

Historic Resources

Introduction

A comprehensive context and thematic classification for historic era properties in the project area has never been developed. Thus only a brief thematic classification for project area historic sites will be presented below. The themes presented herein are defined by broad trends or developments or a series of related trends or developments that occurred in the past in the project area. The historic context for these themes will consist of brief descriptions of a few features of the historic development of the project area. Site types as presented in the state data base will be summarized and will be included as sites that possibly could be included in the themes.

The state data base does not include historic site types specific to American Indian history although some of the site types involved considerable and important Indian elements and participation. For instance, sites categorized as historic fur trade sites include trading posts, which although established to develop Euro-American trade and commerce, were also constructed to facilitate trade with American Indian tribes. Trading posts often attracted tribes from distant areas and the development of fur trade had considerable impact on American Indian lifeways. Thus such sites could be important to American Indian history as well as to Euro-American history. The same is true of sites classified as military sites or military battlefields. Most sites in this category involved conflict between American Indians and the U.S. military or other Euro-American groups. Such sites were and are as important to American Indians as they are to Euro-Americans and the history of the United States. For these reasons we present a bit more detail in the American Indian section presented below and suggest that sites that involved American Indian participation should also be classified to show potential importance to them (e.g. military site – historic battlefield could be amended as American Indian and military battlefield). Because of the complex interplay between American Indian history and Euro-American history the first discussion below includes elements that cross-cut time periods and themes as assumed from the state data base and its site classifications.

Thematic Trends and General Chronology

American Indian History

Protohistoric (A.D. 1725-A.D.1805)

The protohistoric period of American Indians in the project area is defined as that interval when Euro-American trade goods were reaching, or could be reaching, project area aboriginal peoples, but before full-scale direct contact and/or settlement by Euro-Americans. Establishing a beginning time for this interval in the project area is difficult since artifacts from the era are often lacking either because of general infrequency or because such artifacts/goods often consisted of perishable items (e.g. leather, cloth, iron). Introduction of the horse in the project area is generally thought to have occurred between about A.D. 1725 and A.D. 1750 (Peterson and Deaver 2002). Guns, although infrequent, are thought to have begun to appear about the time of the introduction of the horse. Arbitrarily, we would suggest a beginning date for the protohistoric American

Indian period at about A.D. 1725 although it is certainly possible that a few trade goods reached the area even earlier.

American Indian tribes that were likely present in the project area during the protohistoric period include the Cheyenne who had reached the Black Hills by about A.D. 1780 and who continued a westward expansion (Peterson and Deaver 2001). The Cheyenne split into two groups in the early 1800s with the Northern Cheyenne remaining in an area that included the project area. The Mountain Crow separated from the Hidatsa in what is now North Dakota by at least the 1600s (Peterson and Deaver 2001), although some researchers believe the split may have occurred in the 1400s (Kinney 1996; Ahler and Swenson 1993). The ancestral Crow began a westward migration along the Yellowstone River in Montana and although eventually the Crow settled just to the west of the project area, they were present in the area during the migration period. Some researchers believe that the Hagen Site, on the Yellowstone River in Dawson County, could be an ancestral Crow site dating to the 1400s (Kinney 1996; Ahler and Swenson 1993). Other sites in or very near the project area have yielded pottery believed to associate with the Crow. The Assiniboine, who presently occupy the Fort Peck Reservation in the northern, may be associated with Mortlach pottery found at a few sites in the northern part of the project area, just north of the project area in southern Canada, and just west of the project area in northwestern North Dakota (Joyes 1999). Mortlach pottery appears by about A.D. 1450 and the Assiniboine may have been in the northern part of the project area by that time (Joyes 1999).

Other American Indian groups who at times occupied portions of the project area during the protohistoric period include the Eastern Shoshone who ranged into eastern Montana during the 1600s and 1700s (Peterson and Deaver 2001). By the 1700s the Gros Ventre and Arapaho were in western North Dakota and likely ranged through extreme eastern Montana (Peterson and Deaver 2001). By the 1750s the Gros Ventre and Blackfeet had acquired the horse and the gun and began pushing the Shoshone southward (Peterson and Deaver 2001). With acquisition of the horse the Blackfeet also ventured into the northern part of the project area. The Kiowa were present in the Black Hills area in the 1500s but were eventually pressured southward and westward by the Cheyenne, Arapaho and Lakota Sioux and by 1790 the Kiowa had moved well south of the project area into the Arkansas River area (Peterson and Deaver 2001). The Three Affiliated Tribes (Mandan, Hidatsa, and Arikara) also included portions of extreme eastern Montana in their hunting territory.

With so many native groups occupying the project at times, hostile inter-tribal encounters were not uncommon. Oral histories of most area Indians document battles between various tribes. The locations of some of these battle sites are sometimes relatively well-described. Inter-tribal battle sites are generally considered significant to Native groups.

Artifacts and/or site features that could possibly be attributed to the protohistoric period include Mortlach pottery, "Crow" pottery, metal arrow points, glass and ceramic beads, and other iron utilitarian items. Presence of trade goods is one means of

determining possible protohistoric American Indian occupations but sites associated with this chronologic interval need not necessarily have Euro-American trade goods. Exchange of goods increased during the historic American Indian era so mere presence of some trade goods is not necessarily indicative of the protohistoric period. Radiocarbon dating and trade bead and metal point typologies can be used to refine chronological associations when present at sites.

We do not know of any sites irrefutably associated with the protohistoric period although a gun flint, iron arrow point, 2 iron blade fragments, and glass beads, along with Mortlach pottery were recovered from the Shippe Canyon site (24SH514) suggesting a possible (no radiocarbon dates) protohistoric Assiniboine association (Joyes 1973). Although the state antiquities data base does not have a category for metal trade points it does have a category for trade items. Nine sites, including Shippe Canyon, on the data base were found to contain metal items although cartridge casings at 2 of those sites are likely of historic rather than protohistoric age. Among the possible protohistoric site materials were 3 metal arrow points (3 sites), 3 iron blade or knife fragments (2 sites), and 4 sites with glass trade beads. These sites include 2 in Custer County, 1 in Garfield County, 1 in McCone County, 1 in Powder River County, 2 in Rosebud County, and 2 in Sheridan County. Deaver and Deaver (1988: 108-109) report 6 protohistoric sites with 1 site each in Big Horn, Custer, Dawson, Fallon, McCone and Wibaux Counties.

Some of the images depicted in project area rock art sites are believed to associate with the protohistoric and historic periods. Images depicting horses, guns, and boats are obviously of protohistoric to historic age. Some rock art traditions with a greater suite of images are thought to associate with the protohistoric and historic period (Keyser and Klassen (2001). Rock art sites of the Hoofprint, Ceremonial, and Biographic traditions are known from the project area and these traditions extended into the protohistoric and historic time periods. The state data base lists 123 sites as containing historic petroglyphs or rock art. These 123 sites include some sites that exhibit historic Euro-American graffiti (e.g. names, initials, livestock brands) and also includes some sites of aboriginal origin with historic images (e.g. horses, guns).

The radiocarbon table presented in an earlier section of this report lists 12 sites with C-14 dates that post-date 300 years BP. Those sites fit within the temporal range of the protohistoric period but none of them appear to have yielded trade items.

