget Sound Land and Townsite Co., had located a townsite. Through a squatter named Joseph Pennell, they sought to obtain title through pre-emption rights, when the Indian title to the country had become extinct.

This camp was originally named "Camp Greely," but was subsequently re-named "Camp Hancock." The town was at first known as "Otter Crossing," and afterward became "Carlton City," then "Edwinton" and finally "Bismarck" (after the German chancellor, in hopes that some German funds would be forthcoming as investments in the new city). The entire country was then known from Randall to the Canadian boundary as "Buffalo country," and from it Burleigh, Emmons and the adjacent counties were subsequently formed.

The main line of the Northern Pacific railroad was then surveyed to the river, opposite Fort McKeen, where the crossing was to be made, and the right of



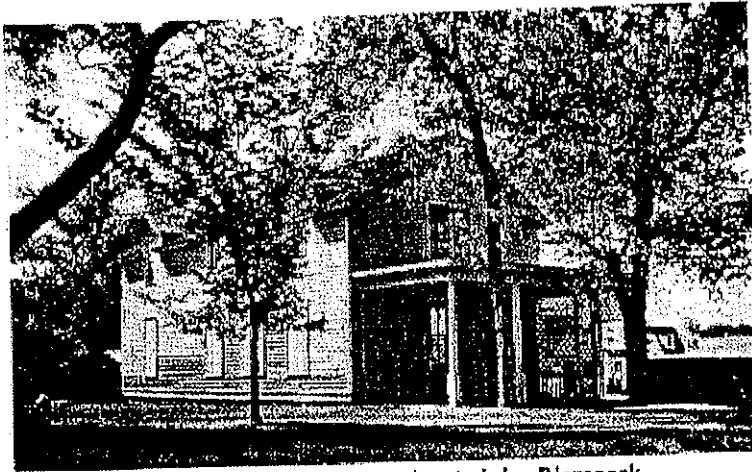
A rare print made in the early 1870's showing General Custer and some of his scouts. The Indian kneeling had been identified as Bloody Knife, Custer's favorite Indian scout.

— photo courtesy of Haynes Studio

way was 400 feet in width. The right of way reserved through the town of Edwinton was but 80 feet wide, and was designed as a side track to the steamboat landing, which was located opposite the mouth of the Big Heart River, where Mandan is now located. From the subsequent changes of purpose on the part of the railroad officials, there ensued great injury to the citizens of Bismarck. There were townsite complications and litigations with unsettled titles which furnished food for the courts for many years.

"The beautiful city of Mandan, located on the opposite shore of the Missouri was more fortunate," according to Linda Slaughter, wife of the Surgeon General at Fort Rice, and later at Camp Hancock. She also recalls vividly in her memoirs the first settler to arrive in Mandan.

"In November of 1872 before the quarters at Camp Hancock had been built, Dr. Slaughter occupied as quarters the large double log building, built in Ed-



Camp Hancock Museum located in Bismarck.

winton, by Dr. W. A. Burleigh, the Northern Pacific Railroad contractor for the grading of the railroad bed to the river on the main line opposite the later site of Fort Abraham Lincoln. One afternoon during a terrible storm the building caught fire and was destroyed. We sought refuge in the Edwin-ton Hotel, then kept by Mr. and Mrs. J. B. Bailey. That night a man with two companions, teams and heavily laden wagons arrived at the hotel, having come overland from Moorhead, the nearest settlement to the east of Ed-winton."

"He was the first emigrant I had ever seen and I regarded him with curiosity. There was but one common sitting room at the hotel, and he talked freely with the boarders of his plan to cross the Missouri and squat on a claim near the Big Heart River. He was a heavy set, middle aged man, with an air of great determination. His name was Robert Henry. Next day, he proceeded on his journey, and the boarders commented on the extreme danger into which he was serenely going, regardless of their warnings."

"On August 11, 1875, my husband, then coroner of Burleigh County, was summoned across the river to investigate the foul murder of the man Henry. He had evidently been attacked while

asleep in his shack, and whatever the motive, the murderer had not waited to rob him. The top of an old hair-covered trunk had been cut through by a thin-bladed knife of the pattern issued by the government to its "wards," and it was left fastened in the leather cover. His clothing and other articles, with a small amount of money, were found undisturbed beneath the till of the trunk. Public opinion was divided as to whether the dreadful deed was the act of the Sioux, or of a "white Indian." The verdict of the coroner's jury was "death by violence at the hands of parties unknown." (Later records revealed that Mr. Henry had sold several tons of hay to Quartermaster Dandy at the fort a few days before the murder, and the money received from this sale was not found).

