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THE  
EARLY HISTORY  
OF  
THE DEVILS LAKE  
COUNTRY

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THE EARLY HISTORY  
OF THE  
DEVILS LAKE  
COUNTRY

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LARIMORE, N. D.  
PRINTED BY H. V. ARNOLD  
1920

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**PUBLISHER'S BOOKLET NO. 23.**

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Our pamphlets are not printed in any newspaper office, but at our home place instead and on a press that was devised out of a common copy press which prints only one page at a time on four paged sheets. We use four limited fonts of body type from six to nine-point size, also a small variety of advertising type used mainly in printing title pages. Some of our previous works bearing on Northwestern local history are:

The Early History of Inkster, N. D., 128 pp. 1916.

The History of Old Pembina, 168 pp. 1917.

The Early History of Ransom County, 74 pp. 1918.

The Early History of Grand Forks, 154 pp. 1918.

Gift

Author

OCT 23 1920



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## PREFACE

This work was contemplated for several years before anything was done to print it. About 1917 the first two chapters were worked off the press in conjunction with two other works, since being of an introductory nature they were applicable to all three, though with some changes in regard to the second chapter. Last year this work was pushed forward again to page 48, when winter stopped further work on it until spring.

We are not aware as to what may have been gathered by any local historian concerning the annals of the Devils Lake region, or more especially, in regard to the earlier history of the city of Devils Lake. We were told some years ago that at least a sketch was in print there. We have not had the advantage of any local history concerning the city of Devils Lake that possibly may have been printed, but for the year 1882 and first half of 1883 the old files of the Larimore Pioneer furnished considerable information which might have been somewhat expanded had correspondents at the lake exerted themselves more than they did. Such correspondence is now of some historical value especially where written from any settlement long before any local paper has entered the same field. Soon after the railroad reached the lake hardly anything more was said in the Pioneer concerning Devils Lake affairs. With the advent of the railroad the old-time history of the lake region ended, for a new era had begun.

JUNE 10, 1920.

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# THE EARLY HISTORY OF THE DEVILS LAKE COUNTRY

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## CHAPTER I.

### THE SIOUX—THE CHIPPEWA CONQUEST

THE hunter stage of life in the case of an aboriginal people, habituated to the use of stone, bone and horn implements, has never been capable of producing a dense population. The latter condition of culture is based upon agriculture, stock-breeding, mining, commerce and manufactures. The Indian tribes of North America often had fixed abodes, but were more or less subject to nomadic changes, moving to other locations owing to change of season or the necessities of the chase. To some extent the tribes cultivated corn, beans, potatoes, squash, pumpkins and tobacco, but they lacked those cereals which usually have attended the development of civilization. Where large game was abundant the Indians subsisted more by the chase.

It was not often that several tribes became confederated together so as not to be at warfare with one another. Such however was the case with the Six Nations of the region of New York state, and the Dakotas (meaning "allied") or Sioux of the Plains. The first mention of the country west of the Great Lakes was made by Jean Nicolle who was sent out on an exploring expedition

by the authorities at Quebec in 1639. In what is now Minnesota he found a people whom other Indians called "Nadewessiouz," abbreviated by the later French explorers, traders and priests to Sioux, the original term meaning enemies.

In 1659 two Frenchmen, Grosselliers and Radisson, from Canada, penetrated Minnesota in the interest of fur trading and spent the winter at Mille Lacs among the Nadoussioux whom they represented as dwelling in forty villages in that region. The numerous lakes of the Mille Lacs region often had marshy shores in which grew the "wild rice," and this, with the fish of these lakes, had some connection with the Indian occupation of that food-giving part of the country. Later on, while Marquette was at La Pointe in the Lake Superior region about 1670, he knew something of a "certain people called Nadouessi, dreaded by their neighbors; and, although they only use the bow and arrow, they use it with so much skill and dexterity that, in a moment, they fill the air. In the Parthian mode, they turn their heads in flight, and discharge their arrows so rapidly that they are no less to be feared in their retreat than in their attack."

In 1680 Father Louis Hennepin and two companions named Accault and Du Gay, were captured near the mouth of the Wisconsin river by a war party of the Nadoussioux who were descending the Mississippi in canoes to attack a tribe of Illinois Indians. The whites had been sent up the Mississippi from the Illinois river by LaSalle to explore it above the Wisconsin in the interests of possible future trading in buffalo hides and bear and beaver skins. The war party now returned

and the captives with their goods were taken to the Mille Lacs villages. *Sieur du Luth* was then conducting trading operations in the Lake Superior region and being on friendly relations with some of the Sioux tribes, hearing that three Frenchmen were being held as slaves at one of their villages, he made a journey to where they were, procured their release and took them to Mackinaw.

In ways like the instances just narrated the Sioux nation early became known to the whites, first to the French of Canada and much later to English travelers, such as *Jonathan Carver*. *Hennepin* mentions the division of the Sioux nation into different named clans. There were originally seven bands in different parts of Minnesota called the "seven council fires." One of these bands were the Assiniboines who dwelt along the Mississippi in the neighborhood of Lake Pepin. For some cause this tribe seceded from the Sioux confederation sometime prior to 1634, and were driven out from that part of the country, ultimately migrating to the valley of the river in Canada that bears their name.

Unlike some tribes of Algonquin stock who cultivated corn and some of the more common garden vegetables, the Sioux of the Plains subsisted more by the chase, particularly by hunting the buffalo which roamed the prairies in immense numbers. The Sioux bear became known to the American people after the middle of the last century and to some extent before that time. At that period the principal septa into which they had long been divided bore such names as these: Yauktonais, Wahpetonwans, Sissetonwans, M'dewakantonwans, Wahpekutewans, and Tetonwans. The Yanktons and

Tetons were wide-spread and comprised a few subdivisions. Jean N. Nicollet's map of 1842\* places the Yankton Country west of the Riviere-a-Jaques [James river] and south of Mini Wakan Lake, in what is now both North and South Dakota. Some writers called this tribe the Ihanktonwans. But adhering for the present to the spellings on the map, the "Warpeton Country" is the region along the St. Peter or Minisota~~h~~ river below Big Stone Lake. The Sisseton Country lay south of the last. The M'dewakanton Country is placed north of the big bend of the St. Peter and west of Fort Snelling and site of the Twin Cities. The only other Sioux region shown on Nicollet's map is the Warpeku~~t~~ey Country between the big bend of the St. Peter and Lake Pepin. Two points on the map are marked "Chipeway Country." These lie south of Lake Superior and immediately south of Red Lake. Nicollet designated the country around Devils Lake, which he visited in 1839, a "Salt Water Region."

It was the first three of the tribes mentioned that made incursions into the Red River Valley in fur trading days, as far as Pembina, and battled with the Ojibways or Chippewas, who were their hereditary enemies. Other of the Sioux tribes mentioned roamed the country to the southwest as far as the Platt river and the Black Hills. One of their tribes once inhabiting Minnesota when the state was Indian country were called Tintonwans, presumably the same as the Tetons. After the

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\* This was a map published by the government in connection with the work of the Bureau of Topographical Engineers. It was called the "Map of the Hydrographical Basin of the Upper Mississippi River," and folded into Nicollet's printed report.



establishment of Fort Snelling, 1819-1823, the Wahpetons and Sissetons began making annual journeys to the head of steamboat navigation on the Mississippi to visit the traders located at Mendota, near the fort. They struck out a trail or traveled route down the valley of the Minnesota river, which, however, cut across the great southerly bend of the stream by passing through Nicollet county, again reaching the river at old Traverse des Sioux.

In pushing their explorations and fur trading operations into the region of the Great Lakes, the French became acquainted with various Indian tribes who were of Algonquian stock. Among these were the Ojibways or Chippewas, dwelling south of Lake Superior and west of Mackinaw. The French traders and priests readily established friendly relations with the tribes who were Algonquian. Contemporary with the rise and growth of the French fur trading operations, the Chippewas increased in strength and numbers and began pressing westward upon the domains of the Sioux. Their progress was partially along lines of latitude, then more or less characterized by forest belts. In their contests in the timber they were uniformly victorious, but when it came to fighting in the open country the Sioux generally had the advantage. The Chippewas had the earlier became supplied with firearms, besides, had received accessions from other Algonquian tribes who had migrated from farther east.

Once began the strife between the contending tribes was doubtless long and bloody. The Sioux probably at last wearied of being attacked, and anticipating no end to the strife so long as they and the Chippewas continu-

ed to occupy adjoining regions, decided to abandon the region now comprised in northern Minnesota. They therefore dispersed themselves along the Minnesota river expelling the Iowas from the country immediately to the south of that stream. These events occurred about 1760. Carver found them located on the Minnesota in 1766 and passed the winter among them.

For ten or twelve years following the abandonment by the Sioux of the lake region of northern Minnesota it was not occupied by the Chippewas except for occasional hunting purpose. In the meantime the Sioux appear to have encouraged the Osaukies, the Sacs and Foxes, and Kickapoos, tribes dwelling in Wisconsin, to take possession of the deserted territory, and they soon did so. For a while, with some assistance from the Sioux, they maintained themselves there. But the Chippewas resented this occupation of territory which they considered theirs by right of conquest, and combining their bands under a chief called White Fisher, they gave battle to the interlopers near the falls of the St. Croix. The offending tribes made a resolute stand but were defeated and fled down the river. Nor did any other tribes thereafter save the Chippewas themselves seek to occupy the vacated country.

In succeeding years the Chippewas began to press westward through northern Minnesota, reaching Red Lake and the Red River Valley above Pembina. There being no opposition to prevent them, they ultimately carried their way to the Turtle Mountains and beyond. During the same period the Sioux tribes, lured further westward by the abundance of the buffalo, elk and deer, advanced into the Dakotas and became more than be-



fore, a prairie people. There dwelt along the Sheyenne river a tribe called Shaways or Sheyennes (from whom the stream was named) and these the Sioux attacked and drove to the southwest, across the Missouri river.

The country comprised in the Chippewa conquest from the Sioux not only included most of northern Minnesota but a considerable section of North Dakota as well. The tract gained by them in this state may be sketched as follows: Beginning on the international boundary the Red river formed its east line as far south as the mouth of Goose river; thence up that stream and its south fork to Devils lake; thence through the lake to its western end; thence west by south about 90 miles to Maison du Chien or Dog's Den, a butte on the eastern side of the Missouri coteau (in McLean County); thence west by north to a point on the Missouri near the mouth of Little Knite river, thence northerly to the international boundary and eastward along that line to the place of beginning. Some of the Chippewa chiefs claimed the Sheyenne as a part of their southern boundary but the territory between the Goose and Sheyenne river was rather more of the nature of a border land or common battle ground of both parties. Neither the Indian or the halfbreed population who gathered about Pembina, Devils lake and the Turtle mountains were limited in regard to a buffalo range.

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## CHAPTER II.

### FUR COMPANIES AND THE FUR TRADE

**F**ROM about the thirteenth century there arose in Europe among the higher classes an increasing demand for furs of the finer sort. Animals that furnish the most valuable furs are denizens of either cold or cold temperate regions of the northern hemisphere. The European supply of furs had mainly come from the regions around the Baltic and Black seas, but the taking of Constantinople by the Turks in 1453 interrupted trade of all kinds between Europe and the East. In a large measure the old trade routes to and from the Orient were permanently disrupted. In the seventeenth century the chief motive that led the Russians to take possession of Siberia was to acquire a country from which rich stores of valuable furs might be obtained.

When voyages began to be made to the northern Atlantic coasts of America, but more especially when settlements began to be established on the bays and along the tide water rivers of the seaboard plain during the first half of the seventeenth century, the fact began to be recognized that the great wilderness regions of North America must be a storehouse of valuable hides, skins and furs owing to the large variety of animals that were denizens of the forests and swamps of the continent and with the skins of which the aboriginal inhabitants clothed themselves. The Dutch who had located on Manhattan island and along the Hudson paid considerable attention to bartering with the Indians, but the territory from which they draw supplies

was not extensive. In New England some attention was given by individuals to the collection and shipping of furs to England, but the colonists in general cared little for the business; moreover, their relentless annihilation of almost whole tribes eliminated in that section of the country one of the principal factors of the fur trade. It has been said that the Indians melted away from contact with the Anglo Saxon race like the frost before the south wind.

On the other hand, the geographical position of the French on the lower St. Lawrence, the northerly latitude in which their settlements were made, their easy access to the Great Lakes by natural waterways, the almost unlimited scope of territory that lay open to them to the west of Canada, combined with a natural proclivity of establishing and maintaining friendly relations with most of the Indian tribes with whom they came in contact, gave them special advantages in securing the bulk of the fur trade prior to about the beginning of the last century.

In the latter half of the seventeenth century the American fur trade had become well established. The French pushed into the new regions of the west with persistence and daring energy. It is evident that one of the leading motives of LaSalle in securing the line of the Illinois river and building forts in its valley, lay in the quest then being made for beaver skins and buffalo hides. The fur trade of the French evolved the "coureurs des bois" or rangers of the woods, and the "voyageurs," canoe or boatmen. The first were originally traders who made long trips to the Indian country, sometimes to be gone a year, but in course of time they

came to adopt, in a measure, Indian ways of life and dress. Many of them took Indian wives and the race of halfbreeds thus had their beginning. The number of the *coureurs des bois* was increased somewhat by vagrants who preferred the freedom of the woods to the restraints of civilization. As a special class they became useful in various ways in connection with the fur trade.

The Jesuit and Franciscan missionaries accompanied or followed in the track of the early expeditions, ministering to the sick and the wounded and receiving the confessions of those who died far from home. They also established missions for the Indians, as at Detroit, Michillimacinaek (Mackinaw), Green Bay and LaPointe. They were men of honored memory, some few of whom have left their names attached to counties, towns and cities that came into being long after their time.

During the French regime in Canada the policy of the governors general was that of looking after the operations of the fur traders. To legally engage in the business of the fur trade, the traders were supposed to carry a government license, otherwise they were liable to have any stock of furs they might bring down to Quebec seized and confiscated. This license tax on their business the traders would evade if they could. LaSalle accused *Sieur de Luth* with trafficking with the Indians in an unlicensed manner. The sale of spirituous liquors to the Indians was strictly prohibited.

In 1656 the two adventurers, Radisson and Grosseillers, brought down to Quebec from the region of the Great Lakes a flotilla of canoes manned by Huron Indians and laden with furs. They were unlicensed

traders and besides the liability of having their stock of furs confiscated by the Canadian officials, were also liable to be punished for violation of the law. But the occasion for trade just then being a matter of importance to the inhabitants of Quebec, the affair was winked at by the authorities and the licensed traders, but for that time only. On a similar visit to Quebec four years later, these traders had their large stock of peltries seized by the authorities and confiscated.

Thereafter the two adventurers seem to have been ready to circumvent the authorities by some method of opening trade with the English by way of Hudson Bay, the shores of which the English claimed. They tried, however, to induce the merchants of Quebec to send a vessel to the bay, having presumably gone in that direction about the year 1662. Next they went to Boston and a certain Capt. Gillam is said to have made a voyage to the bay. The adventurers then went to France where they are believed to have gotten letters of introduction to persons of note about the court of Charles II of England. One result of whatever conferences were held was the forming of a company to trade in Hudson bay. This was about 1667. In 1668 the company sent two ships to the bay one of which with Radisson aboard never reached it. The other commanded by the Capt. Gillam before mentioned wintered in James bay. A trading post was built near the mouth of Rupert river and considerable trafficking was done with the Indians. In 1669 the ship reached England.

The company now sought to obtain chartered rights which the king the more readily granted since himself and brother, the Duke of York, had taken stock in the



enterprise. The company consisted of the king, duke, Prince Rupert and twelve other members. The charter was dated May 2, 1670, and designated the association as "The Governor and Company of Adventures of England Trading with Hudson Bay," but they came to be known as the Hudson Bay Company. The charter vested the company in the ownership of all the territory drained by rivers which flowed to Hudson bay, this territory to be called Rupert's Land. The government was through a governor and council responsible to the crown for a proper administration of affairs.

For a long period the agents of the company clung to the shores of the bay and made no effort to establish trading posts in the interior of the country. In fifteen years after the charter was given them the company had established only five posts, all on the shores of the bay. Their policy was to encourage the Indians to bring their peltries to the posts on the shores of the bay. Other ships were sent to the bay from time to time, one of which had Radisson on board who succeeded in reaching his destination without being turned back by the closing of the passage into the bay by ice.

In 1690, the Stuarts having been expelled from England, the company asked of Parliament a confirmation of their charter. That body would only consent that the company's tenure should continue seven more years after which the charter might be annulled. When that time had expired the company did not ask for any renewal, seeming to dread any thing that would direct public attention toward them. However, some one called the attention of Parliament to the matter as an undesirable monopoly. At that time England and

France were at war and the members had other things to discuss, so that the Hudson Bay Company matter was filed away and forgotten, and hence the company's tenure of the territory they claimed remained undisturbed. Had it been otherwise the question might have arisen in Parliament as to the right of Charles II to give away territory which included lands wherein no Englishman had then set foot, the extent of which was unknown.