Historic (A.D. 1805 - ?)

We choose to begin the historic American Indian era with the entrance of the Lewis and Clark Corps of Discovery into the project area. Although Euro-American explorers likely entered the project area earlier, the best documented direct contact with American Indians begins with Lewis and Clark. Exploration, direct contact, and Euro-American settlement (primarily in the form of fur trade) accelerated immediately following Lewis and Clark. The end of the historic era is somewhat fluid since the National Park Service defines historic sites as including properties that are 50 years or older. Recently community architectural surveys have begun to include buildings that date to the 1950s and early 1960s. American Indian history could thus include buildings

constructed within, and/or events that occurred within, roughly the last 50 years. For example, establishment of the Fort Peck Community College, which was officially chartered in 1978 and was located within the reservation by 1986, could be considered a significant event in Fort Peck tribal history. Buildings associated with this event could be considered historically significant once they have reached the defined age of 50 years. The same is true of Dull Knife Community College on the Northern Cheyenne Reservation. Other more recent significant events on project area reservations include establishment of Indian Health Service facilities and establishment of tribally owned business and industry, some of which have operated for over 30 years. Buildings associated with these events could eventually be considered significant historic properties. Historic evaluations were carried out on all three project area reservations in the 1980s under a BIA sponsored project that focused on agency communities and BIA-constructed buildings. National Register eligible buildings and small historic districts were identified (Doug Melton, personal communication by way of reference to a Quivik and Fiege 1987 BIA report)

There is no question tribes presently in the project area were firmly established there at the time Lewis and Clark passed through the area. The Northern Cheyenne were likely ranging into the southeastern part of the project area. The Assiniboine, Sioux, and Gros Ventre were likely present in the northern and central portions of the project area. The Crow were present in much of the southern part of the project area and ranged into the central part of the project area. If not present during the early part of the historic period, the Metis also likely began ranging into the project area shortly thereafter. The Mandan, Hidatsa and Arikara also utilized the project area, primarily for hunting, and were likely occasionally present in the lower Yellowstone, Powder River, Little Powder River, and Little Missouri River drainages. Although permanent settlements had not yet been established in the project area, tribal oral histories include some favored locations for temporary camps that were often visited seasonally on a regular basis. These camps could be identified archaeologically by presence of historic age artifacts or features.

Activities of the early post-contact historic era of project area American Indians included fur trade interactions as well as their traditional hunting and gathering lifeways. In 1742 and 1743 French brothers Francois and Louis-Joseph La Verendrye, along with two other French nationals, representing the interests of their father Sieur de la Verendrye, explored portions of what is now western and central North Dakota (Muhn 1980; HRA 1980). The La Verendryes spent time in Mandan and Hidatsa villages (first visited by their father in 1738) on the Missouri River of North Dakota. These Frenchman purportedly (there is some argument as to whether they actually ever left the area now encompassed by North Dakota) reached the foothills of the Big Horn Mountains and although their route is not well documented it could have taken them through southeastern Montana (Muhn 1980). Muhn (1980) suggests that another white trader named Menard may have entered Montana sometime around 1796 when he explored the valley of the Yellowstone. Another French trapper, Charles Le Reye, purportedly was captured by the Brule Sioux and spent time on the Powder River and Tongue River in Montana and Wyoming in 1802 (Muhn 1980). Yet another Frenchman, Francois Antoine Larocque, representing the Canadian Northwest Company, explored fur trade

opportunities in the Big Horn, Little Big Horn and Tongue River country in the spring of 1805 (HRA 1980). None of these early Euro-American sojourns into the project area resulted in establishment of substantive trade or contact with project area tribes.

Fur trade began in earnest just after Lewis and Clark passed through in 1805 and 1806 and continued in fits and starts to about 1860. John Colter, a member of the Lewis and Clark party, met with Forest Hancock and Joseph Dickson, two hunters and trappers, during the return trip of the Corps of Discovery in 1806 (Karsmizki in Davis 1989). Although these two men encouraged Colter to join them it is only known that Colter left the Corps of Discovery and journeyed to the Yellowstone River country and upon return, laden with furs, met St. Louis fur trader Manuel Lisa and his party (including former Corps of Discovery member George Drouillard) in 1807 as they were ascending the Missouri River (Karsmizki in Davis 1989; HRA 1980; Muhn 1980). Lisa had earlier formed the Missouri Fur Company and convinced Colter to join him. The Lisa party continued up the Missouri to the Yellowstone River where they established a trading post (known variously as Fort Ramon, Fort Raymond, Fort Manuel, Fort Manuel Lisa, Lisa's Post, and Big Horn Post) near the mouth of the Big Horn River. Lisa operated his post until 1811 when he abandoned it partly in response to the impending war of 1812 with the British. Fur trade in Montana essentially stopped with abandonment of Lisa's post and did not begin again until about 1821 when, after Lisa's death, the Missouri Fur Company was reorganized and constructed another post (Fort Benton) near the mouth of the Big Horn River (Muhn 1980). Although fur trade went well for two years, a Missouri Fur Company party, led by Robert Jones and Michael Immel, which had spent some time in the headwaters of the Missouri area met with disaster during a return trip to Fort Benton when they were attacked by Blackfeet at the location of present-day Billings, Montana. The loss of men, horses, equipment, and pelts placed a substantial burden on the Missouri Fur Company and in 1823 they again abandoned the post (Fort Benton) at the mouth of the Big Horn River.

Earliest well documented fur trade activity in the northern project area occurred in 1823 when William Ashley and Andrew Henry reached the Great Falls of the Missouri where they encountered hostilities with the Blackfeet (Karsmizki in Davis 1989). They were forced to retreat to the confluence of the Missouri and Yellowstone Rivers where they had in 1822 constructed a small post called Fort Henry (Muhn 1980). They initially decided against commerce on the upper Missouri because of their encounter with the Blackfeet. Instead, Ashley and Henry decided to focus attention in the Rocky Mountain area that was accessed by the Yellowstone River and they moved Fort Henry to the mouth of the Big Horn River just after Fort Benton was abandoned by the Missouri Fur Company (Muhn 1980). The new Fort Henry was also quickly abandoned in 1824 since Ashley and Henry had adopted a rendezvous system of trade and had no need for a permanent trading post (Muhn 1980).

A congressionally authorized military expedition, organized to protect fur trade on the Missouri, led by General Henry Atkinson met with Ashley and Henry in the spring of 1825 at the mouth of the Yellowstone and these combined parties ascended the Missouri River for another 120 miles (Karsmizki in Davis 1989). Although several years

passed with little trade activity on the Missouri after the Atkinson Expedition, by 1828 Fort Floyd (soon renamed Fort Union) was constructed at the confluence of the Missouri and Yellowstone Rivers by the Columbia Fur Company (reorganized as the Upper Missouri Outfit as a subsidiary of the Astor-owned American Fur Company). An independent trader constructed a small post on the north bank of the Yellowstone River near present-day Savage, Montana. Named Brazeau House, little is known of this small post, which may have been built in 1828 (Muhn 1980).