On February 11, 1873 another reservation was declared by order of the President to serve as a cavalry post. This was in answer to the growing demand and need for mounted troops to cope with the Indians. In the opinion of Generals Sheridan and Hancock, cavalry troops were essential for pushing to completion the Northern Pacific Railway. They reported the Indians could easily make their "get-away" after raids, and the foot troops at Fort McKeen were powerless to pursue and punish them.

and Camp Hancock had  
of Indian hostilities. On  
ne Sioux attacked the fort  
officers' cows. There were  
also a few skirmishes between the  
Sioux and the friendly Arikaras, many  
of which took place in full view of the  
fort.

In the spring of 1873, the 7th Cavalry,  
under command of Lieutenant Colonel  
George A. Custer, came overland from



General Custer and his brother Tom, on  
the left, on a grizzly bear hunt in 1874.  
— photo courtesy of Haynes Studio

Yankton to take their station at the  
Fort Abraham Lincoln reservation, the  
new name given the two forts, McKeen  
and Lincoln. General Carlin remained  
in command on the hill, and General  
Custer's command encamped at the  
foot of the hill, on the plateau near the  
Missouri River. The cavalry quarters  
were built here during the summer. A  
large force of laborers were under the  
direction of General George B. Dandy.  
At times as many as 150 to 200 men  
were employed. It is reported that  
seven hundred car-loads of supplies were  
used in the construction. The buildings

consisted of seven officers' quarters,  
granary, office and dispensary, guard  
house, commissary storehouse, quarter-  
master's storehouse, three soldiers' bar-  
racks with attached mess room, laun-  
dresses' quarters, quartermaster's stab-  
les, six cavalry stables, and an ordn-  
nance depot.

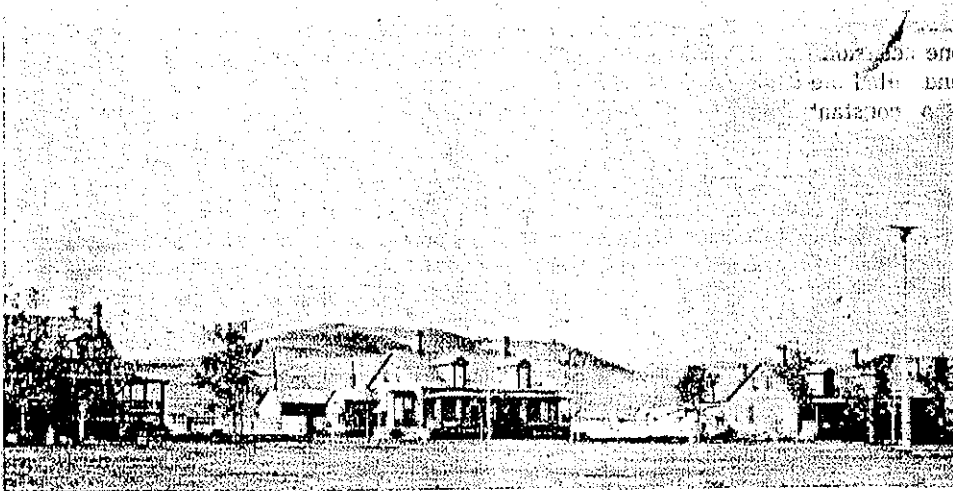
A description of the arrangement of  
the buildings follows: The barracks for  
the soldiers were on the side of the  
parade ground nearest the river, while  
seven detached houses for officers  
faced the river. On the left of the  
parade ground was the long granary and  
the little military prison, called the  
"guard-house." Opposite, completing  
the square, were the quartermaster and  
commissary storehouses for supplies  
and the Adjutant's office.

Outside the garrison proper, near the  
river, were the stables for six hundred  
horses. Still farther beyond were the  
quarters for the laundresses, easily trac-  
ed by the swinging clothes lines in front,  
and dubbed for this reason "Suds Row."  
Some distance on from there were the  
log huts of the Indian scouts and their  
families, while on the same side were  
the level plains used for parades and  
drills. On the left of the post was the  
sutler's store, with a billiard room at-  
tached. Soon after the general arrived  
he permitted a citizen to put up a bar-  
ber shop, and afterwards another built  
a little cabin of cottonwood, with can-  
vas roof for a photographer's estab-  
lishment.