During the first two wars between England and France in which the American colonies were involved, some of the Hudson Bay Company posts were taken and held by the French of Canada. By the peace of Utrecht signed in 1713 these were restored to the English. The governor and council of the company were chosen from among the members and resided in London. At least annually a ship visited the bay to bring back the cargo of furs that the posts had collected. The principal post was located at the mouth of Nelson river and called York Factory. The person in charge of a post was called the chief factor.

The most conspicuous personage of the second quarter of the eighteenth century who was engaged in exploration and fur trading west of the Great Lakes, was Pierre Gaultier Verennes, otherwise known as *Sieur de la Verendrye*. He was a son of a magistrate of Trois Rivières and young in life entered the military service. In Queen Anne's war, 1702-1713, he saw some active service, taking part in a demonstration against New England in 1704. Two years later he went to France to participate in the war on European soil. Later in life Verendrye is found actively engaged in building trading posts on Red river and the Assiniboine and in

searching for the "Shining Mountains," beyond which was supposed to lay the Pacific Ocean.

In 1728 Verendrye re-established an abandoned post at Lake Nipigon. In 1730 he was visited there by an Assiniboine chief named Ochagach, and as a result of inquiries made by Verendrye in regard to canoe routes to the chief's country, the latter drew a rough map of the lakes and streams intervening between the head of Lake Superior and the Red River Valley. Verendrye took this map to the governor of Canada and it resulted in the explorations conducted later by Verendrye, his sons and nephew, Jeremaye. A strong incentive to these operations was the endeavor to discover some sort of waterway that would lead to the Pacific Ocean.

Verendrye organized a fur company in Montreal and at his own expense both sent and led expeditions into the Lake of the Woods country and the Red River Valley. Posts were built at the lake mentioned, at Rainy lake, at lakes Winnipeg and Manitoba, at the mouth of the Assiniboine, and one near the site of Portage la Prairie in 1738. Their trade was mainly with the Crees and Assiniboines. This was entering upon and exploiting a region covered by the grant of the Hudson Bay Company. Verendrye died in 1749, but the French continued to occupy the country until the English conquest of Canada in 1760. The fur trade in the valley then languished, passing into the hands of individual traders. The posts that the French built south of the international boundary were the two in the border lake region, Fort de Bois Blanc (site of East Grand Forks) and probably one opposite the mouth of Pembina river. The Hudson Bay Company had neglected to push their



operations into the interior and so the French coming in from Canada, had taken advantage of the fact. On account of the presence of the French in the Red and in the Assiniboine valleys, the English built a trading post in 1742 on Albany river about 150 miles above its mouth. In a dozen or more years Verendrye accomplished almost as much as the great company had done in 70 years.

During the period after 1760, owing to the English conquest of Canada, the fur trade as carried on from that province, was conducted by individual traders. These men competed with one another and sold liquor to the Indians. Matters in these respects grew lax and a train of abuses was engendered. To remedy matters in some measure, and to prosecute the fur trade in a more systematic manner, several merchants at Montreal formed an association called the "Compagnie du Nord Ouest," or Northwest Fur Company. This was organized in 1783 and four years later they absorbed a rival company of fur traders. The principal partners lived in baronial style at Montreal and Quebec; then, besides these there were junior partners who resided at the trading posts in the fur country and looked after the business of the company.

The Northwest Company, as it came to be called, followed a different policy than that of the Hudson Bay Company. They sent their agents into the Indian country and built posts there. By the year 1787 they had begun to conduct operations in the Red River Valley. Their principal post was at Kaministiquia, later called Fort William, on Thunder bay of Lake Superior. After the company had become well estab-

lished in the northwestern country, the annual gathering of their officers and employees were held there during each succeeding autumn. Feasting, drinking, revelry, with occasional brawls, characterized the doings of the place for a number of days. The common employees often spent their year's earnings in liquor, and in trinkets, gewgaws and finery for their Indian wives.

A traveler called Count Adixni visited the country in 1791 and represented that most of them had become bound to service by reason of their indebtedness to the company posts for goods received. Many of these employees were halfbreeds, commonly called Bois Brules or "Burnt Woods" on account of the color of their skin. But the men, whether halfbreeds or whites rather liked their connection with the fur trading business, though on the whole a rather hard sort of life beset by numerous perils.

An individual trader whose name is not now known appears to have been located at Pembina in 1780. He was a Canadian Frenchman and was found there 48 years later by Major Long's party. It should not be supposed that he maintained a continuous residence at Pembina since the traders changed about occasionally. Other persons of whom we have accounts as trading in the valley prior to 1800, appear to have been in the service of the Northwest Company. Peter Grant built a post opposite the mouth of Pembina river where the city of St. Vincent now stands, in 1794 or 1795. About 1797 a trader named Chaboillez built a post on the west side of Red river and just south of the mouth of Pembina river, which he called Fort Paubian. None of these posts

about Pembina were continuously occupied. Tanner states that when he and Chabouillez came there, no Indians or whites were residing there. Then three years later Capt. Henry found the place deserted.

Farther up Red river there were three other trading posts, two on the west and one on the east side. One was called Roy's Northwest Company post, which was at the mouth of Big Salt (Forest) river, maintained from 1787 to 1800. David Thompson, astronomer and geographer of the Northwest Company, on his way to Cass lake, stopped with Roy March 22, 1798. The other west side post was at the mouth of Turtle river where the village of Turtle River is located. A trader named Daniel McKenzie was in charge of this post from 1787 to 1799 when he left it to go to another post, when it was abandoned. The third or east side post north of the mouth of Red Lake river had been called Fort de Bois Blanc (the Whitewood fort), but probably in the last decade of that century it was known as Grandes Fourches. In 1796 it was occupied by J. B. Cadotte Jr., and then the place was abandoned as a trading point until Captain Henry's time.

Three other companies that conducted operations in the Red River Valley may be mentioned. The Hudson Bay Company began to trade in the valley about the beginning of the last century and owing to some dissensions Alex. McKenzie and others formed in 1801 a new fur trading organization called the X. Y. Company, so called because these letters came next after the W in North West Company, meaning too that they meant to follow that company with sharp competition. Trading houses now became more numerous than before,

In 1805 this organization was merged into the Northwest Company.

A late formed association was called the Columbia Fur Company organized by Joseph Renville and others in 1822 owing to the uniting of the Northwest and Hudson Bay companies the previous year. They made use of the discharged employees of the Northwest Company who numbered about 900, and established their headquarters at Lake Traverse.

Another association, organized in 1832 was called the American Fur Company. Their headquarters was at St. Louis from which place steamboats were sent up the Missouri river, along which they had trading posts in the Dakotas and Montana. Joe Rolette traded for furs for this company at Pembina.

## CHAPTER III.

### LEGEND AND FACT

THE name commonly applied to the body of water called Devils lake, as is well known, comes from mistaking on the part of the whites the Indian signification of the name they gave it. The Chippewas called the lake Maneto Sahgiegun, which the private ink-made maps of the Northwest Fur Company (kept secret from the geographers of civilization) translated as "God's lake." The Canadian French hunters, trappers and voyagers of the company, however, being habitually a profane class of men, spoke of this sheet of water as Lac du Diable, of which the objectionable modern name is simply the English rendering. As before observed, Nicollet's map has "Mini Wakan Lake" from the name in use among the Sioux, and here it is time to observe that the word "wakan" is said to have the sense of our word "mysterious" (probably in relation to the mirage) so that in the Sioux language their name for the lake signifies "mysterious water."

Another statement is to the effect that the Sioux word "wakan" means anything bad and that in regard to the lake it referred to the quality of its water which is somewhat alkaline. More satisfactory, is a brief legend which we find printed in Vol. I of the collections of the North Dakota Historical Society, as translated from its Sioux form, probably a writing of the Fort Totten Indian School, by Father Jerome:

"My father lived on the lake-shore near what is now Minnekaoukan town, as early as 1851. I was born there in 1863.



My father told me of an island which used to be there. Since the lake has sunk this island is but a point of land. One night in summer when there was no moonlight and darkness was so thick that the island could not be seen from the main land, strange sounds were heard. The beating of a drum came across the water, the sound of chanting and confused voices mingled with the usual rustle of leaves and swish of the waves. There was great wonder in the camp. Could Chippewas have come so close? Could friends be looking for us? In the early dawn a number of Iacotahs swam over to the island and searched the woods. But a few frightened deer and small animals were all they found. So real had been the sound of voices in the night, and so regular the beating of the drum, that they could not believe the sounds to have been made by winds or animals. From that time they called the lake Minewaukan or Holy-Lake. What you call Devil's Heart we call the Heart of the Holy Lake."

During the early part of the last century there lived at Pembina, at least intermittently, a man who has sometimes been called "The White Captive," although his stay among the Indians after he became a man was of the nature of a voluntary residence. This was John Tanner, who was the son of a minister, and was born in Kentucky about the year 1780. While still a child in years, his father moved across the Ohio river and settled near the mouth of the Miami. It seems that the wife of a chief of the Saginaw Ottawas of Lake Huron had lost a son under ten years of age and besought her husband to make prisoner some boy of like age to whom she could transfer her affections. Soon after the Tanner family had crossed the Ohio river, a small band of Ottawas went on a scout for Net-no-kwa, the squaw chieftain. Contrary to prohibition of his father, young

Tanner, then six or seven years of age, strolled into the woods and had just filled his hat with nuts when he was seized by the Ottawas and carried away to Lake Huron. The squaw chieftain was pleased to get a boy of about the same age as the one she had lost. She treated Tanner kindly, which in after years he reciprocated by taking care of her when she was old.

Tanner was still a boy in age when about 1792 those with whom he lived migrated to the Northwest, residing at Lake of the Woods, on the Assiniboine, and along Red river in different years with Indians of Algonquian stock as were the Ottawas. Being brought up among Indians he acquired their language, customs and habits, finally taking an Indian wife, and was adopted into the tribe. He was still a young man when he became known to the traders at Pembina, but had forgotten his native language. He probably learned to converse with the Canadian French employees of the fur companies and was known to them as a successful hunter.

Lord Selkirk assisted Tanner in finding his relatives in Kentucky. He met a brother about two years older than himself at Detroit and located at Sault Ste. Marie as an Indian agent and interpreter. The story of his captivity and life among the Indians was reduced to writing by Dr. Edwin James and published in New York in 1830. Tanner lived to the year 1847. We shall first give another legend of Devils lake to be followed by an episode derived from Tanner's Narrative.

"One evening a band of hunters who had explored for days returned with disturbing, but by no means unwelcome news. It had been discovered that some hated Ojibways were camped for the winter near the Turtle Mountains. Should they camp

in peace? The young men hoped not, for the very name, Ojibway, made their fighting blood leap. The old chiefs held council and to the great joy of the young men who listened silently—for they were not allowed to speak in council unless questioned by the old men—to their great joy, war was declared. Through the following weeks the arrow-makers and boat-builders were busy from dawn till dark. Around camp-fires at night the old warriors planned the expedition, and all day long Indian maidens and squaws sat in their wigwams fashioning their tribal ornaments of war. So eager were all for the fray that the warnings of the seer, Owanda, were laughed at. His dreams were scorned and the battle-fury in the warriors's blood made omens that were usually gravely obeyed seem insignificant. The unusual southward flight of birds was but plentiful game sent by the Great Spirit in time of need. The early reddening of the leaves was not a portent of bloody defeat or of northern storms, but rather the radiant herald of victory. And though to the maidens who watched their braves embark on the great morning, the shining waters seemed dangerously calm and their brightness showed glints of treachery, to the warriors the stillness of wind and wave was but another evidence of the Great Spirit's approval, and the Indian Summer warmth and haze gave them the freshness and vigor that creeps through the veins when the sounds of melting snow and running streams answer the spring winds.

All day the Dakota women and children with the old men watched the placid lake for the returning boats. Night came but the warriors returned not. Another day passed and the bosom of the bay was ruffled by fitful whirling gusts. Dusky clouds gathered in the east. Red leaves drooped in the late heat, and ominous rumbles of distant thunder broke the anxious stillness of the camp. The western lake was blood-red from the crimson sky. Above the range of sunset, black clouds, their edges curled with bronze, moved ponderously into fearful



shapes. A cry broke from Nadassa, 'the chieftain's dark-eyed daughter.' Against the lurid sky the returning boats were silhouetted. Scalps waving from their prows proclaimed the expedition victorious. Great was the joy in camp. Fires were lighted, peace-pipes filled, and welcome prepared for the home-coming braves. How slowly the boats crept on. The sunset faded. Lightning gashed the heavy clouds and showed the sleeping lake a livid green. Nearer and more ominous rolled the thunder. Moans in the hill-tops told of rising winds. A blaze of fire from the heavens, a deafening crash that shook the hills, and the anger of the suddenly wind-lashed lake burst forth. All night long the tempest raged. At dawn the broken trees showed wreaths of torn sea-weed and sandy foam on their stripped branches. The skin sides of the lodges were torn by falling boughs. The women, exhausted from the fury of the storm and the anxiety in their hearts, wailed listlessly on the desolate beach. There was no need to search for the brave warriors whom they had watched in the red light before the storm. Shattered boats with bits of hair and feathers hanging to them drifted ashore. The mysterious waters had carried all else beyond finding. The beautiful lake, angered because its bosom had been desecrated by blood spilled in hatred, had avenged itself and now in the cold sunlight of the Autumn morning brooded sullenly over its wrongs. And the green waves, still lashing each other in their slowly dying fury, closed with cruel greed over the form of Nadassa whose stricken heart found rest only in the darkness in which Watha had been lost.

"And for long years after whenever the twilight's beauty was darkened by angry clouds and the waves rose in fury, Dakotahs watching from the shore saw the faithful Nadassa and her lover Watha braving the angry spirit of the lake in search of the lost warriors."—Mary R. Breanan, State Historical Society Collections, Vol. I. 476-8.

There may be other legends having some connection with Devils lake, but if so the publisher has never met with them in print. From the warmth of poetic fancy we shall next turn to cold fact and relate an episode of Indian life which occurred somewhere on the north shore of the lake, possibly where the city now stands, since the Chippewas would likely have selected the edge of the near by bay, which once existed there, for the site of their camp. The distance from Pembina to the lake in a southwestern direction is about 100 miles. The episode to which reference is here made is from Tanner's Narrative.

In the summer of 1804 a band of ten Chippewas, besides squaws and children with the chief, Little Clam Shell, left Pembina for the lake, their intention being to camp there, hunt and make pemmican. Tanner was invited to join the party, but excused himself from going on the ground that he "wished to remain in a woody country, for the purpose of hunting the fur-bearing animals." Among the party there was a young man, a sort of dreamer, who, before leaving Pembina predicted that if they went at that time he himself would be killed. On the journey to the lake his predictions influenced others so that several of the party stole away and skulked back to Pembina. The rest, men, women and children, went on to the lake, but only one ever returned. This was a person whom Tanner calls "a foolish and lying young man." The story he told as an excuse for returning to Pembina, was that he felt that signs of danger had begun to thicken around Little Clam and his band, so that in the night he had left the camp, and had traveled a considerable distance

when in the morning he had heard the sound of guns coming from the direction of the camp. As to the rest of this affair, Tanner's Narrative says:

"We did not immediately credit the account of this man, but waited anxiously from day to day till at last the chiefs determined to send twenty men to ascertain whether there was any foundation for his statement. This party, when they arrived at the place where the Little Clam had been encamped found that the whole band had been cut off. First, and in advance of all the camp lay the body of Se-gwun-cons, the young man who had predicted the attack before he left Pembinah. Near him lay some young men of his own age, and farther back the stout body of Little Clam stuck full of arrows. In the camp the ground was strewed with the bodies of women and children. At a distance was the body of one of the Sioux in a sitting posture and covered with the pukkiwi, or mats, which had belonged to the Ojibbeway lodges. Not one escaped except Match-e-toons, but some afterwards doubted whether he had not fled in the time of the fight instead of the evening before as he stated. Thus died Little Clam the last of the considerable men of his age belonging to the Ojibbeways of Red river. Our village seemed desolate after the loss of so many men."

The last sentence of Tanner's relation, consisting of a remark, needs some explanation. As before stated, the narrative of his life was dictated or related, piece by piece, to Dr. James, an army post surgeon, sometime after Major Long's visit to Pembina in 1828. This was many years after the principal events of his life. Having spent much of his life as a hunter and trapper, and unable to read or write, his memory of the order of events and of the Indian chiefs concerned, had become confused. Of the three Pembina chieftains who were

killed by the Sioux in the first decade of the century Tanner seems to have been under the impression that Little Clam Shell was the last, whereas other records show that he was the first of the three that lost their lives in hostile encounters with the Sioux. The second chief killed was Beaupre or Le Liard who lost his life in a massacre on Tongue river July 3, 1805, this chief being father-in-law to Capt. Alex Henry of Pembina; the third chief killed by the Sioux was Tabashaw whom Tanner speaks of as Ta-bu-shish, near Wild Rice river in December, 1807. It was then that Tanner might well have said, "Our village seemed desolate after the loss of so many men."