With establishment of Fort Floyd/Fort Union, fur trade on the upper Missouri and Yellowstone Rivers entered its “golden age”. A number of posts were established within both river drainages in the years following 1828 continuing to about 1860.

We mention the fur trade industry in this discussion of American Indian history because it, like the introduction of the horse, had a profound affect on native culture. The fur trade business brought much more contact with Euro-Americans and saw the exchange of far more “trade goods” than in years past. Although some tribes, like the Blackfeet, were initially very hostile toward fur trade interests, eventually most tribes saw an advantage in acquiring trade goods, including guns and powder. Tribes were thus attracted to trading posts and journeys to the scattered posts no doubt brought tribes into greater contact with each other. Some of these inter-tribal encounters were hostile and led to battles. Hostile encounters with fur trading parties were also not uncommon. Trail systems that facilitated travel to trading posts likely developed in various parts of the project area although some of these trails may already have been in place and in fact may have played a role in Euro-American selection of trading post locations. As the fur trade era progressed and developed, trails to and from posts used by area tribes likely became more firmly established. Historic literature documents American Indian encampments that were at times temporarily clustered around many trading post localities.

Continued encroachment of Euro-Americans increased with progression of the fur trade era. After the discovery of gold in western Montana in the early 1860s, settlers and miners passed through the project area via the Missouri and Yellowstone Rivers and the Bozeman Trail just to the west of the project area. Discovery of gold in the Black Hills of South Dakota in the early 1870s also resulted in more white settlement and travel. Hostilities between Indians and whites became more acute at this time and soon the U.S. military intervened. Following the 1876 battle of the Little Bighorn, where U.S. military forces under George A. Custer were defeated by the combined forces of the Sioux and Cheyenne and other Native groups, a concerted effort was made by the U.S. Government to bring these American Indians under control. By 1878 and 1879, tribes who had participated in the Little Bighorn battle were forced to surrender (Malone et al 1991; Muhn 1980).

Although the Battle of the Little Bighorn is best known, several other important battlefields that both pre-date and post-date the Little Bighorn are known from the project area. The Reynolds-Powder River Fight site (24PR89) is important because it brought the Northern Cheyenne into the Sioux conflict when Colonel J.J. Reynolds and the U.S. Army attacked a non-hostile Cheyenne village on the Powder River in March of 1876.

The Tongue River Heights Skirmish (24BH2882) took place on June 9, 1876 when U.S. military forces under George Crook were attacked by Northern Cheyenne who occupied high terrain on the Montana side of the Wyoming border. Crook's forces were camped in the Tongue River valley on the Wyoming side of the Montana border. Although this skirmish is estimated to have lasted only an hour with little loss of life and no decisive victor, it is thought to have emboldened the Cheyenne for more serious encounters that were soon to follow. The Rosebud Battlefield (24BH2461) occurs in the southwestern part of the project area where on June 17, 1876 General George Crook's forces again encountered hostile Sioux and Cheyenne who fought Crook to a standstill and just 8 days later defeated Custer at the Little Bighorn. The Rosebud Battlefield is listed on the National Register of Historic Places and is also a State Monument and National Historic Landmark. The Wolf Mountains Battlefield (24RB0787), also known as Mile's Fight on the Tongue River or the Battle at Belly Butte is another battle site that is listed on the National Register. Here in January of 1877 as part of the post-Little Bighorn campaign, General Nelson Miles and his troops forced the retreat of a band of Northern Cheyenne and Sioux that included Crazy Horse. This battle led to dissolution of various bands of Sioux and Northern Cheyenne because of harsh winter conditions, hunger, and constant threat and harassment from the U.S. military and the Crow. Also part of the post-Little Bighorn campaign is the Ash Creek or Baldwin Fight (24PE629) where Lieutenant Baldwin and the U.S. Army surprise attacked a camp of Lakota Sioux in December of 1876. By late spring of 1877 most groups that participated in the Battle of the Little Bighorn, had surrendered to Miles at Fort Keogh although some Sioux groups held out until 1880 and 1881. The Northern Cheyenne had been forcibly relocated to the Southern Cheyenne and Arapaho reservation in Oklahoma but wishing to return to their southeastern Montana homeland they fled the southern reservation in 1878 and began a journey to Montana where they were captured in the spring of 1879 at Charcoal Butte near Box Elder Creek (Muhn 1980).

A series of battles between the U.S. military and American Indians preceded the "Sioux War" of the 1870s. These earlier conflicts arose generally from the "Sioux uprising" in Minnesota in 1862 when the U.S. military swiftly intervened and forced the Sioux westward (Muhn 1980). The military pursued the Sioux into North Dakota and by 1864 the Sioux were at times forced further west into eastern Montana. At about this time, use of emigrant trails, particularly the Bozeman Trail, brought the Sioux and even the generally friendly Crow, into conflict with settlers. A plan for a campaign against the Sioux in Montana was developed in 1864 by General Sully and was begun in 1865 under the direction of General Patrick Connor (Muhn 1980). Sites in the project area include skirmishes between the Sioux and the Cole Column of the Conner Campaign in 1865 (24CR662, 24CR663). Other conflicts involved survey for the Northern Pacific Railway when survey crews, under the protection of George Custer and the U.S. Army encountered hostile Sioux at 24CR666 in 1873.

Although early treaties, like the Fort Laramie Treaties and the Stevens Treaty of 1855 established "Indian Territory" for various project area tribes, the lifeways of these tribes still centered on hunting and gathering. Although some native groups may have begun to cluster, at least on occasion, around some fur trading posts, permanent Indian

settlements probably did not begin to develop until later treaties that established agencies on reservations that had begun to be reduced in size. Fort Benton, on the Missouri River of central Montana, was established in 1847 and served as the Indian agency for the vast reservation of northern and central Montana that included the Blackfeet, Gros Ventre, Assiniboine and River Crow after the Stevens or Lane Bull Treaty of 1855. A presidential executive order in 1873 reduced the reservation size. Fort Belknap was constructed in 1873 on the Milk River not far from present day Chinook outside the Miles City Field Office project area. Fort Belknap served a dual purpose as a trading establishment and a point of distribution for government annuities due area American Indians including the Gros Ventre and Assiniboine (Spritzer 1999).

In 1888 the vast northern reserve was divided by treaty with separate reservations established for the Blackfeet, Gros Ventre and Assiniboine of the Milk River Valley area (Fort Belknap Reservation), and Assiniboine and Sioux of northeastern Montana (Fort Peck Reservation). The Fort Belknap agency was then moved to its present location near Harlem, also outside the project area.

A trading post, known as Fort Peck, was established in 1867 on the north bank of the Missouri River near the present location of Fort Peck Dam by business partners Colonel Campbell Kennedy Peck and E.H. Durfee. By the 1870s Fort Peck served as an agency for the Sioux and the “Lower Band” of the Assiniboine. The Fort Peck agency was moved in 1877 from the Missouri River to the Poplar River near the present town of Poplar where the agency is still located. This location may have been selected because it was where a fur trading post, Fort Poplar, was first established in 1860 (Karsmizki in Davis 1989). It was probably about this time when permanent Indian settlement, centered around the agency began in the northern part of the project area and likely signaled the beginning of the “reservation era” and the end of nomadic hunting and gathering.