All of the buildings at Fort Abraham  
Lincoln were frame structures, with a  
few built of logs. Originally the build-  
ings were a dull drab slate color, but  
in later years they were painted a dark  
blue.

With the arrival of the 7th Cavalry  
the post expanded from 130 men to a  
total of 650. The prominence of the post  
is evidenced by the fact that it was the  
headquarters of the Middle District of  
the Department of Dakota. Besides Fort





A view of the officers row at Fort Abraham Lincoln showing the flag pole which has been restored to this original position in the park area.

Abraham Lincoln and Fort McKeen the district embraced Forts Rice and Stevenson, Camp Hancock, and the Grand River Agency. Because of its commander the fort was often referred to as the Custer Post, and the quarters he occupied was always called "The Custer House."

Life at Fort Abraham Lincoln was not without its hardships; this was especially true in the winter time. Although the quarters were plastered and somewhat sheltered by the bluffs on the west, it was difficult to keep warm during the cold winters. The unseasoned lumber

warped, and the wood provided for fuel was moist. The securing of water was another difficult problem. There were no wells, so the water had to be drawn from the river. The supply was distributed by means of a water wagon drawn by six mules. Each barracks and quarters had two barrels to store their supply. During the extremely cold weather the supplying of water was very unpleasant, and the supply was used sparingly.

Time hung heavy during the winter months for the enlisted men; it required only about two hours a day to curry



A scene in the famed "Whiskey Point" bar room located across the Missouri River.

and care for their horses, so billiards and card games occupied most of their time. "Whiskey Point," located across the river just opposite the Fort, even though it was "off limits" and reached by walking across the ice, helped many pass the time during these long days.

Life at the post was also monotonous during the winter when the steamboats no longer plied up and down the river, and the soldiers were not engaged in campaigns or scouting expeditions. There were diversions, however, for considerable visiting went on between the cavalry ladies and the infantry ladies, stationed at Fort McKeen. They also entertained the ladies from Bismarck frequently. "Get-togethers" were also held in the Post Trader Dicky's store where his excellent housekeeper, Mrs. Boswell, did the entertaining.

During the long winter months each of the companies would in turn put on a ball or dance. These affairs were held in the company barracks where the bunks were moved back to make room for dancing. Planning for these parties began long in advance, and all of the supplies available, in the way of food and decorations were purchased early. There were also other dances on special occasions and with Custer's permission the soldiers put up a building to be used for entertainments such as plays and musical performances. The lumber for this building was prepared at the post saw-mill and it was provided with a rude stage and scenery. The theatricals put on here were attended by Bismarck people and many times a cast from Fort Lincoln would present a play in Bismarck. During the summer months the band performed at the parade grounds and there were numerous maneuvers and drills. Baseball was also a favorite summer past-time with teams from Fort Rice joining in the competition.

As a counterpart to the worldly amusements, the moral aspects of life were given some attention through the visits of itinerant clergymen. The religious services were conducted in one

of the barracks, or more often in the parlor of the Custer home.

The officers' families at the fort had social circles of their own, apart from the ordinary garrison amusement. The Custer house was considered the open house of the post, and it was the scene of many card parties, costume parties, private dances and theatricals along with song fests.

With the visits of the excursionists, a common event during the summer, the commanding officer and his wife were responsible for their entertainment. Social contacts between the officers' families and citizens of Bismarck were perpetuated even toward the closing years of the post.

The workmen at the construction of the fort published a most creditable newspaper which they called the "Mechanic's Far West."

Settlers now began to locate in Mandan, and claims were mostly in the vicinity of the post where there was protection from the Indians.

In February of 1873 a post office was established at Fort Lincoln, in the Post Trader's store with H. S. Parkin serving as assistant postmaster.

The railroad was completed to the Missouri River on June 5, 1873 and the Bismarck Tribune was established by Colonel C. A. Lounsberry on July 11, 1873.

In May of 1873 the survey camp had been moved from Bismarck across the river to where Mandan now stands. As the engineers were making ready to begin the survey of the line for the extension of the road westward, they were attacked by Indians and ran, leaving their instruments behind them. Troops from Fort Lincoln hurried to the rescue and in the skirmish following killed seven Indians.

On June 28, 1873, the third expedition to the Yellowstone left Fort Rice to complete the survey of the railroad and the exploration of the Yellowstone territory.