With much going on in the Northwest during that first decade of the last century, we may now inquire as to how little or how much was known of this then remote region to the people of our eastern states. We may get some idea of this subject by citing a few brief quotations from a descriptive geographical work called the Morse Geography,\* first published in 1789 and used in the schools of this country for between twenty and thirty years thereafter. The copy quoted is of an edition printed in 1807, the eleventh.

Speaking of the remote parts of what is now the middle west the geographer remarked: "There is a large tract of country (formerly included in the territory N. W. of the Ohio) lying north of the Illinois and west of lake Michigan, and extending to the northwest point

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\* "Geography Made Easy; being an Abridgement of the American Universal Geography." By Jedidiah Morse, D. D. He was our first American geographer, resided in Charlestown, Mass and was father to S. F. B. Morse, of telegraph memory.

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of the United States, which is inhabited by various tribes of Indians, and which is little known."

In describing the Great Lakes he begins at the west and with the Lake of the Woods. "The principal lakes in the United States, are the Lake of the Woods, in the northwest corner of the United States, 70 miles long and 40 wide.—As you travel east you next come to Long Lake, 100 miles long, and about 18 or 20 wide.—Thence you pass through several small lakes into Lake Superior, the largest lake in the world, being about 1,600 miles in circumference."

Could Capt. Henry have looked over a chance copy of this work he might have smiled over the enlargement of Rainy lake, being on a route he had frequently gone back and forth over; but having been in 1806 out to the Missouri river, he certainly would not have agreed with the geographer in regard to the sources of that and some other large rivers, as indicated by what follows: "The Indians say that three of the largest rivers in North America, viz: St. Lawrence, Mississippi and Oregon, or river of the west, have their sources within about 30 miles of each other. If this be a fact, it proves that the lands at the heads of these rivers are the highest in North America."

A crudely engraved map of North America, measuring about 8 by 7 inches, dated 1806, which folded into the book, represents the Missouri river as having its source in a lake in what is now the western part of Nebraska. The geographer evidently knew nothing of the Red river country. Could he have seen some manuscript maps of Verendrye's time, buried among the colonial records of France, might have been benefitted



in some in those respects. The Lewis and Clark expedition had returned in 1806, but for some reason or other their report was not published till 1813. In the meantime the journal of Alexander Mackenzie was printed in New York in 1809, and this gave much new geographical information concerning the region between Hudson Bay and the Pacific Ocean.

When the Louisiana Purchase was made in 1803, its northern boundary was unsettled and although it was thought that the 49th parallel of latitude should become the boundary in question, this was not definitely agreed upon between Great Britain and the United States until the year 1818, and then only from the Lake of the Woods to the Rocky Mountains. What is now Idaho, Oregon and Washington was never included in the Louisiana Purchase, although the contrary idea was encouraged. Under the circumstances, in Capt. Henry's time, no boundary line was recognized by the traders to the west of Lake Superior.

The first white men that saw Devils lake were likely to have been persons in the employment of the Northwest Fur Company. We find no mention of white men visiting the lake until about 1815 or later when Duncan Graham, a Scotchman, having married a Sioux woman, settled on an island named after him, and traded with the Indians for some time. About 1819 Augustine Roche, a French Canadian trader, also a squaw man, established a post on another island, located near the present Chautauqua grounds, and named after him Roche Island. Years now pass with no further allusions to this region owing to the isolation of that part of the country.

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## CHAPTER IV.

### EXPEDITION OF JEAN N. NICOLLET

**A**S long ago as when Jackson was President there had been established by the government a body of men called the Bureau of Topographical Engineers. In part their work was of a geographical nature, visiting with military escorts little known portions of the territories, mapping the lakes, streams and land heights, also ascertaining such details as altitudes, latitude and longitude of various points, the width and depth of the streams, and other particulars, their findings being embodied in reports and accompanying maps.

Jean N. Nicollet was a Frenchman by birth. He was born in the village of Cluses, France, in 1786. This place is located in the department (county) of Haute Savoie, about 35 miles southeast from Geneva. Nicollet studied astronomy under La Place and in 1817 he was appointed librarian of the Paris observatory. With a good equipment of the physical knowledge of his time he sailed from Brest for the United States in 1821. After arriving in this country he entered the service of the Bureau of Topographical Engineers. After exploring the basin of the lower Mississippi river and its affluents in the south, he was next assigned to the region of the upper Mississippi with headquarters at St. Louis.

The geographical and other work now done in Iowa, Minnesota and the Dakotas was more thorough than had been done before by the united efforts of all previous explorers. In these later explorations which covered the years from 1836 to 1843, Lieut. John G.

Fremont was Nicollet's principal aid and assistant from the time of his appointment in 1838. A biography of Fremont which was published in 1856 when he was a candidate for the Presidency, says in regard to his assignment to government service under Nicollet:

"During the administration of Mr. Van Buren, an act was passed and approved by him on the 5th of July, 1838, to increase the military establishment. The fourth section required that the corps of topographical engineers should be organized and increased, by regular promotion in the same, so that the said corps should consist of one colonel, one lieutenant colonel, four majors, ten captains, ten first lieutenants, and ten second lieutenants; and the fifth section ordained that the vacancies created by said organization, over and above those which could be filled by the corps itself, should be taken from the army, and from such as it may be deemed advisable of the civil engineers employed under the act of the 30th of April, 1824.

"The latter clause let in Mr. Fremont. It was probably designed to do so, as his friend and patron, Mr. Poinsett, was then Secretary of War. He was accordingly commissioned two days afterwards, on the 7th of July, 1838, as a second lieutenant of the topographical engineers. About this time he had been transferred to the theatre of his fame, the field where his greatest work in life was to be done."

The work above quoted goes on to state that the task of a topographical survey of the vast region west of the Mississippi was deemed by the administration to be important, and that Mr. Nicollet, astronomer and member of the French Academy, and a gentleman of great general accomplishments and worth, residing in St. Louis, had been placed in charge of this service. He



had requested that some capable and young person be associated with him as an assistant, and hence Lieut. Fremont was assigned to that position and he gladly accepted the offer of it. His first service with Nicollet was during that year in Minnesota.

During the warm season of the year 1839 Nicollet's party was again in the field. They left St. Louis April 4th on the steamer Antelope which ran on the Missouri river in the service of the American Fur Company, and on June 12th they landed at Fort Pierre Chateau with seventeen horses. They had occupied sixty-nine days with stoppages for observations, and covered a distance of 1271 miles. Having crossed to the east side of the river, by July 6th the expedition was enroute for Devils lake. They traveled in a northeastern direction across the southern extension of the Missouri Coteau to a post of the American Fur Company called Oakwood Settlement on James river, or Riviere a Jaquem as the traders then called this stream. This trading post was near the south line of Brown County, S. D. The line of march was next up the west side of James river to Bone Hill (in LaMoure County), whence, having crossed the river, they continued northeast to the Sheyenne river, which was reached a few miles below where Valley City is now located. This stream was followed up toward Devils lake. The 25th and 26th of July was spent about a group of small lakes south of the upper reach of the Sheyenne, of which Lake Jessie is one, so named at that time in honor of Jessie (Benton) Fremont. On one of the last days of July the expedition arrived on the south shore of Devils lake at a butte which Nicollet's map calls Chantre Hill.

A week was spent around the lake and in its vicinity, mapping its outlines, noting physical features, and making observations. The party explored its south shore as far west as the point of land near Fort Totten and the north shore to where Grand Harbor is located. The west end of the lake was not visited, so Nicollet's map leaves that portion of its outlines unfinished, or as not being known. Printed on what represents the water surface on the map mentioned is this inscription:

MINI WAKAN LAKE  
(Devils L.)

The north shore of the lake is shown as bluff, as if the land north of it was a plateau, then this line of bluffs extends around the north end of Stump lake, turning south and uniting with those shown along both sides of Sheyenne river above its big bend. Some bays are also shown indenting both shores, those most prominent pertaining to the south shore. The narrowest part of the lake is represented as being opposite where Fort Totten is located. The country in two places, both north and south of the lake, is marked "Salt Water Region" in capital letters. Stump lake is called on the map "Wamdushka" lake.

On August 6th, Nicollet's party were at the south end of the eastern arm of Stump lake and on the 8th they marched through the southern part of Nelson County and into the western part of Grand Forks County, or to the western verge of the Red River Valley. Engaged largely in topographic work, it was not to Nicollet's purpose to explore level plains already mapped by Prof. Keating. Their course was therefore changed to the

southward to reach and explore the Coteau des Prairies. In this state the journey to that region led through Steele, Barnes, Ransom and Sargent counties.

The map to which reference has been made, measured about  $2\frac{1}{2}$  by 3 feet and was printed on thin paper so as to fold up in a pocket of Nicollet's published report. It was called "The Map of the Hydrographical Basin of the Upper Mississippi River," and is dated 1842. The territory covered embraces the entire states of Iowa and Minnesota and parts of others that adjoin them. To some extent the map was based on others preceding it, but nevertheless contained what were then many new geographical features, particularly in what is now Minnesota and the eastern parts of North and South Dakota, then all Indian country except for a few military posts and fur trading establishments. In later years Gen. G. K. Warren pronounced Nicollet's map "one of the greatest contributions ever made to American geography."

N. H. Winchell in his history of explorations appended to the forefront of the first volume of the Geological and Natural History Survey of Minnesota had this to say in regard to Nicollet's methods and work:

"He aims to locate correctly, by astronomical observations, the numerous streams and lakes, and the main geographical features of the state, filling in by eye-sketching, and by pacing, the intermediate objects. His methods, allowing for the imperfection of his appliances, and the meagerness of his outfit and supplies, were established on the same principles as the most approved geodetic surveys of the present day. It would, perhaps, have been well if the methods of Nicollet could have been adhered to in the surveying and mapping of

the western territories. Their geography would have been less rapidly developed, but it would have been done more correctly. Nicollet's map embraces a multitude of names, including many new ones, which he applied to lakes and streams."

The following are names on Nicollet's map that occur on or near the route followed from the Missouri river to Devil's lake. Some of them still persist on present day maps. Any figures attached refer to altitudes excepting days of the month which are quite obvious.

E. Medicine Knoll R.

Coteau du Missouri. 2026.

Wamdashkah or Snake R. 1696. 8th July.

Tchanrachedan or Small Scattered Wood L. 9th July.

Talle de Chenes. Otuhu Oju Oakwood Settlement.

RIV. A JAQUES.

Hampah or Mocasine R.

Chedi L. Maple R. Pey or Elm R.

Tuan Chicahab L. (Dakota lake in Stutsman County.)

Two Forks 17th July.

Butte aux Os or Bone Hill R.

Butte aux Os or Bone Hill. 1400. 18th July.

Mato Pahah or Grisly Bear Hill R.

SHAYENN OJU R. (Sheyenne river.)

Matota or Bears Den Hill.

Inyan Bosndata or Standing Rock.

Tampa or Bird C. 1st Bald Hillock R. Toll L.

Butte Michaux. 1386. Bald Hillock C.

L. Jessie (and several small unnamed lakes) 25 & 26 July.

Horse Butte and L. 1378. Beaver Lodge R.

Free Peoples L. with fresh water. Chicot L. salt water.

Chantre Hill 17—

MINI WAKAN LAKE (Devils L.)

We do not wish to conclude this sketch relative to the work of a worthy officer of the corps of topographical engineers to whom the Dakotas was much indebted for the early development of a good part of its geography, without giving the reader some idea relative to the manner in which the said officer and explorer has been remembered by various sketch writers and other persons essaying to write concerning the early history of this state. The following are specimens:

"In 1839 Gen. John C. Fremont crossed over the country from the Missouri to the James and thence up to Devils lake."

"In 1836 7 John C. Fremont visited the region describing accurately Devils lake and other important localities."

"It was afterwards explored by Lieutenant-Colonel Fremont, by Captain Pope, and by Lieutenant Warner."

"Over this trail General Fremont and his party made their journey eastward from Devils lake to Red river, and here in the immediate vicinity of the two lakes they pitched their camp for a night." (No date mentioned, but the reference is to Stump lake and a small fresh water lake near where Nicollet's party camped August 6, 1839.)

All of the above is based of course upon Fremont's later popularity as an explorer and pathfinder in what was then the far west. The year he was with Nicollet in the Dakotas he was 26 years of age, gaining a valuable experience for future arduous services. Nicollet died at Washington, D. C., September 11, 1843, while his report was being revised and printed. Nicollet County, Minn., and an avenue in Minneapolis were named after him.

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## CHAPTER V.

### FROM THE FORTIES TO SETTLEMENT TIMES

**F**OLLOWING the visit of Nicollet and Fremont we find no record of the coming to Devils lake of any other expeditionary force until the year 1845. On the 3d of June that year Capt. E. V. Sumner left Fort Atkinson, in northeastern Iowa, with a company of troops and headed northwesterly for the Minnesota river, arriving at Traverse des Sioux on the 22d of of the same month. In the country south of the big bend of the river a junction was effected with another company under Lieut. Allen, who had marched northward from Fort Des Moines. From Traverse des Sioux the united force next marched to Lac qui Parle where Capt. Sumner had an important conference with the Wahpeton Sioux. Big Stone lake was reached on the 5th of July where a council was held with the Sissetons. The route from Big Stone lake to Devils lake was by way of the south bend of the Sheyenne river. The expedition reached Devils lake July 18th where they met, presumably on the north shore, a band of about 180 halfbreeds, who were out on their usual summer buffalo hunt. On the return trip this military force reached Traverse des Sioux August 7th, and later the companies separated and returned to their respective headquarters. This expedition "seems to have been made more for the purpose of impressing the Indians with the power of the government and the necessity of committing no depredations on the settlers, than for the purpose of learning the nature of the country."



In those years the Pembina and Manitoba halfbreeds often visited the country adjacent to the north shore of the lake and camped around the indenting bays. Their women and children accompanied them on the summer hunt and it had become customary to have a priest with them who held a religious service each Sunday and instructed the children in camp at times on other days of the week. Capt. Pope who came to Pembina with Major Woods in 1849, thus speaks of these summer buffalo hunts:

"They subsist almost entirely upon the dried buffalo meat, which is procured and prepared for use during their hunts in the autumn and summer. About the 10th of June the halfbreeds of the Selkirk settlements join those of Pembina, and having elected some persons to manage their marches and the affairs of their internal police, they set out upon their hunt for the buffalo, which are only found within the territory of the United States. They observe with great regard and unwavering fidelity any agreements as to government which were made before starting, and are entirely submissive to the authority of those they have selected as leaders until the return of the expeditions, when everything like control is at once abandoned.

"The greater portion of them own fine horses upon which to pursue the chase, and those who have none are provided for by permitting them to follow on foot the hunters, and, by assisting to cut up and prepare for use the slaughtered buffalo, to share the profits of the hunt. Some six or eight hundred of the small French carts, usually drawn by one ox or horse in the shifts, and capable of carrying eight hundred or one thousand pounds, are taken out by the hunters, and are loaded with their yearly supply of provisions. The women and children always accompany the expeditions, the women being principally charged with the preparation of the dried buffalo meat and manufacture of the pemmican."

During the years 1853, 1854 and 1855 there were conducted several exploring and surveying expeditions near the 47th and 49th parallels of latitude, the object of which was to determine the practicability of a railroad route from the upper Mississippi river to the Pacific Ocean. The engineers were accompanied by military escorts. Such projects had been broached back in the forties, which probably led to the government expeditions mentioned. Reports were published, but we have met with scarcely any accounts of parts of the country examined by these parties. However, Gen. Stevens in command of one party, visited the Devils lake country in 1853 and marked out a trail leading southeast to Big Stone lake.

By this time there was a well marked trail leading from the lake northeast to St. Joseph and Pembina, and made by the halfbreed buffalo hunters. In the fifties it was sometimes traveled over by the fur traders of Pembina and St. Joseph. About the year 1858 the traders arranged a peace council between the Chippewas and the Sioux, which took place on the plains of Nelson County, near Stump lake.

In 1862 Capt. Jas. L. Fisk, who was sent to Fort Abercrombie, was authorized by the Secretary of War to escort with a company of troops any emigrant train that might be bound for the western gold fields through Dakota Territory, and those intending to make the trip were instructed to start from Fort Abercrombie. Early in the season a company of about eighty emigrants from Minnesota not knowing of the military escort, took a more northern but longer route, and went by way of Pembina, St. Joseph and along the northern boundary. The train that Capt. Fisk's troops guarded left Fort

Abercrombie July 7, 1862, and reached the first crossing of the Sheyenne where a floating bridge had been provided, the next day. The route followed lay generally northwest toward Devils lake. The emigrant train was bound for Walla Walla, Wash., and was making for Fort Benton by the most direct course. Just before reaching the second crossing of the Sheyenne on the 14th, a herd of buffalo was seen estimated to comprise 5,000 animals. Lake Jessie was reached in a couple of days and passing through the rolling country to the south of Devils lake the expedition filed on its way toward the Missouri river. The troops took a 12-pounder cannon along with them but had no occasion to use it, for this was a few weeks before Indian hostilities broke out in Minnesota.