Following the Battle of the Little Bighorn, there was no reservation established for the Northern Cheyenne and those that were not relocated to Oklahoma were kept at Fort Keogh near present day Miles City. Upon return of the group of Northern Cheyenne who had fled the southern reservation in Oklahoma, they too were initially placed at Fort Keogh. By 1880 some Northern Cheyenne began to settle in the area around present-day Lane Deer and a military presence was maintained there to ensure that hostilities between the Cheyenne and Crow did not get out of hand. Other Northern Cheyenne settlements began to develop at localities that had been favored camping localities prior to the Sioux/Cheyenne war of the 1870s. In 1884 President Chester A. Arthur established the Tongue River Reservation by executive order but the reservation did not include land in the Tongue River Valley. In 1886 land was set aside for Indian homesteads in the Tongue River Valley by the Secretary of the Interior in an attempt to further acculturation. In 1900 the boundaries of the reservation were expanded to their current size. The “reservation era” for the Northern Cheyenne essentially began in 1880 with the development of permanent settlements and attempts at agriculture to sustain them.

For the Crow, reservation life began somewhat earlier than other area tribes. Although a treaty was negotiated with the Crow in 1825, this treaty essentially established recognition by the Crow of the supremacy of the U.S. Government in exchange for protection of the tribe from its enemies by the United States, it did not formally establish a reservation. Crow territory was first recognized in the 1851 Fort Laramie Treaty. A more formal reservation setting was established when the first agency for the Crow was established in 1869 on the Yellowstone River not far from present-day Livingston. Some permanent settlement occurred at this agency and although the Crow were encouraged to attempt agriculture, they did not take to the idea until the reservation was reduced and the agency was moved to the Rosebud River in 1875. By then the bison herds had been reduced in size and the Crow likely recognized that agriculture would become an inevitable alternative to hunting and gathering. The reservation was again reduced in size and the agency was moved to its present location on the Little Bighorn River in 1884. Although the Crow had occupied the project area during the pre-reservation era, none of the three agencies that were established at various times occur within the project area.

Agency buildings on the two reservations (Fort Peck and Northern Cheyenne) within the project area have gone through intervals of upgrade, reconstruction, and construction of new facilities. Some of these buildings, including the first Bureau of Indian Affairs facilities, qualify as historic sites and some have been recorded. Early American Indian homesteads and structures within some Indian communities also qualify as historic sites and some of them have also been recorded. Some Indian allotments occur outside the boundaries of present reservations and some early historic Indian homesteads and structures have been identified in those non-reservation tracts.

As mentioned above, important developments in reservation life and history have occurred since the historic early reservation era. Some buildings and locations associated with such developments and events may be considered significant and historically important.

Early Exploration (ca. A.D.1742 – 1860)

Above we mentioned some of the early Euro-American exploratory journeys into the project area. Listed below are some of the better known explorations and travels by Euro-Americans who traveled through the project area (Sources: Thompson 1985; Muhn 1980). Site types associated with this era could include the trails and/or routes and associated campsites and trading posts visited by these historic figures.

La Verendrye Brothers: 1742-1743: exploring for a route to the Pacific coast: southern part of the project area: route poorly documented and physical locations of campsites are unknown and unlikely to be identified

Menard: ca. 1790s: trader: described the character of the Yellowstone valley which he visited sometimes accompanied by members of the Crow Tribe: southern part of the project area: route poorly documented and

some historians doubt whether Menard actually visited the Yellowstone valley: locations of campsites unknown and unlikely to be identified

Charles Le Reve: 1802-1895: fur trapper captured by Brule Sioux in 1801: ascended the upper Missouri with Sioux and headed west onto the plains of Montana reaching the Powder, Tongue, Bighorn, and Stillwater river valleys: route poorly documented and physical locations of campsites are unknown and unlikely to be identified

Francois Antoine Larocque: 1805 (spring): fur trader representing the Canadian Northwest Company: explored opportunities in the Big Horn, Little Bighorn, and Tongue River country: although Larocque's journal has been published he only notes major geographic features on his route and physical locations of campsites are unknown and unlikely to be identified

Lewis and Clark Corps of Discovery: 1805-1806: explored a route to the Pacific Ocean: ascended the Missouri River (north part of project area) through Montana and explored portions of some tributaries including the Yellowstone River (south and central part of project area): campsite localities mapped and noted by Lewis and Clark: campsites generally known although remains associating Lewis and Clark with specific locations are generally lacking in the project area: 28 campsites on the Missouri River in the project area between the mouth of the Yellowstone and the mouth of the Musselshell, some campsites now inundated by Fort Peck Reservoir; and 5 campsites along the Yellowstone River in the project area between the mouth of the Big Horn River and the confluence of the Missouri and Yellowstone Rivers: the BLM was unsuccessful in locating the Lewis and Clark Pirogue Island campsite during a 1990 subsurface testing project

Prince Paul of Wurtemberg: 1830: scientific exploration: journeyed up the Missouri from Fort Union to the Three Forks then down the Yellowstone: specific campsite locations poorly documented

Prince Maximilian and Karl Bodmer: 1833: science, exploration, art, and American Indian culture documentation: journeyed up the Missouri to Fort McKenzie: specific campsite locations poorly documented

Nathaniel Wyeth: 1833: botany: journeyed from Washington into western Montana and northern Wyoming before descending the Big Horn River to the Yellowstone and continuing to Fort Union: project area route poorly documented and specific campsite locations not established

Father Pierre-Jean De Smet: 1840: Catholic missionary: journeyed down the Yellowstone to Fort Union: other than a stop in the vicinity of the

mouth of the Big Horn campsites are poorly documented: 1851: peacemaker and American Indian liaison for U.S. government: journeyed overland from Fort Union to Rosebud Creek and passed through Terry Badlands on way to Fort Laramie: campsites poorly documented: 1868: journeyed to Powder River country in attempt to organize peace council with Sioux: route poorly documented

John James Audubon: 1843: science and art: journeyed up the Missouri to the mouth of the Yellowstone and up the Yellowstone to a point somewhere below the mouth of the Powder River: specific campsite locations poorly documented

Joseph Burke: 1845: botany: traveled from Washington and western Montana and reached the west edge of the project area where they descended the Musselshell River to its big bend before proceeding overland to the Yellowstone River near the mouth of the Big Horn and then ascended Yellowstone River to the west: specific campsites poorly documented

John Palliser: 1847-1848: hunting, exploration, science: journeyed to Fort Union and stayed for a time exploring surrounding country including the Missouri River to at least Fort McKenzie and the Yellowstone River to at least the mouth of the Big Horn River: routes and specific campsites poorly documented

Captain G.B. McClellan/Stevens Survey: 1853: exploration, science, and railroad survey: journeys of various groups associated with survey for a railroad route included the Missouri River upstream from Fort Union, the Medicine Lake and Big Muddy Creek basins, the Milk River, the Musselshell River and the Yellowstone River: considering the size and materials carried by these groups it is possible that campsites could be located particularly with aid from the journals and publications of the survey