This party encountered hostile Indians near the Yellowstone, and on August 4, several troops of the 7th Cavalry had a sharp engagement with a body of Sioux under Sitting Bull, in which one soldier was killed and one wounded. The veterinary surgeon of the regiment and the sutler who were in the rear of the command, both unarmed, were also killed.

The expedition party returned to Fort Rice the latter part of September, having completed the explorations and mapped out fully the future course of the great railroad.

The provisions of the treaty of 1868 between the government and the Indians provided that all of the Black Hills and the adjacent region should remain an inviolable part of the Indian reservation, sacred to their use, and not to be trespassed upon by the white man. This treaty was broken by the government when it granted a military escort for the officials of the railroad while engaged in exploring the country and surveying the route for the company. In this and other military operations tending to occupancy of Indian lands by the whites, the government has ever been the aggressor.

In early days there was much talk of gold in the Black Hills, and in June of 1874, an order from Headquarters Department of Dakota, instructed that an expedition be organized at Fort Abraham Lincoln for the purpose of reconnoitering the route from there to Bear Butte in the Black Hills. The country south, southeast and southwest of that point were also to be explored. The expedition was to start as soon after the 20th of June as possible, with Lieutenant Custer to proceed by such routes as he deemed most desirable, and to push his explorations in such directions as, in his judgement, would enable him to obtain the most information in regard to the character of the country and the possible routes of communications in the area.

This expedition left Fort Lincoln on July 2, 1874, 1200 strong, accompanied

by a geologist as well as the engineers. Upon their return the scientists reported there was no gold in the Black Hills, but a party of miners from Bismarck, who had accompanied the group, brought back quartz specimens that satisfied the most skeptical that there was gold in the Black Hills of Dakota.

It was this exploration that led to the permanent development and settlement of the Black Hills country, and started a tide of immigration there. They poured in via the plains of Northern Dakota, and contributed greatly to the upbuilding of the twin cities of the Missouri — Bismarck and Mandan — as outfitting points for the immense traffic with that region from 1875 to 1877.

A line of stages was run from Bismarck to Deadwood, and hundreds of teams were engaged in freighting. All branches of trade revived, and the blight that had seemingly fallen on the country in consequence of the townsite troubles in Bismarck and the Jay Cook failure in 1873 was at last brushed away. (In the financial panic of '73, Cook, who was financing N.P.R.R. lands, was forced into bankruptcy.)

Perhaps one of the most sensational events in the history of Fort Lincoln occurred in 1875, when two companies of the 7th Cavalry with General Custer at their head came up main street and halted at the store of the mayor of the city of Bismarck. For months past, one of the officers had been detailed on special duty with the Deputy U. S. Marshal, M. J. Edgerly, and had located quantities of grain stolen from the quartermaster at Fort Lincoln. This grain had been hidden in various quarters in the city. Custer's errand was to capture and return the grain to the post. He carried back with him sundry residents of Bismarck, whom he accused of depredations upon the wood and mule departments, as well as the graneries at the post, and these men he incarcerated in the post guardhouse.

This incident, so humiliating to the pride of the people of Bismarck, form-

ed a link in the chain of destiny that was drawing the great war chief at Lincoln irresistibly to his fate.

Through the efforts of Charles Reynolds, or "Lonesome Charley," the murderer of the unarmed civilians who had been killed on the 1873 expedition was discovered. It was Rain-In-The-Face who confessed the crime. Custer sent his brother's company as escort for the U. S. Deputy Marshal Edgerly, to Standing Rock. Here in the midst of thousands of the tribe, they captured Rain-In-The-Face and safely lodged him in the Fort Lincoln guard house.

Two of the men who had been arrested in Bismarck secured the assistance of one of the soldiers who helped them to escape by removing some boards from the rear of the guard house. Rain-In-The-Face also used this means to escape and went directly to Sitting Bull's camp where he was soon joined by his followers. He immediately began sending messages to Custer that he was waiting for an opportunity to revenge himself for his imprisonment.

In the spring of 1876 the government decided to attempt the subjugation of Sitting Bull and the lawless tribes, who from their stronghold at the headwaters of the Yellowstone were continually sending out war parties to annoy the white settlements. The peaceful Indians at the agencies were greatly excited at the projected building of the Northern Pacific Railway through the hunting grounds that had been secured to them by the treaty of 1868.