During the Sioux Indian war of 1862-64, a good part of the campaigning carried on against them was in the Dakotas by the armies of Generals Sibley and Sully. The army under Gen. H. H. Sibley consisted of over 3,400 men and was organized for a summer campaign at LaSeur, Minn., from which place they marched in June, 1863 to Big Stone lake. Crossing Browns valley between that lake and Lake Traverse the last of the month, the march was continued northwesterly to the bow or south bend of Sheyenne river which was reached July 4, 1863. Crossing the stream at a ford, the army went into camp to await the arrival of a supply train of about eighty wagons from Alexandria, Minn., by way of Fort Abercrombie. This came on the evening of the 10th. After being driven out of Minnesota, some bands of the Sioux with the chief, Little Crow, had gathered about Devils lake. Little Crow sent word to Gen. Sibley to come up

there and fight him. The march was resumed on the 11th toward the lake. At that season the summer heat was strong, drouth had parched the prairies and the Rocky Mountain locusts swarmed over the country, all of which impressed the men with the idea that Dakota would never make a desirable location for white people to dwell in.

A second crossing of Sheyenne river was made on July 16 at a point about fifteen miles above Valley City. Here the trail of Capt. Fisk was struck, which in part had been the route of Gen. Stevens in 1853. The march was continued to Lake Jessie which was reached on the 19th. A caravan of Red River halfbreeds was found in the neighborhood. At Lake Jessie a camp was formed and named Camp Atchison. It was ascertained that the Indians had left Devils lake and gone toward the southwest to hunt buffalo in order to avoid famine. Little Crow, with some twenty of his warriors, went back into Minnesota to steal horses, where he was killed by two settlers in Wright County.

Camp Atchison was made a hospital and supply station for Sibley's army and several companies were left as a guard, while the main force continued the campaign after the hostile Sioux, resulting in killing 51 of them. In the fall the army returned to Minnesota.

Captain Fisk's company escorted another emigrant train through to Idaho in 1863. The route followed was the same as before and in the track of Sibley's army. In 1864 Gen. Sully, who had been campaigning along the Missouri river, in marching eastward, came to Devils lake. Sully's hill, east of Fort Totten, is a memento of this visit.

In the summer of 1865 a strong scouting force visited Devils lake. The object of the expedition apparently was to continue to impress the Indians with a show of military power until the government could establish military posts in the Dakotas. The expedition set out from Fort Snelling with Major Cunningham in command, and consisted of a regiment of cavalry and upward of two hundred civilians employed in various capacities, such as teamsters of an accompanying wagon train, cooks, etc. The march was across Minnesota by one of the military routes, and in Dakota by way of Sheyenne river, following Sibley's trail in part at least. In August the expedition reached the lake and scouted around there for a while. If there were any Indians there at that time they would likely have taken alarm and withdrawn, for they had good reason to fear an well-armed military force. On leaving Devils lake the expedition proceeded eastward and southeast across an uninhabited stretch of country, their objective point at first being Georgetown on Red river before returning to Fort Snelling. There were men in Cunningham's command, also in Sibley's army, who, in subsequent years settled in North Dakota,

Beginning with the year 1867, thence down to the time when permanent settlements began to be made along the north side of Devils lake, and around Stump lake, the history of that region is mainly that of Fort Totten and the Cut-Head Sioux Indian Reservation. Settlements have occasionally been attempted in advance of what has been the regular march of westward civilization and development, but if not abandoned they have usually continued in a fitful state of existence until



the agricultural development of the country began to take place, which, in eastern North Dakota, was hardly before the middle and late seventies.

The construction of Fort Totten was begun in the summer of 1867, a considerable force of troops under command of Gen. A. H. Terry having arrived at the lake in July. The first buildings were constructed of logs, the site chosen being about 900 feet back from the shore of lake. The site is 1480 feet above sea level and about forty feet above the lake. The surrounding country is somewhat hilly and otherwise of a rolling nature. Near the lake the high ground is cut by deep timbered ravines and at the time the fort was built, elm, oak and ash timber lined the shore in its vicinity. A portable sawmill was teamed from Fort Stevenson, on the Missouri river, to furnish sawn materials to aid in the construction of the fort. The fort was named for Col. Joseph Gilbert Totten, a distinguished army officer, who was born in New Haven, Conn., August 23, 1788, and died April 22, 1864.

By the close of the year fairly comfortable quarters had been established and a log stockade built with palisades eighteen feet high. The buildings enclosed a space about 400 feet square which served for a parade ground. The post was garrisoned by three companies, Capt. S. A. Wainwright being the first post commander, succeeded near the end of the year by Major Whistler.

An attempt was made to establish a mail route from Fort Abercrombie by way of Fort Ransom and the Sheyenne river to Fort Totten and thence to the posts on the upper Missouri river, but two mail carriers having been killed by the Indians, that part of the route west



to Fort Stevenson had to be abandoned. A military force might have gone out and punished the Indians, but it was thought to be a better policy to try to induce them to settle on a reservation to be established near Fort Totten. A band of them was located at the bend of Mouse river, and toward winter messengers were sent to them with the assurance that they would be treated well and be provided for if they would locate on a reservation. The Indians partly distrusted the whites, but sent a small band to find out whether the promises had been made in good faith. Gradually the whole band came in and settled near the post.

Even as late as 1868 there were Indian troubles from small roving bands who refused to go on reservations. On one occasion a small band mounted on ponies rode in upon the reservation and endeavored to stampede and drive away a herd of mules, but the animals persisted in running toward the fort. In trying to head them off the Indians came near the fort and were fired upon by some of the troops, when they abandoned the object of their raid and fled. The route to Fort Abercrombie was safe to travel and the mail for Fort Totten was carried by Thomas Crayon.

The Indian reservation, which included the Fort Totten Military reservation, was provided for in 1867 and was established by an order of the President of the United States, January 11, 1870. There were changes of boundaries made later, and the military reservation was made to include the islands in the lake. In 1870 the number of Indians gathered at the Agency footed up to 152 men, 143 women and 245 children—total 540. Some of them had begun to cultivate plots of land.

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"On September 6, 1872, Major Forbes again reported to the Indian department. The largest number of Indians on the Agency during the year was 725. The wheat and oats crop that summer had been destroyed by grasshoppers. However, the Indians had harvested 2,000 bushels of corn, 1,500 bushels of potatoes, and had put up 300 tons of hay. A saw and grist mill run by a twenty-five horse power engine had been built. This together with other agency machinery to the value of \$5,000 had been purchased. More than fifty men had adopted citizens' dress. The Indian agent and his employees still occupied the buildings of the old fort."—State Historical Soc. Col., Vol. III. p. 183.

In 1874, through efforts made by Major Forbes, the beginnings of a Catholic Mission School was established on the reservation. The first buildings were located on the south shore of the lake about seven miles east of the fort. Four Sisters of the Gray Nuns and a priest came from Montreal by way of Jamestown to set about establishing the mission. It was late in October and as a snow storm came on when they reached Jamestown with Major Forbes and others enroute to the fort, they encountered some hardships, the last stretch of their journey from the railroad being 81 miles. They were comfortably provided for in a log house and they were welcomed by the Indians. The mission building was not finished inside, but little by little things were gotten into better shape and hospital work undertaken for the sick. The first year fifty children were provided for at the school and while the sisters learned Sioux the children learned English. As time passed accommodations and mission facilities grew apace.

The site of the post buildings of Fort Totten was moved 800 yards south and the new ones that were built were completed during the early seventies. The officers in command at the fort were changed from time to time, so also were the boundaries of the military reservation. A survey made in 1875 defined these boundaries as follows: "On the east by the line dividing ranges 64 and 65 west; on the south by the Sheyenne river; on the west by the line dividing ranges 65 and 66; and on the north by Devils Lake." The Cut Head Sioux Indian Reservation lying next east was of somewhat larger area comprising the tract between the lake and the Sheyenne river.

"In the latter part of November, 1876, the garrison at Fort Totten consisted of but a single company, an entire force of but three officers, 40 men and one Indian scout. This probably marks the lowest point in the strength of the garrison at Fort Totten, during the history of the post. This is not singular. The Indian wars in Montana caused a drain upon the frontier garrisons at this time." In 1877 the garrison had been increased to fifteen officers and 170 men. The census of 1880 gave the population at Fort Totten as being 252 persons which included employees and others.

Supplies for Fort Totten and the Indian reservation were teamed from Jamestown, but in 1877 a survey was made for a trail across the country with the view of establishing a route to Grand Forks. However, no such route was utilized until two years later. The teaming was done by Indian caravans in summer and autumn. Good strong wagons were used, each drawn by a yoke of oxen with an Indian driver and canvas

tepees were taken along for their encampments at night. The caravans comprised forty or fifty teams in charge of a white man as agent or wagon-master.

In the fall of 1879 a mail route was established between Grand Forks and Fort Totten. Grand Forks and Crookston were then about to become connected by railroad. Viets & McKelvey of Grand Forks had received a contract to furnish supplies to the fort. An organization called the Overland Mail & Transportation Company, with headquarters at Washington, were then the original contractors with the government for a large number of mail routes in the west. As a wagon trail would consequently be opened or struck out from Grand Forks to Fort Totten, it seemed desirable that it should also be made at least a temporary mail route, or until such time as the railroad would be extended to Devils Lake. Besides, the course of Turtle river west of Grand Forks so far as there was any timber along the stream, was already occupied by settlers dwelling in log cabins, and they had no mail facilities nearer than Grand Forks, so some of them twenty to thirty-five miles distant. Grand Forks, it may be added, was then merely a village of four or five hundred inhabitants.

After some contest the sub-contract for carrying the mail on the route once a week was let to W. N. Roach who had moved to Grand Forks from Washington, D. C., in September of that year. He started out on his first trip, accompanied by James H. Mathews, in the early part of October. As far west as Bachelors Grove, or the foot of the uplands, they drove on the wagon trails of the Turtle river settlers, but in what is now Nelson County they had to pick their way using a pocket com-

pass. Near the west border of Grand Forks County, as now bounded, they met the first Indian caravan that went to Grand Forks for government supplies and which thus far had traveled a more southern route than the mail party took in crossing Nelson County.

After the route was opened three intermediate post-offices were established in the log cabins of settlers, two on Turtle river and the other at Stump lake. The latter was kept by Warren Smith. Roach also put up a storm cabin in what is now Adler township, Nelson County, for possible winter use. He drove a light wagon with two good roadsters attached. He did not always go on the road himself but made use of the services of others. Sometimes in winter a dog sleigh had to be used.

In coming from Grand Forks the Fort Totten trail crossed Turtle river at what was then Robert Blakely's place in Mekinock township and keeping on the north side of the stream for several miles it again crossed it at H. E. Hanson's place in Hegton township. The two Turtle river postoffices were kept by the two settlers mentioned above. Passing on through Elm Grove and the south part of Niagara townships the route passed out of Grand Forks County in the northwest corner of Moraine township. Crossing the north half of Nelson County the route next passed around the north end of Stump lake and turning the east end of Devils lake it crossed the Reservation to Fort Totten. For the most part, when first struck out, the route lay across an open stretch of country that had neither been surveyed or settled, though a few settlers had located where there was timber, particularly along Turtle river.



In December, 1879, a son of Warren Smith was taking the mail through to Fort Totten by dog sledge and he had with him a white man and a halfbreed. When crossing Nelson County they were overtaken by a blizzard. They had three dogs in the train, but they lost the beaten track in the storm. Turning over the sledge for shelter they lay out two days or more until the storm abated, and having killed one of the dogs for food, while another perished, they finally succeeded in reaching the cabin of Francis de Molin, a hunter and trapper located at Stump lake, and they arrived there in an exhausted condition. Here they were cared for until they could reach Fort Totten. At Grand Forks, not being heard from for a long time, it was supposed that they had perished in the storm until a letter that had been sent around by way of Jamestown and Fargo arrived there stating that the men were safe at the fort and that the route was, for the time being, impassable.

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## CHAPTER VI.

### BACKGROUND TO THE LAKE SETTLEMENTS

**I**N the present chapter a brief survey will be made relative to the immediate historic background that preceded the settlements that began to be made in the spring of 1882 at Stump lake and the north shore of Devils lake. There was but little agricultural development in the Red River Valley prior to 1878 largely owing to a lack of railroads and immigration. When the valley was being filled with settlers and a railroad was being constructed from Red river toward the lakes, the later tide of immigration into the valley would then begin to think of pushing farther westward, but hardly at any earlier period.

Owing to various causes the settlement of the eastern part of North Dakota was quite generally retarded during the decade of the seventies. As much as anything this retardation of immigration to this state was due to adverse reports respecting the nature of the country, locust ravages in the western portion of Minnesota and lack of knowledge in regard to the actual capabilities of this northwestern region. Toward the close of the decade the newspaper reports concerning the yields of wheat on the large farms that had been opened in Cass County adjacent to the Northern Pacific Railroad, began attracting attention in the middle western states since these were in contradiction to what had been published and generally believed previously. Times were somewhat hard during the middle seventies and people were less inclined to emi-

grate than when times were normal. Meanwhile a few hundred people at Grand Forks waited for immigration and for some show of an agricultural development of the country west of Red river which seemed long in coming, altho two lines of railroad had now reached the Red River Valley.

Commencing in 1878, a larger immigration into the Red River Valley began setting in than had come in any previous year since a beginning was made in 1870 and 1871 and the tide increased annually until the year 1882 inaugurated its flood tide; but so late as the fall of 1881 the land west of Grand Forks was occupied generally only to the western verge of the valley or foot of the uplands that stretched thence to Stump and Devils lakes and beyond. In connection with this emigration movement a certain fact may be stated. The raising of wheat on the numerous small farms in southern Minnesota and northern Iowa ended in the late seventies as had been the case before in some of the older states. The small farmers were not able to cope with the changed conditions about to ensue and either turned their places over to mortgagors or sold them to more prosperous neighbors and emigrated in hundred- of cases to western Minnesota and Dakota Territory, the locust scare having abated.

When the railroad graders had finished their work on the east side of the river at Grand Forks in the fall of 1879, they moved their camps to the west side and proceeded to grade a ten mile stretch of roadbed due west across the valley plain. The building of a bridge delayed getting trains across the river until early in January, 1880, and then for a few days only when this

new line from Crookston was blocked by snow and so remained until after the middle of March. During the summer of 1880 the roadbed west from town was ironed and a village at first called Stickney and next year, Ojata, was started at the end of the track. In the fall of 1881 the railroad was extended to Larimore, reaching that point November 22, and on Sunday, Dec. 1st, regular trains began running.

In the spring of 1882 Larimore experienced a temporary building and business boom. It remained the railroad terminus until late the next fall and in the meantime became the outfitting point for a wide scope of country to the westward extending to Stump and Devils lakes. The vanguard of the great emigration movement of 1882 began arriving in the early part of March. Wisconsin and Michigan, Illinois and Iowa furnished large contingents, and others came from as far east as New York state and as far south as Kentucky and northern Missouri. In a large measure this influx of settlers was the outcome of extensive advertising of the country, carried on by townsite boomers and real estate men. But it should be noted that the times were more favorable for such movements of population than had now been the case for several years.

A movement of the incoming immigrants began in the spring into what is now Nelson and Ramsey counties and this increased as the summer months came on. Long trains, though one mixed train daily, were then coming into Larimore, a good proportion of the box cars being loaded with the incoming immigrant's outfits—household goods, farming implements, tents, cows, wagons and horses. In general the new herds

of settlers came well provided to begin a brief pioneer life on their claims. New roads or wagon trails were struck out, though in Nelson County the Fort Totten trail was also in part used. In settled weather numerous teams were dally moving westward loaded with the settler's outfits, provisions, lumber and merchandise for stores.

The same spring the railroad survey was extended west of Larimore. As first staked out it crossed through what is now Adler township in Nelson County. Some Grand Forks parties erected a large three-story hotel with a flat roof near the survey line with the intention of laying out a railroad village there. The Fort Totten trail passed just south of the building and a little farther west it crossed a shallow coolie or drainage run of a branch of Goose river. Probably the hotel did a fair business during the teaming period mentioned. But when the railroad management came to consider the levels of the survey it was found that where the line would mount to the general height of the uplands it would require grades steeper than were desirable. So another survey was ordered which took the line diagonally up the slope of the hill country or northwest for about six miles to where it again turned westward. This left the Adler hotel that much to the south of where the railroad now runs and so the building went to decay. It was one of those hotels said in after times to have been built in the wrong place.

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## CHAPTER VII.