Sir St. George Gore: 1855-1856: hunting-infamous event notable for its excesses rather than significance to historical developments: descended the Powder River to its mouth then up the Yellowstone to the mouth of the Tongue River where a cabin was constructed for a winter camp about 8 miles up from the mouth, spring of 1856 moved west to Rosebud Creek and the Wolf Mountains and later returned to the mouth of the Tongue, much of this trip was undertaken by horse and wagon and Gore's camps were lavish: although all campsites are not well documented some are and considering the materials that Gore carried with him there is some possibility that they could be relocated, particularly the winter camp on the Tongue River

Warren-Hayden Expedition: 1856: mapping, exploration and science: explored lower Yellowstone to mouth of Powder River looking for possible military post sites, carrying out basic mapping and making scientific observations, some travel by bull boat and some overland travel: military records could help identify campsites but party was relatively small

Captain William F. Reynolds Expedition: 1859-1860: exploration, identification of potential wagon routes, observations on Indians, climate, and resources: spring 1859 group traveled cross-country to Fort Sarpy II (see below) and on along Yellowstone to mouth of Big Horn River, split command with one group ascending Big Horn and one group moving along Wolf Mountains to Wyoming and North Platte River where they over-wintered, spring of 1860 split command again with one group passing northward along Rocky Mountain east front to Three Forks and one group passing around Yellowstone Park and toward Three Forks, met in Three Forks in July 1860 then split again with one group under Maynadier traveling along Yellowstone to its confluence with Missouri and the other under Reynold moving down Missouri to Fort Benton where upon he split his command again with one group going overland along the Missouri-Yellowstone divide and the other under his command continuing down the Missouri to Fort Union

Fur Trade (ca. A.D. 1806-1867)

The early portion of the fur trade era was discussed in the above section on American Indian history. Although fur trade began as early as 1807 with establishment of Fort Manuel Lisa, it really did not become consistent and large in scale until John Jacob Astor's American Fur Company subsidiary, the Upper Missouri Outfit, established Fort Floyd (soon to become Fort Union) at the confluence of the Missouri and Yellowstone Rivers in 1828. Although a few smaller fur trading companies and independents continued to work the upper Missouri and Yellowstone Rivers, the American Fur Trading Company dominated the industry from 1828 on through the end of the fur trade era. An 1854 economic recession in the United States affected the fur trade industry and some posts were abandoned (Muhn 1980). By the early 1860s even more posts were closed. In 1865 the American Fur Company liquidated most of its holdings and by 1867 the North Western Fur Company, who had purchased Fort Union, closed that important post (Muhn 1980). Fur trading continued on a small scale for some years after but diminishing bison herds brought an end to the buffalo trade by the early to mid 1880s.

The fur trade industry spurred attempts to develop the Missouri River as a navigable river. Although the first steamboat reached Fort Union in 1832, such traffic only attempted to penetrate beyond Fort Union on occasion (Karsmizki in Davis 1989). Prior to 1859 the farthest point reached by a steamboat on the Missouri River was just past the mouth of the Milk River (Karsmizki in Davis 1989). In 1860 the steamboat Chippewa made it to a point within 3 miles of Fort Benton and soon steamboats were

making regular, seasonal highwater trips to Fort Benton. Steamboat traffic along the Yellowstone River was more restricted during the fur trade era and it was not until military activity associated with Indian hostilities in the 1860s that steamboats made it as far as the mouth of Glendive Creek in 1864 (Muhn 1980). The coming of steamboats resulted in the need for wood fuel to be supplied along the Missouri and “woodhawk” camps developed where independent tree cutters supplied the boats with wood (Muhn 1980). Woodhawk camps are known for the Missouri River although many have not been specifically identified or located within the project area. A number of steamboat wrecks or sinkings are documented for the Missouri River and at least one incident occurred near the mouth of the Poplar River (Muhn 1980). Important events and developments of the fur trade era are listed below (Sources: Muhn 1980; Karsmizki in Davis 1989; Malone et al 1991).

Colter, Dickson, and Hancock Party: 1806: ascended the Missouri to Yellowstone then up the Yellowstone possibly to the mouth of the Powder River: routes and campsites poorly documented

Manuel Lisa (Missouri Fur Company): 1807-1811: journeyed up the Yellowstone and established Fort Manuel Lisa/24TE40 (a.k.a. Fort Ramon, Fort Raymond, Lisa’s Post, Fort Manuel, Big Horn Post) in 1807, first well documented fur post in eastern Montana, by 1809 150 white trappers employed to trap in the region, fire at post destroys \$20,000 worth of furs and robes, abandoned post in 1811: location generally known but specific site and associated artifacts at mouth of Big Horn have not been irrefutably located, some suggest it may have been washed away by river, Museum of the Rockies remote sensing of the area inconclusive

Joshua Pilcher (Missouri Fur Company): 1821-1823: after death of Manuel Lisa in 1819 Pilcher reorganized Missouri Fur Company and reestablished post (named Fort Benton) at the mouth of the Big Horn River in 1821, as many as 300 trappers employed to trap in region, post abandoned in 1823 as Blackfeet hostilities cause loss of lives and money: although this was the second of two posts at the mouth of the Big Horn its specific location is not known, considering the number of trappers who may have visited the post there could be substantial artifacts and/or features associated with it if it has not been eroded by river

William Ashley and Andrew Henry (Rocky Mountain Fur Company): 1822-1824: advertise for 100 men to ascend the Missouri, establish Fort Henry at confluence of Missouri and Yellowstone, ascend the Missouri to Three Forks and Great Falls in 1823, Blackfeet hostilities force them to abandon Fort Henry at Yellowstone and Missouri confluence, move Fort Henry to mouth of Big Horn just after Fort Benton abandoned by Missouri Fur Company, second Fort Henry abandoned by 1824 by Ashley and Henry because they adopt rendezvous system of fur trade with no need for post: first Fort Henry location in general location of later Fort Floyd/Fort

Union, second Fort Henry location at mouth of Big Horn but specific location not known

General Henry Atkinson Expedition: 1825: military expedition to clear the way for fur trade: ascended the Missouri River to 120 miles above its confluence with Yellowstone (near mouth of Milk River), 476 men in party: little documentation of movements of this group but historic military records may have more information on campsites and considering the size of the party there could be associated archaeological remains

Brazeau House: ca. 1828: likely built by independent fur trader on left bank of Yellowstone River near present-day Savage, Montana, little is known of this post and its operations, it has not been irrefutably located although a local farmer/rancher claims that it occurs on his land (Rebecca Kallevig – personal communication)