The invasion of the Black Hills incited them to fury, and a general uprising of the whole body of Indians in the Northwest was threatened. It seemed best to strike a decisive blow directly at the headquarters of the savage tribes, and by breaking up their rendezvous in the Yellowstone region, compel them to return and surrender at the agencies on the Missouri River.

It was arranged that three expeditions should start simultaneously for the

headwaters of the Yellowstone, one from the north under General Gibbon, one from the east under General Custer, and one from the south under General Crook. The departure of the column from the east was delayed by the absence of Custer, who was in Washington giving evidence before a Congressional committee, then engaged in investigating charges against Secretary of War Belknap. These charges, relating to the sale of army post traderships had long been a scandal on the frontier, and Custer had brought them to light. His testimony was not pleasing to Belknap and President Grant, and it is believed to be in consequence of the above event that Custer was displaced from the command of the eastern column then organizing at Fort Lincoln.

He was forbidden by President Grant to accompany the troops on the march. General Terry was then placed in command, but after hearing Custer's entreaties, that he be allowed to lead his beloved 7th, he permitted him to go with his command. The column left Fort Lincoln on May 17, 1876 with 12 companies of the 7th cavalry, 3 companies of the 6th and 17th each, four Gatling guns and a detachment of 45 Indian scouts under the Arikara Chief Bloody Knife. The wagon train consisted of one hundred and seventy four six-mule wagons, thirty seven two-horse teams, seventy other vehicles, ambulances, etc., with 85 pack mules and 179 civilian drivers, a total force of 2,700 men. Nearly all of the population of Bismarck and Mandan assembled to see the imposing column leave the fort.

"In July, the steamer "Far West" arrived back from the Little Big Horn and the eager question: "What news from Custer?" was on every lip in Mandan and Bismarck. What news indeed! News so terrible that it caused every cheek to pale, every lip to quiver and every heart to quail. Men spoke only in subdued whispers and women wept in silence. Who could give credence to so strange a tale?"

"The news was that Custer, with all of his command were lying dead in the valley of the Little Big Horn, slain by the cruel hands of the hostiles under Sitting Bull and Rain In-The-Face, with all the savage accompaniments of mutilation and torture. One mighty wave of sympathy swept over the two cities at the thought of the stricken widows at the fort who also must be told this tale of horror. All was excitement too deep for words, and it was weeks before the citizens recovered from the shock of the sad announcement. There is no need to tell the tale of savage butchery and dauntless bravery that the whole civilized world knows by heart. It makes the name of Fort Abraham Lincoln imperishable, as once the home of heroes."

The results of this great military disaster to Mandan and Bismarck and the surrounding country, were that it finally led to the total subjugation of the Sioux nation, and the treaty of 1877. This treaty opened the Black Hills and the Yellowstone country to settlement. The wild hunting grounds of the savages were from that time on to be converted into fruitful farms and thriving villages. (The above was written by one who experienced this event.)

The first bloody chapters in the history of the Northwest were about to close, for from that time on the records show peaceful scenes. It tells of the building of the great railroad, the opening of farms, the marvelous growth of the cities, the foundation of new states and the increasing glory of the nation.

Following the disastrous defeat at the Little Big Horn only one field trip is recorded from the post in 1876, and this was to repair the mounds on the route to Fort Stevenson. These mounds served as guide posts for the mail carriers during the winter months.

During the winter of 1876 and all through 1877 the barracks were overcrowded at Fort Lincoln because of the large number of recruits sent here. Reports from the Department Head-

quarters reveal that there were eight hundred and fifty-two enlisted men stationed at the post in the fall of 1876.

The main activity during the year of 1877 was a campaign against the Nez Perces Indians which lasted six months and involved a march of over fourteen hundred miles.

In July of 1878, ten companies of cavalry were sent to the Black Hills to establish a summer camp near Bear Butte, north of Deadwood. Their instructions were to scout the area and keep it cleared of Indians. The soldiers remaining at the post were busy completing telegraph lines from Fort Lincoln to Fort Yates, and from there to Fort Sully.

During these years the infantry troops were busy protecting the surveyors and the work parties of the Northern Pacific Railroad as they extended the line west of Mandan. This protection was continued through 1880 and 1881.

Other movements from the fort during 1880 and 1881 included protection of government property and intercepting the Indians who were bent on hostile intentions. In July of 1880 infantry troops were called to Bismarck to protect government property against rioters. The danger to the property on this occasion was not the Indians, but at the Bismarck levee where there was a strike among the steamboatmen for higher wages, and fear of an outbreak among the discharged men caused much concern.