### AROUND STUMP LAKE

**S**TUMP Lake is an irregular shaped body of water located wholly within the limits of Nelson County and about a dozen miles east by south from the eastern end of Devils lake. The length of the lake from north to south is about nine miles, though this does not include its western part in Lake township nor an eastern three-mile indentation into Wamruska township from near its most southern extension. The different parts of the lake vary from three-quarters of a mile to one and two miles in breadth. In places high bluff shores rise above the lake, crowned with timber, with a wide beach below left by the lowered waters, for the surface has fallen several feet since the settlement of the surrounding country took place. Between Stump and Devils lakes there are some high hills rising from 150 to 200 feet above the first mentioned body of water.

As the last glacial epoch was closing the plains were flooded with water from the melting icesheet that had covered the land and filled river valleys and the lake basins. Stump and Devils lakes were probably interconnected for some time. An old shore line is traceable half way up the bluff of the east side of Stump lake at the summer resort twelve miles south of Lakota which marks the former height of the glacial flood waters in the basin of the lake itself. At that time both Stump and Devils lakes drained into the Sheyenne river and that in turn into the glacial lake Agassiz which then filled the Red River Valley—held there by



the front of the receding icesheet. From some cause or other a long desiccation period ensued at some time after the ice age had passed away, during which much of the lake bottom was laid bare and a forest had time to grow upon it. Then the dry period ended, the lake again rose and submerged and destroyed the forest. The stumps and trunks of trees are visible off shore in the clear water and wood washed ashore in storms was gathered in large quantities by the settlers.

In 1881 there were but few settlers at Stump lake and of a class who preferred to hover on the borders of civilization. Early comers into North Dakota often located in the timber along the lakes and streams generally as squatters in advance of the government survey of the public lands. These locations were made to the neglect of the more valuable open prairie land, the timber settlers meanwhile dwelling in log cabins which cost but little to construct, one team load of pine lumber sufficing for the ground and left floors and roof. With the chinks between the logs filled with plaster and whitewashed inside, such cabins made fairly comfortable dwellings.

We have spoken of the stream of prospective settlers that began teaming west from Larimore when that place was the terminus of the railroad. In the spring two stage lines also began running west from Larimore one of which went to Fort Totten. One or both carried mail so the Fort Totten trail, as a mail route, was discontinued. In Grand Forks County east of the uplands, the settlers in breaking were already obliterating it where it crossed their lands, relegating the various



wagon trails to the section lines. Certain correspondence with the Larimore Pioneer from Stump lake will give a good idea of what was in progress there, notably at the attempted townsites and of parties concerned.

As early as March 7, 1882, mention is made in the Larimore Pioneer that M. I. Mendelson of Grand Forks intended to lay out a town at Stump lake and also intended to establish a big farm around it. The land there was not yet in market, and all of the quarters he had selected except one were appropriated by squatters since no one could hold land unless they had established a residence upon it. The following batch of Stump lake correspondence dated March 10th appeared in the Pioneer of March 16, 1882, which was the fourth issue of the paper. The correspondence was from a locality at Stump lake then called the Parkhurst farm.

Stump lake is not at present to be called Lake Parkhurst as has been given out. The petition gotten up among the settlers has to be presented to a higher power than the General Land Office at Washington for approval.

Mr. David Olmstead is still here, and is arranging matters for the townsite.

Mr. William Calvert and family are all up from the Forks and will stay the year.

Mr. Joseph Hay is teaming between here and Larimore with a new span of good roadsters.

Col. Maxwell is away on business relating to his pension which gives him some anxiety.

Every one is filing on his land which came into market the 6th inst. There is great rejoicing all around.

Mr. Mills Church [of Larimore] passed through here Thursday and Friday on a trip to the south some twenty miles away.

Mr. Warren Smith and wife have returned to their home in the Elk Valley, after a pleasant stay of some ten days.

The new hotel is in shape and carpenter C. F. Smith is putting in some good work. He has his hands full of contracts.

The Mendelson Farming Company are still in earnest with their efforts, and have land in the unsurveyed townships now.

Mr. Charles Hallmer, the "chef de cuisine" of Mr. C. T. Harris' hotel, has taken a rich claim across the lake near Mr. Robt. Raprager.

Mr. Homer C. Smith's cosy stopping point for land hunters seeking claims in the south township is incessantly full of teamsters direct from Larimore.

The mail service arrives from Larimore instead of Ojata now. Postmaster Fox is seeking a more satisfactory delivery till the tri-weekly is put on the road.

Mr. Charles Maloney, of Grand Forks, is up to see his homestead, in section 22, which has a frontage on the lake of half a mile and has some twenty acres of fair timber.

Baughman's lumber yard can supply you with lumber enough to cover your 160 acre jewel. Lumber is arriving every day, consisting of the same grade of stock that is obtained at Larimore.

Mr. Walter G. Fox, brother to H. Ashton Fox, is visiting Parkhurst. He is a civil engineer by profession, and is recently from Kentucky, where he held a position on the E. I. & B. S. R. R.

The Parkhurst Advance seeks applicants for its spring and summer issue, which is mailed gratis and post free. It has the advantages and resources of this fertile region ably written up under copious headings, and merits a full perusal.

The paper referred to in the last item appears to have been a specimen of the boom literature of that period gotten up by interested parties to advertise the Stump lake region and prospective townsites, being printed elsewhere than at Stump lake. It appears that a lumber yard was already in evidence on the Harrisburg townsite. At that period pine lumber was being shipped to eastern North Dakota from Minneapolis by the carload. To reduce bulk in some measure for the long haul required, boards were machine-planed on one side so that they came seven-eighths inch thick.

The next batch of correspondence from the lake was printed in the Larimore Pioneer of March 23, 1882.

#### STUMP LAKE LOCALS.

The surveyed land in this vicinity is about all taken, and the only chance to obtain claims is to squat, which the crowds of immigrants are doing at a lively rate.

North of the lake is one of the finest countries in Dakota—a tract many miles in extent.

The Mendelson Farming Company is making preparations for putting up one hundred tons of ice at the proposed townsite of Stump Lake.

C. T. Harris is pushing his hotel, having five carpenters at work. He was delayed some by the non-arrival of lumber, but will have it ready for occupancy about the first of April.

Mr. M. A. Walsh has christened a beautiful lake three miles east of Stump lake. It is one mile long and half a mile

wide, and is one of the finest duck lakes in the country. The name is Murdoch lake—after the original Geosge Murdoch, late of Larimore, but now of Stump lake.

Mr. W. A. Baughman has done an excellent thing for this region by opening a lumber yard here. He brings his stock from Larimore and sells it at the same price charged there, plus the actual cost of hauling. The benefits conferred are appreciated when it is remembered that the nearest point of supply is over thirty miles away, and that it is impossible for every settler to go to Larimore for a load of lumber whenever he needs it. He will soon have his store in running order and will have a good business. Mr. Baughman is a live active man, full of enterprise, and is pushing things here in a way we like to see. More such men are needed to develop our country.

Mr. M. A. Walsh has erected a good blacksmith shop on his land, which will be occupied in about a week by W. Hustins, of Minneapolis, who is a first class workman in iron and wood. It is located within forty rods of Harris' hotel, where it will be convenient to the public.

Messrs. Hair and Christie, two enterprising young men from Minneapolis, have recently located near the lake. They will do their part in the the booming business, as well as in the more substantial work of developing and improving the country.

The Mendelson Farming Company had six teams arrive in Larimore Saturday from Milwaukee, which were taken to their farm at Stump lake Sunday by Mr. M. A. Walsh, the company's superintendent.

The Mendelson Farming Company often referred to in this correspondence, had scripted a considerable

body of land before it was in market and had two and a half miles of lake frontage. The company consisted of M. I. Mendelson, Samuel Thal, and others of Grand Forks, Milwaukee and Chicago. The company were particularly interested in the Wamuduska townsite near the north end of the lake, and they planned for the place a hotel which was built, and a bank, church and school house which were never built.

Thus far in the Stump lake correspondence there is no allusion to weather conditions in March, but we can gather some conception of the matter from an item in the Pioneer of the 23d of that month which is as follows: "The Fort Totten stage which should have arrived last Friday night [the 17th] came last night. Mr. Murchie reports the roads very heavy. the snow badly drifted, and in the timber about Stump lake, it seems to be fully three feet deep on a level—considerable more snow there than here. The stage between Jamestown and Fort Totten has seen still harder times, having missed two trips and the driver spent two nights on the prairie. We hear that they suffered but little."

The publisher's own memory of the ending of that winter is to the following effect: The snow remained in general intact until the last days of March and then under the influence of a warm south wind and sunshine it melted off the ground suddenly, flooding that part of the Elk Valley near the uplands. On the 31st the wind changed so as to come strong from the northwest, the temperature falling to zero by the morning of April 1st, freezing over the waters, but mild weather soon ensued again. Along in the middle part of May three inches of snow fell which was several days in melting away.



PARKHURST, March 28—Nearly all of the pioneers around the lake have been to town [Grand Forks] and filed on their choice land holdings.

The lake takes up seven and a half sections of this township (T. 151 R. 60) and is found to be fringed with about five hundred acres of timber, consisting of oak, ash, elm and box elder, the oak peedominating in many parts.

Three gentlemen of means from the neighborhood of Covington, Ky., passed through here recently, and will eventually drop a few thousand dollars between here and Devils lake.

Messrs. Baughman and Moore, of Larimore fame, we understand will have their hardware store at Mr. C. T. Harris' this summer, where we may expect to find our town for this year.

Mr. H Ashton Fox has the sale of an enviable timber claim of 166 acres fronting on Stump lake  $1\frac{1}{4}$  miles, containing 66 acres of rich prairie, and 100 acres of excellent timber, which is oak, ash and elm. It is offered for \$950, spot cash, and the purchasing party must use a right on it; \$5.75 per acre buys it.

Sergeant Johnson and Mr. John Myers, the government blacksmith at Fort Totten, passed through here Sunday for a spell at Larimore and the Forks.

Two of the Catholic sisters at Fort Totten were exposed to the elements one night recently on the prairie. Having lost the road they camped out through the blast in the sleigh with buffalo robes. The exposure was intense and nearly cost them their lives.

Considerable activity is being shown in erecting farm dwellings of ample accommodations for one or more families. This boom should be encouraged.



The correspondent at Parkhurst Farm was of that kind who wrote letters which please editors of weekly local papers and which printers are apt to characterize as being "good stuff"; but unfortunately we hear no more from this writer until August when a last batch of items was sent to the Larimore paper. This breaks the routine of affairs at Stump lake, especially after warm weather had set in, only partially filled in with items concerning Harrisburg and Wamduka, and a communication from the latter point.

The hotel that C. T. Harris had been building was completed in April and was reported as being full of new comers in the latter part of that month.

Early in May the Larimore Pioneer had this to say concerning the Harrisburg townsite: "Harrisburg is booming. A \$10,000 hotel is to go up immediately, and a number of business men have already purchased lumber for buildings. Among the establishments to be there at once are a blacksmith shop, hardware, grocery and general stores, and a temporary hotel for use till the large one is completed. A gentleman from Montreal to whom had been sent one of the papers advertising Harrisburg at once sent a draft for \$6,000 to Geo. H. Walsh to be invested in lots in that new city. Such men as Capt. Griggs and McCormack, Hon. Geo. H. Walsh and C. T. Harris, are taking hold of it in earnest and it will be pushed vigorously. The site is a beautiful one, with a fine view of the lake and easily accessible from all directions. Two railroads are considered certain by the proprietors, the Grand Forks and Mouse River branch of the Manitoba, which now runs to Larimore and the Sheyenne Valley road from

Valley City." [The editor does not seem to have had it in mind that Harris had already completed a hotel either on the townsite or in the vicinity.]

"Morris & Jewett, the well known livery men of Hillsboro, have established a stable here, and opened the Stump Lake stage line, making three regular trips per week and as many extra as the public demands."

June 15.—"Harrisburg is booming. Already eleven business houses are about completed, five of which are running. Lumber, goods and all kinds of supplies are going there at an astonishing rate. The men that have hold of the townsite are used to making things go, and so it will."

On Sunday, June 18, 1882, Edward W. Day, acting under the Presbyterian Board of Missions, preached at Harrisburg. This was the first religious service in that section of country that the Stump lake settlers thus far had the opportunity of attending.

During the month of June work was in progress on a large hotel at Wamduka, called at first the Lakeside House. It was a three story building measuring 54 by 60 feet of which Joseph Hays and wife were said to be the proprietors. Mapes & Iverson opened a general store on the townsite with a good stock of supplies, but their store was a canvas tent. A hardware store 80 by 24 feet was being built and a blacksmith shop was doing business. Mr. Dodds opened a brick yard, the brick made being used to veneer the hotel.

June was the breaking season when the virgin prairie sod was turned over and backset in the fall. No wheat crop could, therefore, be grown the first year.

It would be of interest to know in how far the Stump lake settlers developed their claims that first year besides building dwellings and shelters for stock, but we have scarcely any record in regard to the matter. It was possible to grow garden truck the first year.

During the summer a government telegraph line was constructed between Fort Totten and Larimore. The poles were cut in the timber around Stump and Devils lakes the previous winter. A party of soldiers were detailed from the fort to set the poles and string the wire. When they reached Larimore they considered themselves within the confines of civilisation and reported that they had one man at Fort Totten who had not experienced life of that sort for five years. After the railroad and its telegraph reached Devils lake the government line was taken down, the poles being sold to settlers for fuel.

WAMDUSKA, July 17.—A postoffice has been established at Wamduska, with an enterprising townman, E. Mups as postmaster.

The fine three-story hotel is being finished up and will be running in a week or two. Mr. Freeman and his help is here cleaning up and putting it into shape. It will be one of the finest hotels outside of our large cities and would be a credit to any of them.

Saunders & Dodds, two able and trustworthy lawyers, have permanently located here. Mr. T. C. Saunders is the old partner of Strong, the lately appointed U. S. marshal of Dakota and came here early in the season badly broke in health. Mr. Dodds is from Grand Forks where he has been one of the most prominent and highly esteemed citizens.

The government telegraph from Fort Totten to Larimore is being pushed right through. The poles are distributed nearly to Larimore, while setting them in the ground and putting on the wire is coming this way from the Fort.

We have the best road from Larimore to Devils lake. The stage stops here and this is the main traveled route. [For the most part this road had been the Fort Totten trail.]

The railroad seems to have left us to one side and is apparently going six miles north of us, but we have a splendid country and one of the best sites for a town in the Territory, and we have no fears but what we will always have a good business point as well as one of the principal summer resorts in the whole country. Then, again, this is too good a country to be long without a railroad, and we hope to have one built in here before long.

In May, 1882, a surveying camp came to Larimore to locate the railroad line as far toward Devils lake as the engineer of the party had instructions to locate and stake it out, which apparently was no farther west than the company expected to be able to grade and iron it that year. The local paper remarked at the time that the party were very reticent in regard to tendering any information as to where the proposed route would run. That would only become manifest to all after the stakes were driven, and even then the line might subsequently be changed, as in fact it was. (p. 56). The first survey evidently did not extend as far west as Stump lake when the party received orders to re-locate the line which left the lake to the south of it; meanwhile the development of the two townsites went on without any certain knowledge whether the railroad would touch either end of the lake or not.

## STUMP LAKE NOTES.

PARKHURST FARM, Aug. 21.—Mr. William Calvert is cutting his oats, and finds they cannot help going seventy bushels to the acre.

The "Wamduska House" sign is in position on the roof of the big hotel and shows to advantage.

Haying will be carried way into September. Late comers are stacking for their own use and to sell.

Mr. S. R. Mendelson is building a large substantial and warm stable for his immense herd of stock, of oak logs this week.

Bathing in the lake seems to be exhilarating sport at present. The medicinal properties of the lake are already known to have worked cures.

Wood sells for \$2 50 per wagon load and buyers are securing better wood because of the "down" wood being scarce. Live and sound oak fills the bill to-day.

That mineralized vegetable matter, coal, has got on the boom again in these parts. Specimens have been shown us, but a solid vein of the clear stuff will demonstrate better the truth of a bed of lignite that will take the place of wood in our stoves.

Ex-postmaster Fox breathes freely once more, he says. The office after tedious delays, has been taken care of by Mr. Cicero T. Harris and transferred to Harrisburg. The arduous duties attending it are somewhat lessened now and the Wamduska mail is not cared for as heretofore.

Through recent soundings made by Mr. Ashton Fox off his Oakland farm the depth of Stump lake was found to show a uniform depth of 50 feet over a considerable area of the lake



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bottom. Skeptics will please note a greater depth when found. The unfathomable idea has exploded here long ago, and Devils lake has it now. Stump lake bottom appears to be devoid of stone.

Mr. H. Ashton Fox sells his timber for available purposes in a novel way which bids fair to secure him large orders. Oak timber for building or other purposes is figured upon at the price of \$10 to \$15 per 1000 feet board measure, which is found to amount to freighting charges on a wagon load of lumber or goods from Larimore to Wauduska. Purchasers must therefore see economy in buying at the lake.