American Fur Trade Company/Upper Missouri Outfit: 1828-1865: Fort Floyd established at confluence of Yellowstone and Missouri Rivers in 1828 (purportedly a small portion of the Fort Union complex occurs in Montana and was recorded as 24RV50 – some think materials found at the Montana location are associated with the more recent community of Mondak) and within a few years the post name changed to Fort Union, Fort Union becomes lasting and important post on the Missouri and finally is abandoned in 1867, first steamboat on the upper Missouri reaches Fort Union in 1832: American Fur Trade Company begins establishing posts on the Missouri River above the mouth of the Yellowstone including Fort Piegan (1831-near mouth of Marias River), Fort McKenzie (1832-near mouth of Marias River), Fort Lewis (1844-between mouth of Sun and Marias Rivers), and Fort Benton (1847 – on left bank of Missouri River at present-day Fort Benton): Within the Miles City BLM project area American Fur Trade Company posts include Fort Jackson (1833-near mouth of Poplar River), Fort Alexander/24RB783 (1842-Yellowstone River near mouth of Armell's Creek), Fort Sarpy (Fort Sarpy I/24RB784: 1850-1855 – on Yellowstone near mouth of Rosebud Creek; Fort Sarpy II/24TE41: 1857-1860 – up Yellowstone River from first Fort Sarpy location), Fort Cass/24TE39 (1832–1835 – three miles below mouth of the Big Horn River), Fort Van Buren/24RB785 (1835 – Yellowstone River near mouth of Rosebud Creek), Fort Charles (1861 – south bank of Missouri near mouth of Dry Creek), Fort Poplar (1860 – on north bank of Missouri near mouth of Poplar River), Fort Kipp (1860 – on north bank of Missouri near mouth of Big Muddy Creek), and Fort Stewart (1854 – south bank Missouri River opposite mouth of Big Muddy Creek)

American Indian – U.S. Government Hostilities (ca. A.D. 1825 – 1881)

Although hostilities between project area tribes and fur trappers and traders began earlier, most of these encounters were of small scale and occurred outside the project

area. These early encounters did not involve the U.S. military. The U.S. government opted for a series of early treaties in attempts prevent hostilities. The first military junket into the area, after the federally funded Corps of Discovery, was the General Atkinson Expedition of 1825 wherein over 470 men journeyed up the Missouri River to near the mouth of the Milk River. Although this expedition was formed to protect the fur trade industry from Indian hostility, the Atkinson group reportedly did not encounter hostile Indians within the Montana portion of the expedition (Karsmizki in Davis 1989).

The first U.S. military encounters in eastern Montana resulted not from hostilities within that area but from the Sioux uprising in Minnesota in 1862 (Muhn 1980). The Sioux were pushed westward from Minnesota into North Dakota and eastern Montana and the U.S. military pursued them hoping to construct a system of forts from Devil's Lake, North Dakota to the mouth of the Powder River (Muhn 1980). The hope was to contain the Sioux in area far to the west of settlements in the vicinity of the North Dakota-Minnesota border. General Alfred Sully was charge of an 1864 campaign, which pushed westward to near present-day Glendive, Montana. Sully did not progress any farther to the west and his troops instead trekked to Fort Union where he called an end to the campaign. No military posts were established in eastern Montana during the Sully campaign.

Emigrant traffic along the Bozeman Trail increased dramatically in 1864 as whites headed to the gold fields of western Montana and to the newly established community of Bozeman. To protect emigrants along this and other more southerly and westerly trails, the U.S. military again organized a campaign against the Sioux and other hostile Indians in 1865. Generals Alfred Sully and Patrick Connor coordinated this campaign. Three columns of troops under Connor's command were to advance onto the Northern Plains of southeastern Montana (Muhn 1980). Two of Connor's columns, that under Lieutenant Colonel Samuel Walker and that under Colonel Nelson Cole, reached southeastern Montana and traveled routes in close proximity to each other. On the Powder River in Montana, Sioux and Cheyenne harassed Cole and attempted to steal horses. Cole and Walker combined their columns when they were attacked by an estimated 3000 Sioux, Cheyenne, and Arapaho near the mouth of the Little Powder River on September 8, 1865. The Indians were repulsed but eventually the combination of bad weather and difficult terrain forced the military to abandon its campaign. Loss of life during the 1865 Sully-Connor campaign was minimal although Cole had several other minor skirmishes (including 24CR662, 24CR663) with hostile Indians in the project area. The U.S. government viewed the Sully-Connor campaign of 1865 as essentially unsuccessful. Hostile encounters in eastern Montana had stopped but in northern Wyoming they continued. The U.S. government decided to attempt to assuage American Indian concerns in the Montana area through re-negotiated treaties that included closing the Bozeman Trail through the Fort Laramie Treaty of 1868. Military posts were not established in the project area during the 1860s campaigns although such posts were established not far to the west and south.

Some of the skirmish sites and localities from the Connor campaign are known in the project area and military records could further document campsite localities.

Considering the size of these military columns, bivouac localities, as well as skirmish localities, might contain archaeological materials that could be identified.

Military and Indian conflicts in the project area did not begin again until interest in identifying a railroad route through eastern Montana developed in the early 1870s. A survey crew under military escort reached the mouth of Glendive Creek from Fort Rice, North Dakota in 1871 (Muhn 1980). However, this expedition was unsuccessful in locating a route and soon turned back. Another survey crew had left Fort Ellis, near Bozeman, Montana, but only progressed about 140 miles easterly before turning back. Survey crews again left Fort Ellis and Fort Rice in 1872 but were again unsuccessful largely because of harassment of hostile Indians. The Fort Rice crew reached the Powder River and their camping and skirmish sites might be identifiable through archival research and presence of historic archaeological materials.

A third attempt at locating a railroad route occurred in 1873 when a survey crew under military escort, including infantry led by Colonel David Stanley and cavalry led by Lt. Colonel George A. Custer, entered the project area (Muhn 1980). They reached the mouth of Glendive Creek where they met the steamboat Key West and established a supply depot named Camp Canby (a.k.a. Camp Thorne, Stanley's Stockade). This expedition continued up the Yellowstone where Custer's cavalry encountered hostile Sioux several miles above the mouth of the Tongue River (Muhn 1980). There were few casualties associated with this encounter and Custer continued his westward march to Pompey's Pillar where he turned northward and continued to the Musselshell River. David Stanley and his command returned downriver to the supply depot at Glendive Creek. Neither Stanley nor Custer experienced further Indian hostility following the Tongue River area encounter. This survey expedition was successful in locating two potential railroad routes through eastern Montana but a national financial panic delayed progress on a transcontinental railroad for several years. Potential archaeological sites associated with this 1873 military and survey expedition, include the Tongue River locality, the supply depot at the mouth of Glendive Creek, and campsite localities.

In 1873 a group of Bozeman businessmen decided that even though construction of a railroad through Montana was not imminent, there was a need for a transportation route through the Yellowstone Valley (Muhn 1980). They organized an expedition to construct such a road and interest in this expedition was further fueled by reports of the discovery of gold near the Yellowstone River between Rosebud Creek and the Powder River (Muhn 1980). This Bozeman-based group, called the Yellowstone Wagon-Road and Prospecting Expedition left Bozeman with 147 men in February of 1873. Although not technically a U.S. military expedition, this group had all the trappings of the military, were well-armed, and expected to encounter hostile Indians along their route. This expedition failed to find gold along the Yellowstone but decided to continue to the mouth of the Tongue River and ascend this river to areas purportedly rich in gold. However, in April the expedition was attacked by Sioux near the mouth of Rosebud Creek and was forced to ascend Rosebud Creek and cross over to the Big Horn River basin (Muhn 1980). This expedition was unsuccessful in all its goals, failing to find gold, failing to construct a wagon road, and failing to establish communities along the Yellowstone.