In 1882 trouble arose at the Standing Rock reservation where the Indians were angry at the government for their failure in fulfilling the treaty obligations. Sitting Bull again headed the opposition to the government, and the troops were sent out from Fort Lincoln to patrol the country adjacent to the Cannon Ball River, and give protection to the settlers in that vicinity. This was apparently the last time that troops went out from Fort Lincoln for duty in the field.

The history of the post after 1876 is the story of a rapidly declining post. In June 1882 the 7th Cavalry was transferred from Fort Lincoln to Fort Meade. The Infantry remained until 1890. The Ordnance depot of the department was transferred to Fort Snelling in November of 1890.

Rumors were heard as early as 1886 that Fort Abraham Lincoln was to be abandoned. A strong newspaper campaign protested this decision, and Dakota representatives in Washington fought hard to have the post retained. Their arguments were based on the fact that Fort Lincoln was ideally located, being situated on the Missouri River and the Northern Pacific railroad, and that it was an ideal distributing point for troops and supplies in case of Indian danger in the Northwest. These pleas all failed because the post had fulfilled the needs for which it had been established.

The main line of the Northern Pacific had been completed in 1883 and by 1890 the territories in the Military Department of Dakota had been admitted to statehood. The hostile Indians had been subdued and confined to reservations. The frontier with its need of extensive military protection was a thing of the past in this region. Consequently, an order to abandon Fort Abraham Lincoln was issued May 28, 1891 and the garrison was removed July 22, 1891. The government then transferred the reservation and Sibley Island to the Department of Interior.

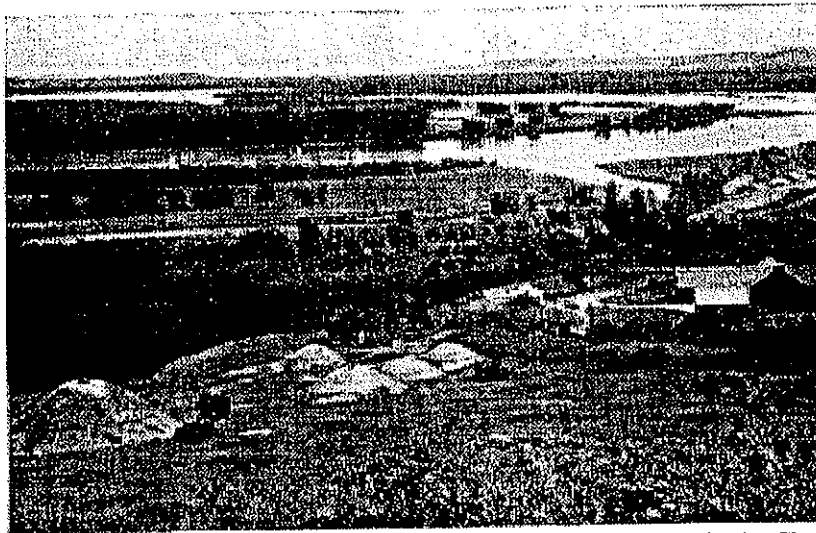
Several years before the post was ordered abandoned the government had ceased to spend any money on upkeep and the buildings had fallen into disrepair. There were many suggestions for use of the buildings including a State Militia encampment, or even for a Reform School, but these did not materialize. If the buildings could have been put to good use they would not have been completely destroyed as they were on December 1, 1894.

On that date a small army of men numbering about one hundred, equipped with tools, and sixty teams began a wholesale dismantling of the buildings. Window casings, stairways, and anything else that could be removed were taken out intact. When these men were through there were only three buildings left standing. The materials taken were used to construct buildings on many farms in the area, and some items even found their way into homes in Mandan. The guilty parties were found, tried and sentenced, but it was considered more or less a farce, for their sentence was 30 days in the Morton County jail.

Although most of the tangible things connected with the original Fort Abraham Lincoln are gone, it is still rich because of its history. To preserve this aspect of the old fort the State of North Dakota, with the State Historical Society as trustee, acquired most of the original land where the fort was situated. This tract was acquired July 11, 1908 with the original deed signed by President Theodore Roosevelt.