The silence of the above correspondence relative to any further building on the Harrisburg townsite is an evidence that the boom there had collapsed. It was later stated in the Larimore paper that nothing more was being done there. The survey and location of the railroad line at least as far as the site of Bartlett that year demonstrated to those intimately concerned that it was futile to expect any town of the least importance to arise anywhere around Stump lake. Harrisburg and Wauduska were other examples of an outlay of money expended in wrong locations and that spent in advertising alone amounted to no small sum.

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## CHAPTER VIII.

### THE NORTH SHORE AND OTHER POINTS

**D**EVILS lake is a body of saltish water with a general east and west extension of about twenty miles and varies in width from narrow stretches where bridges span the water to seven or more miles. The lake has many bay-like indentations and including these it has a shore line of about three hundred miles. Generally the water is from 25 to 30 feet in depth but at the time that the settlements were being made the surface stood some fifteen feet higher than now. The lake has an area of about one hundred square miles and has an altitude of about 1424 feet above sea level, not taking account of small fluctuations in level. This is over 800 feet higher than Lake Superior and 456 feet higher than Red river at Grand Forks.

The south shore of the lake which in places is strewed with large bowlders, rises abruptly into a rolling country with hills rising from 200 to 275 feet above the lake. The altitude of Fort Totten is 1566 feet. The north shore rises gradually, the country back from it being moderately level.

The lowering of the lake is attributed to the cultivation of the country around it, the breaking of the prairie sod causing a more rapid evaporation of moisture than previously, resulting in the drying up of the drainage coulees. Some steamboats placed on the lake in 1883 could land at Devils Lake city from that year until 1891. In 1883 the water stood at 1439 feet. In after years the lake fell to such extent as to lay bare the

shallow parts of bottom nearest to shore converting them to meadows and the islands near the north shore became parts of the mainland. There were fish of the pickeral variety in the lake previous to 1890, but they were fished out winters by the car-load through holes cut in the ice until they were all gone.

The basin of the lake seems to have been the interglacial valley of the Sheyenne river, plowed out by a projecting prong of the last icesheet that covered this region and farther dammed up by glacial drift. During the flood stage following the melting of the icesheet Devils lake rose forty feet above its present level, flooding much of the surrounding country. The flood waters from this region excavated that part of the Sheyenne valley above the big bend of that river.

About the 5th of March, 1882, J. W. Oswald, who was about to open a farm on the north side of Devils lake, came to Larimore with ten teams for supplies. With him came F. Cavanaugh who had lived in the lake region for thirteen years and from 1873 to 1880 had been government interpreter for the Sioux wagon trains, but was now settled on a farm near Oswald's. Another old resident was John Cranie who had been connected with the military post across the lake since 1867, but was now located on the Sheyenne. This expedition of Oswald may be considered as the opening of the large freighting business done during the following summer and fall to the north shore of the lake. In the spring of 1882 the land north of the lake had not been ceded or surveyed, but as it was understood that it would become part of the public domain, it had already began to be squatted upon.

July 1882. Lieut. Greel of Fort Totten got out a map of Devils lake and Ramsey County on which was located several prospective townsites on the north shore. When these began to be occupied each of them hoped to become the capital of North Dakota, the north half of the territory being already so called in print. A north and a south state was even then anticipated.

P. Morris was then running the stage line from Larimore to the lake with relays of horses at Adler's, Wamduka, the Narrows and Minnewaukon, the latter a temporary townsite four miles east of Devils Lake City. Morris used eighteen head of horses. His stage left Larimore daily at five o'clock in the morning and reached Wamduka at noon. The same month John Coleman was carrying the mail from Larimore to Fort Totten, making semi-weekly trips. His hack left at 6:00 a. m. Mondays and Thursdays, arriving at Fort Totten Tuesdays and Fridays.

During the summer months the country adjacent to the north shore of the lake was receiving a considerable accession of settlers whose nearest point for obtaining supplies was at Larimore over sixty miles distant. At that time camps had been established along the line of the railroad survey and gangs of men were at work grading the roadbed. The following information in regard to affairs at the lake was published in the Larimore paper of August 8, 1882:

"On Tuesday some gentlemen were in from Devils lake from whom The Pioneer learned the particulars of the new town of Devils Lake City, on the north side, some three or four miles southeast of the site of Greelburg, as given by Lieut. Greel's excellent map.

"The town is started by several leading Chicago and St. Louis capitalists, who are making permanent improvements and putting up good buildings. Already two stores are there—Blakee & Perkins of Fargo, general store, and Campbell & Leach, hardware.

"A good hotel is nearly completed. William Storm left Larimore Monday with lumber and material for the third store.

"The company comprises Major T. S. Benham, of Chicago, manager, D. W. Ensign, W. A. Huntington, O. M. Wells, J. B. Seachrist and others. They have about three sections of land, with a magnificent soil, the depth of which is three feet at Devils Lake City, and a large tract of splendid country. The site is on a high beach, where clear water of the lake washes the gravelly shore. Fifty feet from the shore is a splendid anchorage in deep water and a good harbor, and fifty feet back from the lake of salt water is a lake of fresh water, fed by springs, and comprising about an acre.

"The location is in the center of Ramsey County, and it is the most accessible for both railroads and vessels from any other point on the lake. Morris' daily stage line from Larimore will run to this point regularly, beginning in three or four days.

"The view of the lake is magnificent, extending from the Narrows nearly to Fort Totten.

"Mr. Ensign keeps ten or twelve horses to carry people about and show them the country. Settlers are flocking in by scores. Families are beginning to arrive and Major Benham's will be there soon.

"As an evidence that the people have faith in the place, a Norwegian sold his claim there the other day

for \$1,000 to I. P. Hammond, of Guthrie Center, Iowa. Mr. Hammond has large farming and abstract interests in Iowa, but purposes to stand by Devils Lake City, no matter what sacrifices are needed. D. W. Ensign will soon open a lumber yard there."

Creel City or Creelsburg four miles northwest from Devils Lake City and across a bay, was another of the prospective towns on the north shore, started by Lieut. Creel that summer. Lieut. H. M. Creel, who had been located at Fort Totten, resigned a good position in the regular army to engage in the development of the north shore region which had begun to attract considerable attention. Here he opened a large farm stocked with blooded animals, a more important enterprise than the townsite turned out to be.

Correspondence. Larimore Pioneer. Aug. 17, 1882.

The Devils Lake country is beginning to be realized as a very attractive region. People are getting their hand in at the business of starting towns and are going at it systematically out that way. On the north side we now have struggling for supremacy Narrows, Minnewankon, Devils Lake City, Creelsburg, Grand Harbor and we do not know how many more.

The Narrows is taking a little different course from some others, and are trying to keep out boomers and are reported to be ready to kill off boomers—presumably waiting for the land to come into market or till some good railroad project shall loom up like a meteor.

Here at the Narrows are our friends, F. A. and L. C. Dessert, who have five claims on the lake. Here are also interested the indefatigable Colonel Towber, Capt. Griggs, Jud LaMoure, Geo. H. Walsb, J. S. Eshelman, Wm. Budge



and a strong St. Paul company. The proposed city is to be called Park Bay. A ferry boat is building to give a short route to Fort Totten.

Among the excellent things doing there now is the building of several large, substantial dwellings. F. A. Dessert and Jake Eshelman are both building good ones, while the St. Paul company is building several large ones. They are now hauling lumber from Larimore and by fall will have a line showing beside the beautiful lake. Forty or fifty men are now on the land, and some \$20,000 will be spent in improvements this fall. The country around the Narrows is very fine, with a good supply of good timber.

August 17. "John Gordon, of Freshwater lake, is in town. He and his brother William have about 1,500 acres of land and have broken 100 acres this summer. He reports sixty families living around the lake, which has twenty-eight miles of shore line. In his vicinity from 1,200 to 2,000 acres are broken."

About the middle of September there was raised a considerable excitement among the Devils lake settlers owing to an order issued by Gen. Terry to survey a strip of country ten miles wide adjacent to the north shore of the lake to be added to the Fort Totten Military reservation. The object seems to have been to prevent the settlers, now amounting to several hundred, appropriating the timber along the lake. The order was issued on the recommendation of Gov. Ordway. Protests were sent to Washington and early in October the order was rescinded as it was ascertained that much of the land had already been occupied by settlers. The same month the surveyor general ordered the survey of several townships on the north shore of Devils lake. Eight



after Terry's order was rescinded a large number of new settlers began arriving in that region. Two townships had been scripted at Devils lake.

September 21. "R. M. Calderwood from near the Narrows, has come in to Larimore where he will spend the fall season threshing, etc. He has a good claim out there, with seventy tons of hay made this year, and he proposes to winter there."

#### DEVILS LAKE NOTES.

[Altho the correspondence comprised in the three letters to the Larimore Pioneer that follow are dated at Minnewaukon, an attempted townsite near Devils Lake City, they evidently concern the last named settlement more than any other. The items certainly do not concern the Minnewaukon settlement.]

MINNEWAUKON, Oct. 2.—Mr. Wehe, the Chicago man, had his house on his claim burned on Sunday in his absence, consuming many things valuable to him. He has gone east for a short time, but will rebuild before winter sets in.

The teams of Campbell & Leach are coming in with heat-bag stoves and other material for our winter comfort.

Mr. Simrall, of Kentucky, has finished his fine house [near Devils Lake City] and is ready for winter.

The two houses of Dana and son, from Illinois, are both enclosed and will be finished in a short time.

Mr. Massacre, of Illinois, stopped the further progress of his house on account of the military survey and will continue to live in his small but comfortable log shack for the winter. He broke 50 acres this season.

John Christopherson, from Minnesota, also has suspended the building of his other house on account of the military survey.

Mr. Veigt, of Milwaukee, remains and has let the contract for building a clothing and dry goods store in town, and has sent for his son to come and take a claim out from town.

Mr. Benham has finished his house and got his family and domestic help here and opened a hotel and stage house, and now travelers and explorers have sweet rest after staging a day from Larimore. The Benham house is the thing for us. Since the arrival of Mrs. Benham and their little daughter Minnie the town is revolutionized—old habits broken up and new ones formed.

Makee & Perkins' teams are coming in with winter supplies of groceries, dry goods and clothing for this region.

Mr. Frank Ziskie, a gentleman from Germany, goes ahead on his claim also.

J. B. Packard on his "Chilhowh Place" is ready for winter.

The ferry at Graham's island, between here and Fort Totten, is now run with a cable, which was put on this week, and we can now cross in spite of wind and wave.

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MINNEWAUKON, Oct. 30.—Edward Smith's house and sheds, between here and the Narrows, were all swept off by a prairie fire on the 24th inst.—a very hard start for the coming winter.

Squads of strangers are becoming a familiar sight on the north shore.

Mrs. Makee with her little boys arrived from Fargo the past week to enliven the town and assist Mr. Makee in his enterprise.

Mrs. Dana, the wife of F. L. Dana, also arrived last week and it is understood makes this her permanent home.

Others—whole families—are on the way here to winter and stay. When the ladies break through and pass into a country

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to make it their home that country has passed the Rubicon and is then a part of the civilized world.

The first birth of white parents on this shore occurred in the family of Mr. Poole, of Rock Island, during this month.

Among the arrivals to be noted is the return of Mr. Ensign, town proprietor, from the sad burial of his wife at Geneva, Illinois.

Lumber arrived yesterday for a real estate office to be opened by Council & Eaton, which will be built immediately.

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MINNEWAUKON, Nov. 12.—The name of this lake by the Indians is Minne Wakan, the strict interpretation of which is Water Spirit, or Spirit lake, but the Yankee or some one else, has thought that this was an improvement or gain in calling it misnaming it Devils lake. I can't see the point, unless it is to secure huge rooms for themselves by a forbidding name, which would permit the approach of his Satanic Majesty's people.

The Fassett brothers opened their meat market this week.

Ice began forming along the shore of the lake yesterday and to-day.

Capt. Hearman, after his visit here for the examination of the lake, left for the east this week, to perfect his plans for building a steamboat this winter for the lake. The enterprise is in good hands and the prospect is that excursion and picnic parties will agitate the cool waters of this long hidden lake during the next summer months.

On Saturday, November 11, 1862, Odessa townsite at the Narrows was incorporated and capitalized at Two Million dollars. The incorporators were Alex. Griggs of Grand Forks, president of the townsite company;

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Geo. H. Walsh of Grand Forks, vice-president; F. T. Walker, of Dubuque, Iowa, secretary and treasurer. Board of directors: Alex. Griggs, Wm. Budge, Oscar M. Towner, Jud LaMoure, J. M. Waldron, and F. T. Walker. An executive committee was included consisting of Jud LaMoure, Geo. H. Walsh and O. M. Towner. The last named person, knowing something of a Russian wheat port on the Black Sea in that country, suggested Odessa for the name of the prospective city.\* It appears that there was some building done on the townsite, and much was promised for the place that saw no realization. In November, M. D. Flint of Larimore opened a hotel there.

Another settlement called Grand Harbor was made that fall seven miles westward from Devils Lake City, at the head of Six Mile or Tellers bay, which at that time indented the north shore of the lake. The town at first consisted of two saloons and a postoffice. The townsite was reported to be located on rising ground that commanded a good view of the bay and that good water could be obtained by digging wells twelve to twenty feet deep. The adjacent country that fall contained about 150 inhabitants within a radius of three miles and these settlers, coming in the spring and early summer, had broken ten to sixty acres each on their claims, aggregating between 1,500 and 2,000 acres. The land not being in market, that containing the townsite had been scripced.

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\* As long ago as 1826 Prof. William H. Keating, the historian of Major Long's expedition to Pembina and Lake Winipeg, made disparaging remarks in regard to the folly of the American habit of adopting foreign names for new places and repeating others from state to state as the settlements advanced westward.

November 23. "Wm. F. Simrall and Major D. W. Knigh of Devils Lake City, were in town and report building going on at a rapid rate, though as yet most of the buildings are small owing to the difficulty and expense of hauling lumber from Larimore."

During the spring and summer of 1882 the end of the railroad had remained at Larimore, but grading as far as Bartlett had been so well advanced that the laying of the track began early in September and was carried about nine miles northwest of Larimore to a coulee 52 feet deep in the middle, over which a large trestle had to be built, also a smaller one not far beyond that. As a construction train carrying bridge timbers could now reach the larger coulee the track laying force with their trains drew off for about a month and went to finish a part of the Grand Forks & Winnipeg line to the north of Grafton. The trestles having been completed, the force returned in October and laid the track as far as the site of Bartlett.

The track ended for that year within 21 miles of Devils Lake City not having been graded farther west than the point to which the track was carried that fall. A village called Bartlett began to build up there, so named for Frank Bartlett on whose land the place was located. In December trains began running there each alternate day, but about the middle of January a storm blockaded the road to the west of Larimore owing to a lack of snow fences to protect cuts and was not again opened until about the end of March.

Late in the fall of 1882 Capt. Heerman visited Devils lake to investigate this body of water for steamboating purposes. Early in November he left for Milwaukee



to arrange for bringing to the lake a small steamer. This boat, called the Arrow, was partially taken to pieces and when the railroad had reached Bartlett was brought there on flat cars and later was hauled across the prairie to Rock island, or peninsula, for rebuilding. It took eight days to get the boat from the end of the track to the lake.

#### FORT TOTTEN AND THE RESERVATION IN 1882.

In 1882 Fort Totten was garrisoned by two companies of cavalry and one of infantry under command of Major J. S. Courad. Major J. W. Cramsie was the Indian agent and accompanied the caravans going for supplies. Iron Heart was the Indian chief at that time and claimed to have eighty families under his charge. He had a field of twenty acres in crop that year. At the Indian agency there was a good school conducted by the Gray Nun Sisters who had 60 to 80 Indian children in charge. Connected with the school a good farm was operated, much of the work on it being done by pupils of the school.

The fort was not a fortification but a group of brick two-story buildings, quarters for the garrison, hospital, medical dispensary, quartermaster's storehouse, officers residences, and post commander's office, all arranged around a square which served for a parade and drill ground. Under the hill near the lake was the post trader's store then kept by W. S. Peck and Mr. Sharpe. The Indians dwelt in log houses, but had tepees for summer use. There existed there at that time the original quarters first used by the troops but these buildings were now used for store houses.



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September 18th Major J. W. Cramsie was in Larimore with thirty teams for Indian supplies and also took out an engine and flouring mill machinery for the reservation. The Indian caravans now went to Larimore, the supplies for the military and Indian reservations then amounting to 400 tons per year.

From a report made by Major J. W. Cramale we can glean some particulars concerning the Indian reservation for the year under consideration. He stated that about 1,500 acres were then under cultivation, the crops being approximately in these proportions: Wheat 600 acres; oats 300; corn 300; potatoes 200, and about 70 acres in vegetables. The products approximated as follows: Wheat 10,000 bushels; oats 12,000; corn 10,000 and potatoes 28,000 bushels. That year the Indians broke about 447 acres of new land. The land set apart for the agency comprised 20 acres and that for the Indian school 200 acres for the production of grain for government stock and vegetables for the school. The remainder was divided into five farming districts each under the charge of an Indian boss farmer.