Archaeological sites associated with this expedition that might be identifiable in the project area include the Rosebud Creek battle site and camping localities.

Attempts at settling southeastern Montana had failed up through 1874 when a military expedition under George A. Custer explored the Black Hills and discovered gold. By 1875 miners had entered the Black Hills and settlement of adjacent areas began. The U.S. government decided that the best way to deal with hostile American Indians of the area was to force them to live within the confines of extant reservations. The U.S. Army felt that use of force to accomplish Indian reservation confinement might require establishment of posts along the Yellowstone. In the spring of 1875 the steamboat Josephine ascended the Yellowstone as part of a reconnaissance for locating sites for potential military posts (Muhn 1980). Although the Josephine reached as far as present-day Billings, Montana, the true head of navigation on the Yellowstone was reported as being in the vicinity of the mouth of the Big Horn River.

The U.S. Army's campaign for "removal" of hostile Indians in southeastern Montana began in 1876 with plans for a three-prong attack with General George Crook's column basing out on Fort Fetterman, Wyoming, Colonel John Gibbon's column operating out of Fort Ellis, Montana, and General Alfred Terry's column headquartering at Fort Abraham Lincoln on the Missouri River near present-day Bismarck, North Dakota. This campaign culminated in the Battle of the Little Bighorn in June of 1876 wherein the forces of George A. Armstrong were defeated by the combined forces of Sioux, Cheyenne and Arapaho. This battle was followed by dogged pursuit of hostile Indian participants in this battle by the U.S. Army and surrender of most Indian groups by the end of 1877. Some of the battles and events associated with this last of the area Indian wars are listed below (Source: Muhn 1980).

Reynolds-Powder River Fight Site/24PR89: March 1876: U.S. Army forces under Colonel J.J. Reynolds attack non-hostile Northern Cheyenne village, Reynold's force eventually retreats after fierce fighting and casualties, charges eventually brought against Reynold's, Northern Cheyenne become more solidly allied with Sioux: site has been recorded

Colonel John Gibbon column: April 1876: column leaves Fort Ellis and marches through Yellowstone valley to vicinity of Tongue River, no hostile encounters but observed large Sioux village on Tongue River: possible historic sites associated with column include bivouacs: column camped for some time at Fort Pease near the mouth of the Big Horn and some military remains could occur at this locality

General Alfred Terry column: May 1876: column leaves Fort Abraham Lincoln and marches westward entering eastern Montana near present-day Wibaux, column moves down Beaver Creek and cuts westward to the Powder River near Locate then down the Powder River to supply camp (Powder River Depot/24PE231) at its mouth: historic sites associated with

this column might be present in the project area in the form of bivouac localities as well as Powder River Depot

Terry-Gibbon columns: June 7-10, 1876: General Terry and Colonel Gibbons columns join at Powder River Depot, Terry sends Major Marcus Reno with six cavalry companies up the Powder River, Reno's force moves westward to Tongue River and then up Rosebud Creek, Reno finds evidence of large, southward-moving, Indian encampment in Rosebud Creek valley but does not follow trail, instead returns to mouth of Tongue where he rejoins Terry's column on June 20: potential bivouac sites associated with both Reno and Terry might occur in the project area

Tongue River Heights Skirmish/24BH2882: June 9, 1876: forces under General George Crook are attacked by Sioux and Cheyenne in the Tongue River valley on the Montana-Wyoming border, battle short with few casualties: site has been recorded

Rosebud Creek Battle/24BH2461: June 17, 1876: forces under General Crook are attacked by Sioux and Cheyenne, battle lasts for about a day and Indians eventually withdraw and Crook returns to Wyoming, battle a prelude to Little Bighorn with some of same American Indians participating: site has been recorded and is a Montana State Monument

Terry-Custer column: June 22-24, 1876: Terry orders Custer with over 600 troops to ascend Rosebud Creek and locate large Indian encampment and wait for Terry until June 26 then rejoined forces would attack, Custer marches part of way up Rosebud then follows fresh trail to divide between the Little Bighorn River and Rosebud Creek, the Terry-Gibbons column continues march up Yellowstone River to mouth of Big Horn River and established supply depot (Terry's Landing) and then up Big Horn to the Little Bighorn: at least one Custer bivouac site is known on Rosebud Creek and two others are likely present, the large Terry-Gibbon column may have left archaeological evidence at bivouac sites along the Yellowstone River between the Tongue River and the Big Horn River

Little Bighorn Battle: June 25, 1876: Custer's command, including Reno and Benteen attack large Indian village in the valley of the Little Bighorn and are defeated, Terry column reaches the battle site on June 27: Little Bighorn Battlefield is outside project area

Fort Keogh/Tongue River Cantonment/24CR462: 1876: military camp and command center first established in 1876 following Little Bighorn battle, Fort Keogh constructed in 1877, in addition to operating as military post Fort Keogh was used for temporary confinement of some of the Indian groups who had participated in the Little Bighorn and who were subsequently captured or surrendered, Fort Keogh continued operation as military post and remount station into the 1900s and was later converted to

an agricultural experiment station for the state of Montana: site has been recorded and listed on the National Register

Clear Creek Battle: October 1876: supply train of 94 wagons heads out of supply depot on Glendive Creek and is attacked by Sioux near Clear Creek, supply train reorganizes and again attempts to deliver supplies to General Miles but is again attacked near Spring Creek: locations of attack sites poorly documented but with archival records and presence of historic archaeological materials might be located

Cedar Creek Battle: October 20-23, 1876: forces under General Miles encounter Sioux under Sitting Bull at their campsite on Cedar Creek and demand Sioux surrender, they refuse, battle erupts, Sioux forced south across Yellowstone River pursued by Miles and 2,000 Indians surrender, Sitting Bull and 400 others escape northward to Missouri River: battle sites might be relocated through archival research of military documents

Ash Creek or Baldwin Fight/24PE629: December 1876: Lieutenant Baldwin and the U.S. Army surprise attack a camp of Lakota Sioux as part of post-Little Bighorn campaign, village not captured and Sioux under Sitting Bull escape to Canada: site has been recorded

Wolf Mountains Battle/24RB0787 (a.k.a. Mile's Fight on the Tongue River, Battle at Belly Butte): January 1877: U.S. Army forces under General Nelson Miles attack Sioux and Northern Cheyenne including Crazy Horse group, Indians forced into retreat, battle led to dissolution of various bands of Sioux and Northern Cheyenne because of harsh winter conditions, hunger, and constant threat and harassment from the U.S. military and the Crow: site is recorded and listed on the National Register of Historic Places

Miles March to Bearpaw Battlefield and Surrender of Chief Joseph and the Nez Perce: 1877: Under Nelson Miles troops march from Fort Keogh, joining in pursuit of Nez Perce, Miles column heads northwestwardly from Fort Keogh, crosses Missouri-Yellowstone divide, proceeds to area near mouth of Musselshell River, catches steamboat across Missouri, after Nez Perce surrender returns with captured Indians to Fort Keogh: route relatively well documented and the combined Nez Perce and U.S. Army group could have left archaeological remains at campsites