In 1934 a CCC camp was assigned to develop Fort Lincoln State Park in cooperation with the State Historical Society. Finding that more land was needed to complete this park project, the citizens of Mandan, spurred by the local Lions Club, made an all out effort to obtain approval for additional funds to purchase the necessary land. The legislature, apparently impressed by the community spirit and keen interest shown in the development, appropriated the necessary funds for this purchase.

Through the efforts of the CCC the park museum and headquarters building were erected. A partial restoration of the Stant Indian village, the blockhouses at Fort McKeen, numerous picnic areas which include shelters, wells and sanitary facilities were completed. All of the historic building sites were marked and located with appropriate plaques erected which tell the story of



An aerial view of Fort Lincoln State Park. In the foreground is the Slant Indian village, the museum, and to the far left the picnic area in the wooded section, with the Missouri River forming the background.

the old forts. The flag pole which stands in the center of the parade ground is the original pole which was replaced in this location through the efforts of the Mandan chapter of the Daughters of the American Revolution and the State Historical Society. The flag still flies from this pole on all patriotic holidays.

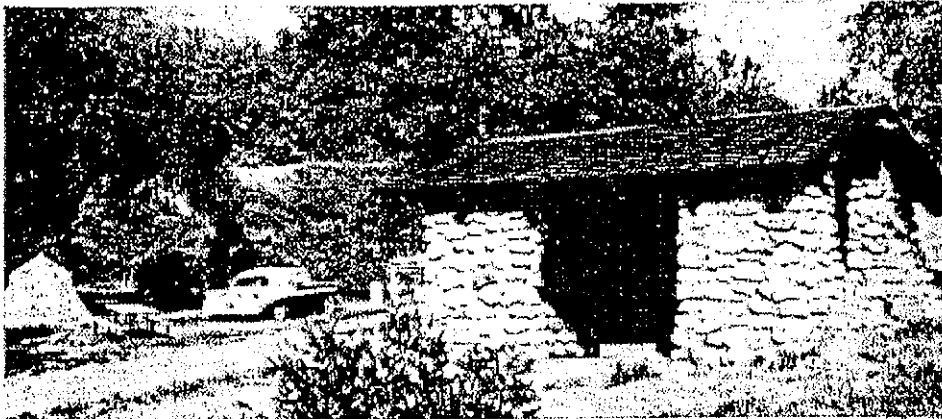
The museum is a most unique building. It is constructed of native granite with a flagstone floor and the interior trim is of native cottonwood. The museum exhibits harmonize with the building and contain many artifacts of the time of Fort Lincoln. It was not possible to reconstruct all of the historic structures at Fort Lincoln, so the story of the post is graphically presented in the museum itself.

The Slant Indian Village located just north of the museum is an authentic reproduction of the original village. One of the lodges is equipped with items as the Mandans would have had it furnished. In the center of this reconstructed village is to be found a reproduction of the great canoe or ark. This signifies one of the legends of the Mandan Indians. They believed that in a great

flood, which swept the country, all men had been destroyed except for those who had found safety in a great canoe or ark. The ark had been built by the First Man and after the flood, came to rest on a high hill near the Cannon Ball River in North Dakota. The center of every Mandan village from that time on held a replica of the Big Canoe, to commemorate the Ark which had saved them.

A campground just below the Fort McKeen blockhouses, also constructed by the CCC, proves a welcome site to the camping visitors. Along the river is a large picnic ground named for General Custer, which has been improved for the refreshment of the casual visitor as well as for the enjoyment of local residents. This area is equipped with tables, benches, fireplaces, shelters, water and rest areas. An abundance of trees coupled with the shade of the hills, which provided protection for the Mandan Indians as well as the soldiers at the forts above, offers a delightful recreation for all.

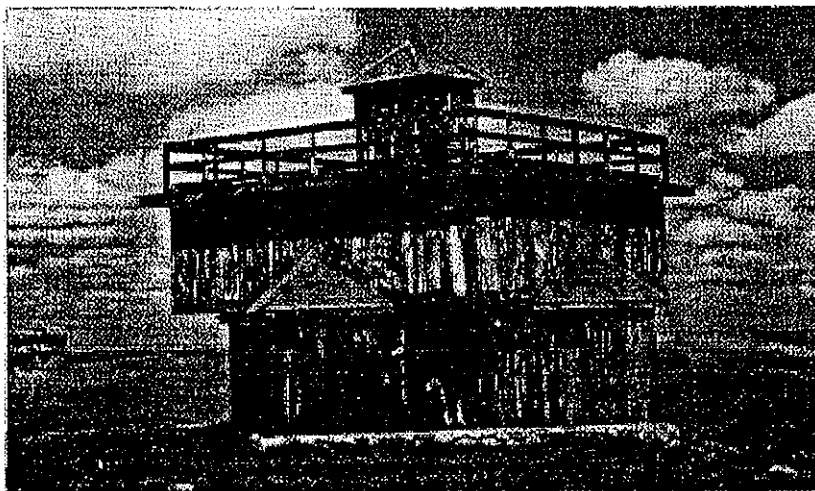
To further enhance the Fort Lincoln State Park, and to encourage visitors from all over the country to stop and