From September 4, 1881 to August 31, 1882, freight to the amount of 271,000 pounds for the fort and trader's store had been hauled from Jamestown 82 miles, and from Larimore 65 miles distant. The Indians also cut and hauled 1,126 cords of wood for the agency, grist and saw mills and the school, besides logs for the saw mill.

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## CHAPTER IX.

### AFFAIRS IN EIGHTY-THREE

**N**ELSON County has sometimes been referred to in a previous chapter as though in existence in 1882. It was convenient to do so by way of anticipation to prevent confusion of ideas in relation to a now well known geographical area. In 1882 Stump lake, now wholly in Nelson County, was then wholly within the limits of Ramsey County. Nelson County was created by the territorial legislature February 27, 1883, and named for Hon. N. E. Nelson of Pembina. To form Nelson County, three ranges of townships were taken from the west side of Grand Forks County, part of two ranges from the east side of Ramsey County and four townships from Foster County as then bounded. The project was engineered in the legislature by O. M. Towner and the measure was said at the time to have been forwarded in the interest of townsite speculators.

In January, 1883, the county commissioners met at Devils Lake City for the purpose of organizing Ramsey County. The commissioners were D. W. Ensign of Devils Lake City; E. V. Barton of Freshwater [Sweetwater] Lake, and T. C. Saunders of Wamduka, this place then being in Ramsey County. The commissioners finally agreed upon the following appointments: Register of deeds, J. H. Percival; Probate judge, Thos. Chandler; Justices of the peace, E. Wagner, Grand Harbor and Thos. Fawcett, Devils Lake City. For constables T. Wurtz of Grand Harbor and T. Fawcett were appointed.

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Following the organization a wrangle broke out at Devils Lake City over the matter, some claiming that the county had not been legally organized and others that it had. Besides, there were other complications where different individuals were concerned, and the "Devils lake troubles" as the contentions were called, continued into the spring months. At one stage of this county wrangle, in March, Sheriff Jenks came from Grand Forks and made arrests of certain malcontents but they were admitted to bail. Here some declared that the sheriff of another county had no legal right to enter Ramsey County after it had been organized and arrest and admit to bail any of its citizens; that existing troubles were an affair of their own county and not of any other outside of it. Matters at Devils Lake had for some time attracted the notice of territorial papers at a distance, and hence elicited the following editorial in the Larimore Pioneer of February 18, 1888:

"Just here we wish to enter a protest against the everlasting warring about Devils Lake. The people out there are certainly anxious to build up their country and bring in a good class of people. But by their wrangling they are doing all possible to convince the world at large that theirs is actually the Devils own country. If they persist in their infernal mobs, shooting scrapes, shanty burnings, etc., people cannot but be convinced that the Devils Lake country is inhabited by a band of roughs and that a decent man's life is not safe there. They are fast winning a reputation to vie with Deadwood, Leadville or Virginia City. North Dakota has won a fair name for the excellence of its inhabitants and all respectable people regret to see the settlers of Devils Lake, one of the best portions of the Territory, the one foul blot on Dakota's map.

"Jerusalem is a postoffice at the east end of the lake. One store and a log hotel comprise the town.

"Odessa is a newly laid out town with great expectations. Over \$50,000 worth of lots have been sold there within two weeks. A powerful syndicate has hold of the town and is booming it as no other town has ever been boomed. Many stores, hotels, newspapers, railroads and other incidentals to a city are projected, and Flint's \$15,000 hotel is now building. The town will certainly amount to something and will likely be an important city."

This was early in January, 1883, when the end of the railroad had halted for the winter at Bartlett. During that month some of the newspapers in the Territory began to denounce the sale of lots in these abortive townships, or what afterwards turned out to be such, as being no better than fraudulent. The lavish outlay of money upon uncertainties showed faith in the future of the country and this may require an explanation. The wheat crop of 1881 in the Red River tier counties of North Dakota, much of it raised on virgin soil, was a good one and sold in the valley for \$1.00 per bushel and where kept over till spring and cleaned in a fanning mill, it sold for seed wheat at \$1.25 per bushel. Now this yield and prices gave the boomers of 1882 a tangible basis to work upon in their circulars and literature sent broadcast to the eastern states more or less tinged with exaggeration and which people already several years in the country were not permitted to see. There should also be taken into consideration the venturesome spirit of the times. It was a boom year for building, for townships and starting big farms and newcomers with money and exaggerated ideas in regard to

the future of the country were apt to risk their funds in projects where a year or two later they used more caution. Around Devils lake the boom spirit did not survive the spring of 1883.

By the early part of March Devils Lake had made some further progress, as many as twenty buildings now having been erected. At that time the following business places were enumerated: Hotel, Major T. S. Benham; groceries and general merchandise, Makee & Perkins; hardware, Campbell & Leach, and W. N. Moore;\* drugs and general merchandise, R. W. Bennett; meat market, Thos. Fawcett; real estate and law offices, Judge J. W. Bennett, Council & Eaton, and Reed & Chandler; blacksmith shop, Mr. Shanley; tailor shop, Mr. Voigt; saloons, Wm. Storm, and Bolster.

Correspondence, Larimore Pioneer, April 5, 1883.

FRESHWATER LAKE, March 30.—The weather is beautiful, and the land explorers are flocking into our country and securing homes. Among the new arrivals are John Barton and John Wolf, of Streator, Illinois, who in the future will make their home on the north shore of the lake.

Postmaster J. A. Locke is expected home in a day or two. He was seen in Bartlett on Wednesday and says the office will be opened immediately. He will also build a store on the lake this spring.

It is rumored that there will be a stage route established from Bartlett to Sweetwater lake. We hope this will be a success, and undoubtedly will be a good paying business.

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\* W. N. Moore and W. A. Baughman, the latter previously mentioned, were Ohio men who came to Larimore in the late fall of 1861 and opened the first hardware store in that town.



J. E. Locke will enlarge his house to accommodate new arrivals, as soon as the weather will permit.

If reports are true, this country will be flooded with people this spring. A large colony is expected in a few days from Illinois.

[As was usual with these new settlements, a town was expected to be started at this lake. A long inlet to the lake extending northeast needed to be bridged and this structure, when built, would be about 400 feet in length. A fine country was claimed to extend northward from the lake.]

While the end of the track was still at Bartlett, no grading having been done west of that place, it was anticipated that some one town would arise on the north shore of the lake that in growth and importance would ultimately outstrip all competitors. But all this would have to depend upon direct railroad communication and in the spring of 1888 the precise course that the railroad would take when the next advance was made, was a matter of doubt.

Newspapers entered that field that spring. The first one started in any of the north shore settlements was about the first of April. It was called the Creel City Inter-Ocean, published by Bickham W. Lair. At first it was probably printed elsewhere than Creel City and later was moved to Devils Lake. About the same time a paper called the Bartlett Times commenced publication at that place. These efforts were followed April 26th by a paper called the Devils Lake Globe of Grand Harbor, a six column folio, published by A. J. Garver. In May a paper named the Pioneer-Press was started at Devils Lake City which place seems to have been a little late in being accommodated with a local paper.

In April Creel City was striving to retain a place on the map. Allen & Leonard of Dayton, Ohio, were then building a large hotel; J. C. Klein from Larimore opened a flour and feed store; the townsite company built a fine office; a grocery store was doing a good business and Stone & Ferris, Grand Forks men, made arrangements to open a bank there. Strangers were coming in by every stage to investigate prospects, probably lured there by boom advertising.

"Here Mx-Lieut. Creel has an excellent large log house, stable and blacksmith's shop, with plenty of blooded horses and rigs. His location is as good as anyone."

In May the Devils Lake Pioneer-Press remarked in reference to religious observances: "Strangers coming to Devils Lake generally bring with them the impression that little attention is paid to religion and religious duties here. No greater delusion could be entertained. Religious services are held each Sunday, at 11 o'clock. Preaching is held at the office of Council & Eaton. At 3 o'clock Sunday School is held at the residence of Mr. Dana. On Tuesday evening the Y. M. C. A. hold the weekly prayer meeting; to all of these services the public is invited."

May 17th Bartlett experienced a disastrous fire. It broke out about one o'clock in the morning but was confined to one block. About twenty five buildings were destroyed, the loss being estimated at \$80,000. Among the buildings burned were a bank, three hotels, hardware, dry goods and other stores. The place never amounted to much afterwards, the influence of the railroad management rather being in favor of Lakota, four miles east, started in the following summer.

There was a small government steamer on the lake probably brought there that spring, but it was little used. Capt. Heerman put together the "Arrow of Milwaukee" at his boat yard on the so called Rock island and got it afloat in the lake May 23d. Meanwhile he had a larger steamer under construction, which, when launched, was named the "Minnie H." The boat yard had been provided with a portable sawmill.

At Grand Harbor the proprietors of the townsite were E. A. Hendrickson, an attorney of St. Paul; A. Holman, of the St. P. M. & M. Railroad; A. J. Wurta, E. Wagnis and C. L. Greenough, operating as a syndicate, having scripted 160 acres which contained the townsite.

Settlers had marked out their claims as they could, but before the end of May, Major Geo. H. Beardsley began the survey of sixteen townships in Ramsey County and a new land office district was created. At that time a U. S. Land Office was in process of erection at Devils Lake.

In June the country on both sides of the Mauvaise Coulie, a slough that drained from the north to Devils Lake, was attracting attention and numbers of settlers were swarming into it. Irving and Mills Church of Larimore were attracted to this region and started that summer the village of Church's Ferry some twenty miles west of Devils Lake City. At that time, when the waters of the lake backed into the coulie, a ferry was maintained there, but the coulie is now dry.

During the same summer the Northern Pacific Railroad company were constructing a branch line north from Jamestown which would skirt the west end of the

lake. Manifestly but one town could amount to much in that location, but four attempted townsites were located upon which a little building was done. One of these townsites appropriated the name Minnewaukan, and Devils Lake City made no effort to secure it while the way was open to accomplish that measure owing to the failure of the temporary townsite of that name 2½ miles distant, and hence has retained a name which many people have thought to be objectionable and which does not even convey the correct meaning of the Indian name of the lake. The railroad company favored Minnewaukan and so that settlement became the business point of that section of country and the county seat of Benson County. During settlement times more importance was attached to the future of any principal town that might arise at the west end of the lake than was really warranted.

While the settlements already mentioned were in process of development, there was also forming to the south of Churchs Ferry an unique community composed of persons of mixed nationality. This was located on the peninsula commonly called Grshams Island, at one time supposed to have been wholly surrounded by water. But squatters, seeking desirable locations, found that this tract was joined to the north shore of the lake by a neck of land. The topography of the peninsula is somewhat different from that of the adjacent country, being gently rolling with an eminence higher than the rest in its central part. The tract contains between seven and eight square miles and the early settlers found parts of it heavily timbered. The Fort Totten Military reservation retained a tract of about 1,200

acres of timber at the southern end of the peninsula to furnish wood for the use of the garrison. Octave La-Rose and John O. Hunter settled on the peninsula in 1880 and by the year 1883 it had been quite generally occupied by settlers with their families.

In locating the railroad from Bartlett to Devils Lake the surveyor and his assistants completed running the line on the 16th of May. A grading force was put on and in May were in full swing with this part of the work. In June the track laying force were on hand, followed up day by day by the construction trains that brought from Minnesota, as fast as needed, the rails, ties and timbers for culverts. The rails were not steel, but partially worn wrought iron ones which had been taken up on the company's lines in Minnesota, which in those years were being relaid with steel rails, less heavy than those now used, for the days of big locomotives had not yet come. In track laying the company used several two-story boarding cars to house the men and these were kept pushed forward so as to rest at night near the end of the track. On Sunday evening, July 1, 1883, the track reached Devils Lake. A train of five coaches was run to that point on the 4th, and after side tracks were laid and some other work done regular trains began arriving Monday, July 16th. Thereafter the town began building up at a moderate pace.

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## CHAPTER X.

### THE WARD BROTHERS TRAGEDY

**A**s a preliminary to the relation of the assassination of the Ward brothers at the hands of a mob near Devils Lake City on Sunday evening, April 22, 1883, some review of the immediate background of this deplorable, not to say atrocious affair, will not be out of place. The land north of Devils lake was then part of the public domain, neither surveyed nor in market, but open to appropriation by squatters provided that they improved it and established a residence upon it. But no squatter was entitled to claim any more than the quarter-section he had chosen and occupied by putting up at least a claim shack on it to indicate residence.

As early as the fall of 1882 rumors of claim jumping in the Devils lake country were viewed with concern by all fair-minded residents. Then Terry's military order stirred up a feeling of indignation until rescinded and caused loss of time to some who had commenced to build good houses before winter set in. Moreover, the tragedy was coincident with the county troubles of the same spring, and with claim shack burnings to render claims vacant if not immediately replaced (provided such things were done) together with disputes concerning rights to claims; all conjoined gave many of the people a sense of insecurity and consequent irritation. But those matters did not justify the wanton murder that was perpetrated, which tragedy seems to have been the culminating episode of the troubles attending the settlement of the north shore of the lake,

The victims of the tragedy were Fred Ward, age 30, and Charles Ward, age 25. They were the sons of Dr. E. P. Ward who was a well known citizen of Chicago. The oldest of the two brothers had a wife and child in Chicago. Both were stated to have been graduates of the West Point Military school, Fred having been a classmate of Lieut. Creel, who testified that they bore a good reputation. They came into the country in connection with the Bartlett townsite. The account of this mob affair which follows is from the Larimore Pioneer of April 26, four days after the tragedy. At that time the end of the railroad was at Bartlett and there was no telegraphic communication nearer the scene of the tragedy than Fort Totten.

"On Sunday night the city of Larimore was thrown into some excitement by the telegram from Fort Totten that Fred and Charles Ward had both been killed between Devils Lake City and Creel City, on the north shore of Devils lake. Rumors were conflicting, and to the dire certainty of the murder of the boys was added the annoying difficulty of obtaining any reliable information. When Tuesday's train arrived tidings were eagerly sought from passengers from the west and a large number of copies of the Bartlett Times were sold among the eager crowd, and from the published account and from parties in from the west the meager information is gained.

"The Ward brothers had built a shanty on a claim where one Bell had a shanty. It is claimed by some that the Ward brothers were the original squatters on the land and had been crowded off by later claimants. It is said that the Ward brothers were notified to leave

Sunday, but refused. That night, so goes the report current, the shanty was surrounded by a large party armed with Winchester rifles, when they were again ordered to leave and on refusal a volley from the Winchesters was poured into the shanty, resulting in the death of Fred Ward. Charles Ward started out, and it is said, tried to get away, but was shot in the back of the neck. A young man named Elliott was staying with them that night, who, says the Bartlett Times, after the shooting had subsided, darted through the door and started to run, but was caught, and after being badly kicked and beaten, was uncerimoniously told to 'git' which he did without standing on the order of so doing. Elliott also says that it was undoubtedly while trying to escape, that Charles received the two shots in the back which terminated his life. After killing the two brothers the crowd proceeded to clean out the shanty, removing the contents to the outside, and also carrying out Fred Ward's body. One informant says that more than thirty bullet holes can be counted in the board siding of the shanty.

"The bodies were taken to Minnewaukon [the place of that name 2½ miles from Devils Lake] and their friends in Chicago and elsewhere telegraphed, also Postmaster Goodhue of Larimore, who was an old friend of the family. Mr. Goodhue went out with Deputy Sheriff Bailey on Tuesday's freight; and the former came in Wednesday morning with the bodies and went on to Chicago with them. On Wednesday Deputy Walsh went out in obedience to a telegram, to assist in making arrests.

"It was rumored that a large number were already under arrest, but yesterday's latest news denied that

anything had been done. A card from Mr. Bailey on arriving at Bartlett said he did not know the state things were in, but would get to the scene as soon as possible.

"Mr. Goodhue on arriving here yesterday said he had himself learned that Charles had come out of the shanty and surrendered, but was shot by the crowd afterwards.

"Public sentiment is somewhat divided, some thinking the Ward boys jumped Bell's claim, while a few others say the Wards were there first. Creel says they jumped the claim, and that he supposes the 'citizen's protective association' is responsible for their taking off.

"The statement most current is that the Wards had once before jumped the claim and had been driven off, but had never given up the idea of holding it. On Sunday they put another shanty on it, and at night when Bell came up to his own shanty, which was near at hand, he was fired on and driven off by the Wards. He then went to Creel City for reinforcements, and on the return of the party the battle ensued.

"Mr. LaShelle who found the bodies, is in Larimore and says that when the crowd came up and ordered the boys off, Charles came to the door and fired five shots when the shooting became general. He says there is no question that the Ward boys had no right to the claim and were doing wrong in going there, but that does not justify the murder.

"The affair is most lamentable, and aside from the loss of life and anguish caused, will give the Devils Lake country a bad name it will take years to live down. The murder is the legitimate outcome of the claim

jumping and warring and bickering that has been going on at Devils Lake for several months, and all the parties engaged in the recent troubles will be held, by public opinion, at least, partly responsible for the crime."

An inquest was soon held at Devils Lake City. The jurors drawn in the case were, for Fred Ward, T. C. Wolcott, J. B. Eaton and Smith Fassett; for Charles Ward, James E. Reed, E. V. Barton and Frank Alexander. A telegraphic message from Fort Totten stated relative to the testimony of a witness: "The facts are that when the mob came to the shanty, the door was opened for them to enter by Fred Ward, when a man whose name I have forgotten, caught him by the collar and dragged him outside into the crowd, when the mob dragged him around the corner of the building, when some one shot him in the back with a shot gun. Eighty shot were counted in his back. Then, not being satisfied with this, another party shot him again with a revolver while down. Charles Ward knowing his brother was killed, commenced to fire at the mob at the door. They returned the fire with a volley, for the building is literally covered with bullet holes. Charles, seeing he stood no show, made a break out of the door and ran. He got about thirty paces from the door when some one shot him in the back of the neck with a Winchester rifle.

"They then took Elliott and made him get down on his knees and beg for mercy or die like the others. He begged and while doing so, the crowd commenced to kick and beat him, bruising him up pretty badly. Major Uline said 'don't kill him.' They then told him to run for it, which he did in good shape."



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The message further stated that one of the mob was wounded in the arm. This was a person of the name of McWeeney. After getting out the contents of the building, some of the mob were going to set fire to it, but Uline again interposed, saying "It was bad enough, save the building." Then looking at the bodies the mob swore and left.

A part of the verdict of the jury was to the effect that "the said weapons were fired feloniously by parties unknown to this jury, members of an armed mob, most of whom are hired by the Creel City Townsite Company." As is usual in the case of mob affairs it becomes difficult, if not impossible, to fix individual guilt upon any special party for the death of any particular person. Collectively the men comprising the mob might be wholly or in part known.

At least a dozen men were placed under arrest and most of them were taken to Fort Totten, but the military authorities declined to receive them as prisoners, so they were released on bail, Judge Bennett, of Devils Lake, fixing the sum as \$2,000 in each case. Those implicated were Calvin S. Uline,\* William C. Farrington, John Bell, Hugh McLarkey, William Ledford, George Carpenter, Patrick McWeeney, Dennis Malloy, Bickham W. Lair, Thomas Burns, Dick Turpin and John Cole. In the long run, none of the implicated parties were ever punished or the case farther investigated.

During the first week the details of this mob affair were somewhat conflicting owing to the isolation of

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\* C. S. Uline was a native of the state of New York and was born in 1835. From 1871 to 1882 he was right of way agent for the St. P. M. & M. (Great Northern) Railroad Company. He took up his residence at Devils Lake where he died May 19, 1903.

Devils Lake and Creel City at the time and lack of direct communication. That the Ward brothers fired upon Bell seems to rest upon his own statement and he was himself the inciting party that started out the mob. The Pioneer of May 3 published at least two additional items relative to the case. "W. N. Moore was in from Devils Lake City Monday [April 30]. He says the general impression out there is that the Ward boys had as good a right to the claim they were murdered on as anybody; that they thought, and doubtless correctly, that a vacant claim existed there, and that while they may have been reckless in going there under threats of such a gang they did nothing dishonorable."

One report was that Bell had built his shanty on the line and was trying to hold two quarter sections which rendered his claim to either of them void, unless he declared in favor of one of them to the exclusion of the other.

"As evidence is gathered the blackness of the crime committed at Devils lake becomes more apparent. It was a wilful, diabolical murder that robbed Dakota of the lives of two worthy citizens, and robbed two homes in Chicago of most valued and cherished members. The most reliable accounts indicate that the Ward brothers had as good a right to the claim as anybody, that Bell's shanty was on the line and he was attempting to hold two quarter sections."

The funeral of the Ward brothers in Chicago was unusually large and imposing. Under date of June 24, 1883, Dr. E. P. Ward wrote to a friend in North Dakota, probably L. P. Goodhue, of which letter the following extract was published:

"My dear friend—Many times in the midst of the many calls upon my time, have my thoughts been of that far away place where cruel, murderous hands deprived our loving and beloved sons of precious life and fond parents of the last motive for life. My poor wife is inconsolable. Her health is very poor and she is frightfully broken down, about as bad as at first. Will the fiends ever be brought to justice? What can the people of Dakota think of temporizing with such a crime under the name of 'manslaught' when the testimony of the mob themselves is convicting of murder?"

The claim on which the Ward brothers were killed was long held in contest. From the local land office at Devils Lake the case was carried up to the General Land Office at Washington and was finally referred to the Secretary of the Interior who, in September, 1885, affirmed that it belonged to the heirs of the Ward boys.

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## APPENDIX

It appears that Nicollet's first name was Joseph, instead of Jean. Chapter IV was printed last year at which time the error was not known to the publisher. It appears that in some way there was confounding of name with the earlier Jean Nicollet mentioned on page 5. It is not known who first made the error, but it was subsequently repeated in various American publications. In 1894 Horace V. Winchell (son of N. H. Winchell quoted pp. 37, 38) investigated French sources relative to Nicollet and discovered the common error. The full name of the explorer was Joseph Nicholas Nicollet, but he usually signed his name J. N. Nicollet.

Wright County p. 44, should read Meeker County.

In the fall of 1882 Fargo papers gave considerable space to affairs in the Devils lake country. This suggests a source of information for any historian, earlier than any papers were printed at Devils Lake and other points, provided the files of the Fargo papers escaped the fire in June, 1893, which likely would have been the case if kept in fire-proof vaults.

The Great Northern Railroad system has at different times borne four names. It was chartered in 1856 under the name Minnesota & Pacific, but no rails were laid until 1862 when ten miles of track were laid from St. Paul to St. Anthony. In 1863 and 1864 this line began to be extended up the valley toward St. Cloud. The road now took the name of St. Paul & Pacific. To equip this and other lines that began in the sixties to radiate from St. Paul and Minneapolis, rails, cars and engines all had to be brought up the Mississippi, probably from LaCrosse, then the nearest down river point where any railroad from the east terminated. In 1867 the line to Breckenridge was started from Minneapolis and reached Red river in October, 1871. A connection with Winnipeg having

been made the road, which was developing into a system, in 1879 took the name St. Paul, Minneapolis & Manitoba Rail. Road. This designation having become inapplicable owing to the advance of the main line westward, the name of the system was changed to Great Northern in 1890. The end of the track remained at Devils Lake from 1883 to 1886 and during the latter year was pushed west to Gassman Coulee, three miles beyond Minot.

Early in July, 1883, the railroad management served notice on Bartlett that when regular trains began running to Devils Lake, Bartlett would no longer be recognized as a station of the railroad; that trains would not stop there and that the depot would be moved and the side tracks taken up. The people of Bartlett were indignant and procured from the District Court an injunction so that the terms of the mandate were never carried into effect.

At the time trains began running to Devils Lake a stage was being run from Larimore to Fort Totten twice a week, starting from Larimore Mondays and Thursdays. The line took in Adler, Harrisburg, Wauduska and Jerusalem. It probably did not continue long after regular trains began running to the lake.

An excursion from Grand Forks and other points was made to Devils Lake by special train, Wednesday, August 8, 1883. Capt. Heerman's sternboat was now in use on the lake, and the excursion party were taken to Minnewaukan at the west end of the lake where some time was spent picnicking on shore. About half an hour was also spent at Fort Totten where the excursionists had an opportunity to inspect the post buildings. From that point a return was made to Devils Lake, arriving at 7:30 p. m. where the train was ready for the homeward part of the trip. Thirty-eight tickets for the excursion were sold at Larimore.



The following sketch concerning the Fort Totten Indian caravans was written from Devils Lake in April, 1898, and sent to the publisher for use in the Larimore Pioneer in connection with some North Dakota sketches, and was so used at that time.

"The following, which was related to me by Hon. Frank Palmer, of Fort Totten, may be of interest to you.

"Mr. Palmer says the original intention of the railroad company was to call what is now known as Ojata, Stickney, and the station now called Larimore was designated as Ojata on the early railroad folders. At the time when Ojata or Stickney, was the terminus of the road, the latter was under contract to deliver a large quantity of government supplies for Fort Totten at Ojata. From this point the Indians hauled the supplies to Fort Totten. Complaint was made that they were compelled to haul the goods further than the contract called for, and a delegation from Fort Totten, among the number being Mr. Palmer, went to St. Paul to see what the road was willing to do about it. They went to Mr. Hill and explained that the road had agreed to deliver the goods at Ojata [Larimore], instead of which they were being delivered at Stickney. Mr. Hill called up General Manager Manvel and found that the representations of the Fort Totten delegation were correct. He expressed his regrets, told them it was impossible to get iron, and made the road's contract good by requesting Mr. Manvel to change the name of Stickney to Ojata. Thereafter the supplies for Fort Totten were delivered at Ojata, according to agreement. The letter of the contract was fulfilled, but the poor Indians had to haul their goods some twenty miles further than they anticipated."

[In 1882, when the end of the railroad was at Larimore, the supplies were delivered there and a temporary building was put up to house them after being unloaded from the cars.]

In 1914-15 the Devils Lake Journal published an extensive list of North Dakota stories, each of moderate length, dealing with early times in the Territory and State. The following was No. 73 of the series:

#### WAMDUSKA TOWNSITE

"If any present day real estate dealer of North Dakota doubts the ability and enterprise of land speculators back in the territorial days of Dakota let him go back to the records of the early '80s to be convinced of the 'boom' spirit of Dakota's first real estate dealers. In 1882 Sam Thal, afterwards a well known merchant and land owner of Lakota, formed a partnership with M. I. Mendelson for the exploitation of the townsite of Wamduska, which was heralded far and wide as a coming metropolis on the north shore of Stump lake, the curious body of water, east of the larger Devils lake, which has standing in its bed innumerable trees of considerable age. The Milwaukee Republican in the early part of 1882 had the following to say regarding Wamduska: 'Messrs. S. Thal and M. I. Mendelson, officers of the Wamduska Townsite Company of Dakota, have just returned from Chicago, where an additional syndicate was formed, comprising some of Chicago's and Milwaukee's influential and wealthy business men, with a capital of \$50,000.' The Republican goes on to say that a line of pleasure steamers will be established on the lake and that a contract has been let to Dodds & McChesney of Grand Forks for the manufacture of a half million of brick for use in building business blocks in the new city of Wamduska. Also the virtuous, confidence-inspiring statement is made that lots in the new townsite will be sold only to actual settlers who will build substantial buildings on them. Of course Wamduska went the way of many a boom town of the early times, its lack of railroad facilities soon causing it to be deserted. However, the nerve and enthusiasm

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of North Dakota's land men is exemplified in the Milwaukee Republican's account of that early day journey of Thal and Mendelson to interest capital in the 'beautiful townsite of Wamdaska,' which was described in some of their advertising material as being 'unbroken by ridges or mixed with mud-holes.' "

E. E. Heerman had this communication in the Devils Lake Journal, April 9, 1916:

"For the benefit of the farmers it might be well to say that my diary shows 33 years. The 11th of this month (1883) the snow was one foot deep all over the woods on Rock Island and I could not haul a load of boat material from the end of the track at Bartlett. The 13th a light misty rain, the 14th was cold, the 16th very cold, the 18th the snow was seven feet deep between the place of building the Minnie H and the shore of the lake. The 19th was cold and cloudy and freezing. April 30 the United States surveyors were surveying Creels bay and traced their chains over the ways constructed to launch the Minnie H, while the snow had reached a depth of  $3\frac{1}{2}$  feet in the Rock Island woods. After the above dates spring came rapidly and the most of the lake was open May 3d. The nearest station was Bartlett."

[Capt. Heerman evidently refers to a given locality influenced by wind blown snow. On the prairies, where burned over in the fall, but little snow collected all through a winter as it was apt to be kept scoured off by winds.]

On the next page, in much reduced form, is a specimen of newspaper boom advertising of May, 1882. The original was four columns wide running down the whole length of a page, the columns being  $21\frac{1}{2}$  inches in length. One may wonder at the boldness, not to say audacity, of such efforts which was characteristic of the year 1882 in eastern North Dakota.

# HARRISBURGH

ON STUMP LAKE

COMING METROPOLIS OF NORTH DAKOTA.

COUNTY SEAT OF RAMSEY COUNTY

AND THE PROSPECTIVE

## CAPITAL OF NORTH DAKOTA

The Principal Watering and Summer Resort in the  
Northwest

The town is beautifully located on a fine elevation on the shore of this magnificent sheet of water so well known far and wide as Stump lake. The site is partly composed of a beautiful oak grove and the balance high and dry prairie, situated about the center way on the north side. The Manitoba railroad keeping on the same side as Larimore, will come straight in the center of the townsite, being in

T. 151 R. 60

The country around for twelve to fifteen miles is settled entirely by wealthy Americans and Canadians making one of the best surroundings a country could desire. The soil is par excellence, and its rolling surface will never admit of muddy streets. The lake is 18 miles long by  $1\frac{1}{2}$  wide, with high, bold shores and skirted with timber. We are assured by the Manitoba Railroad Company that they will make Harrisburg their terminus for the summer.

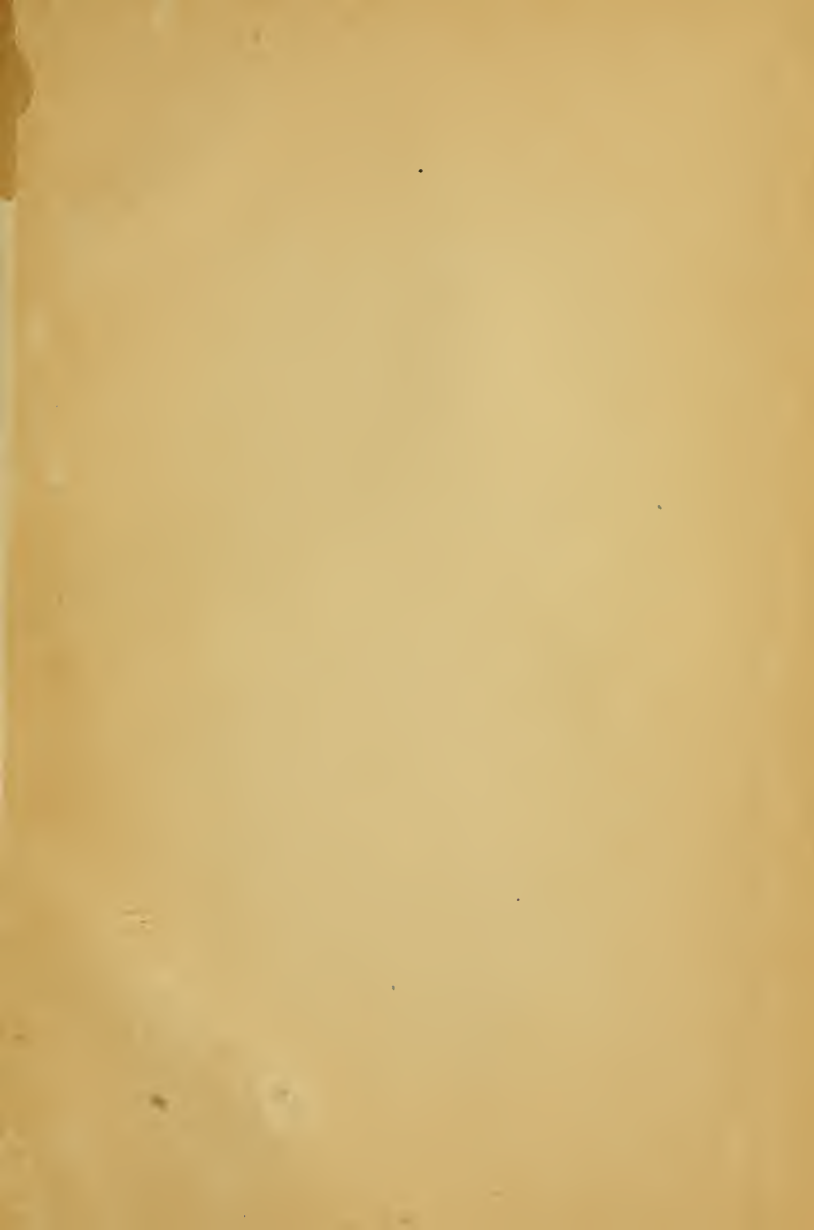
**HARRIS & WALSH, Townsite Proprietors.**

Agents: Walsh, Maher & Cox and Capt. Alex. Griggs,  
Grand Forks; Jud LaMonre, Pembina, and Elder &  
Co., Grand Forks and Fargo.



















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