A typical camping area in Fort Lincoln State Park.

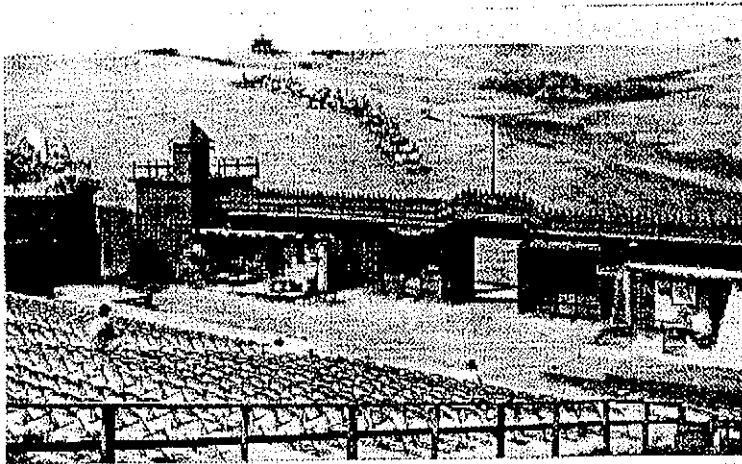


A view of the entrance and museum at Fort Lincoln State Park.



One of the restored blockhouses now located at the site of Fort McKean.





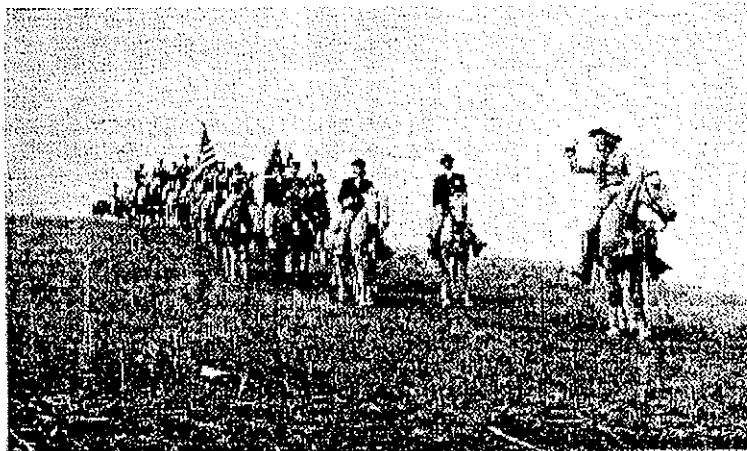
The 7th Cavalry, headed by General Custer, arrive at the fort following an expedition. A scene from the "Custer Drama." The amphitheatre, which seats 2,000 people in the foreground and the seven stage areas where the drama is portrayed, five nights a week in the summer.

share the history of the area, an outdoor drama is presented on the park grounds Wednesdays through Sundays from July to Labor Day.

Opening in 1959, the Custer Drama gives a most impressive two hour trip into the yesterdays of Fort Abraham Lincoln. It tells of the life, the events, the activities, and even the heartbreaks found on the plains of the great northwest from 1873 to 1876. The drama is presented in a 2000 seat amphitheatre, located on the very trail that Custer and the 7th took as they left the Fort

on May 17, 1876.

A cast of 60 professional and non-professional actors, authentic settings and costumes make history really come to life for those who see this outstanding drama. The dramatic final scenes with the troops riding out of the fort, using the same trail which Custer traveled on his march to the Little Big Horn, the final pantomime scenes of the last battle, leave a never-to-be-forgotten impression on every man, woman and child who view this dramatic presentation.



The 7th rides again over the hills at Fort Lincoln State Park.

Crescent Printing Company, Mandan, North Dakota