Lame Deer-Muddy Creek Battle: May 1877: U.S. Army under Nelson Miles attacks village of Miniconjous Sioux led by Lame Deer on Muddy Creek, a tributary of Rosebud Creek, west-southwest of present-day Lame Deer, Montana on the Northern Cheyenne Reservation, Lame Deer's group surrenders ending major battles between U.S. Army and Indians that had participated in the Little Bighorn Battle: battle site likely known from

oral traditions of Northern Cheyenne and Sioux, could be associated historic archaeological materials

1878-1881: Indian hostilities limited to small isolated skirmishes between Sioux raiding parties coming out of Canada and whites, in 1880 Sioux groups who had escaped to Canada came out of exile and surrendered at the Poplar River Agency on the north side of the Missouri River, Sitting Bull's group ceases resistance to reservation life in 1881 essentially ending hostilities in eastern Montana

Return of the Northern Cheyenne: 1878-1882: Northern Cheyenne who had been forced to relocate after the Little Bighorn Battle flee the confines of the Southern Cheyenne Reservation in Oklahoma, led by Little Wolf, the Northern Cheyenne reach their southeastern Montana homeland in the spring of 1879 and are captured at Charcoal Butte near Box Elder Creek, they are temporarily confined at Fort Keogh, in 1882 General Miles arranges for some Northern Cheyenne to locate to homesteads on Rosebud Creek and the Tongue River, a temporary military post (Fort Merrill) is established in this area to protect the Northern Cheyenne from the Crow, Tongue River Reservation is established in 1884

Miscellaneous Military Era Sites (Doug Melton, personal communication): heliograph military signal stations, several such stations are known from the project area and are often documented in military records, often located on high points such as Signal Butte near Miles City, could be historic artifacts at such localities; the Fort Keogh to Deadwood Telegraph, could be evidence near Alzada and Powderville, historic photographs of the Powderville Station show several buildings and a corral, so some degree of permanency is suggested; historic military graffiti that include soldiers names or initials and other information such as date and rank, some military graffiti has been documented in Carter, Prairie, Powder River, and Rosebud Counties and more could occur

Transportation Systems (ca. A.D. 1855 - ?)

Steamboat

Obviously foot, horse, wagon and boat traffic began relatively early in the project. Commercial steamboat travel was limited to the Missouri River and Fort Union was the head of navigation through about 1860. Thereafter, steamboat traffic on the Missouri above Fort Union increased with Fort Benton experiencing steadily increasing commercial steamboat dockings from 1860 through 1867 (Malone et al. 1991). With completion of the first transcontinental railroad through northern Utah in 1869, steamboat traffic began a slow decline at Fort Benton until 1874. A spike in commercial steamboat traffic at Fort Benton occurred in the mid- to late-1870s as southern parts of the Canadian prairie provinces just north of Montana began to be settled (Malone et al. 1991). Coming of the first of the railroads to Montana in 1881 quickly ended steamboat traffic.

There was little early commercial steamboat traffic on the Yellowstone River primarily because there were no trading posts of a size and importance comparable to that of Fort Benton and because the Yellowstone had a swifter current and was more difficult to ascend. During U.S. military and Indian hostilities of the 1870s, steamboat traffic became more frequent but was principally limited to supplying military depots at Glendive Creek, Powder River, Tongue River and Terry's Landing (Big Horn River area). Commercial freight and passenger steamboat service on the Yellowstone followed for a brief time (1877-1882) after the end of the Indian wars and before the coming of the railroad. Junction City, established on the north bank of the Yellowstone near Terry's Landing and opposite present-day Custer, Montana, briefly became important as a port. Freight and passengers heading northward to the Musselshell and Judith River Basins and Fort Maginnis came through Junction City as did materials and people heading southward to the Big Horn Basin and Fort Custer. Fort Keogh and Miles City also served as a commercial steamboat landing for a brief time following the Indian wars. Two sites in the south-central part of the project area on the Yellowstone River are associated with steamboat traffic. They include Buffalo Rapids (24CR664) in Custer County where the steamboat Yellowstone was wrecked in 1879. Site 24PE254 is downstream from the mouth of the Powder River where what are believed to be engine remains from the steamboat Osceola were observed. The Osceola was reportedly destroyed by winds or a tornado on the Yellowstone River in 1877.

Roads and Highways/Overland Travel

Prior to the establishment of Fort Union there were no constructed roads or routes in the project area. There was apparently overland traffic between Fort Union and other trading posts on the Missouri and Yellowstone Rivers in the project area. Karsmizki (in Davis 1989: 118-119) references historic documents that indicate there was monthly freight wagon traffic between Fort Union and Fort Benton (on the Missouri River) by at least 1855. Personal journal references mentioned by Karsmizki indicate that freighters met each other going to and from Fort Union and Fort Benton, suggesting that a wagon route was already established in 1855. Hunt (2002) also suggests that a westward road from Fort Union was in place at least by the time of the Stevens Expeditions if not earlier and Hunt (2002) assigned a site number (24RV596) to a depression he believed was a remnant of this early road, which he viewed near the old community of Mondak. The location of this early route has not been documented elsewhere.

The discovery of gold in western Montana in the early 1860s substantially increased emigrant traffic, as well as freight traffic, on the Missouri River. The Mullan Road, was arguably the first well-documented and formally constructed road in Montana, connecting western Montana with Fort Benton, which it reached in 1860. Freight and passengers could be carried by steamboats to Fort Benton where the Mullan Road provided access to the gold fields and other areas of western Montana. Because steamboat traffic upriver from Fort Union was seasonal and irregular, there was a clamor from the Midwest to provide military protection along an overland wagon route from Minnesota through North Dakota and on to Fort Benton (Malone et al. 1991). By 1862 a route led from North Dakota along the north bank of the Missouri River into Montana. It continued along the north side of the Missouri River to the mouth of the Milk River, then

along the north side of the Milk eventually crossing the Milk and passing along the south side of this river, skirting the north edge of the Bear Paw Mountains, before angling southwesterly to Fort Benton. This route became known as the Minnesota-Montana Road or the Fisk Wagon Road, after James L. Fisk, who guided emigrants along this road and later became an important figure in Montana's history. Between 1862 and 1867 at least 8 wagon trains originating in Minnesota used this road to reach Fort Benton (Malone et al. 1991: 74). The Fisk Wagon Road appears to be the earliest well-documented road in the project area for which there may have been some maintenance. The location of any remnant of the Fisk Wagon Road within the project has not been firmly established and large portions of it may have been destroyed by agricultural developments and construction of subsequent roads. Wyss (1992: 8) suggests that the Fisk Wagon Road closely followed the route of present-day U.S. Highway 2 between Havre and Culbertson, Montana.

In the south part of the project area the Tongue River Road was likely the earliest constructed and maintained road. Although the route of this road likely followed an extant aboriginal trail that was used later by early explorers, traders, the military, and settlers, it did not take formal form until the Indian wars of the 1870s and the establishment of Fort Keogh in 1876 (Vincent 1980). This road extended from Bozeman/Fort Ellis along the north bank of the Yellowstone River eastward to Fort Keogh/Miles City. Segments of this old road are evident in the project area and some segments have been recorded.

Another road in the project area that dates to the era of Fort Keogh led westward from Fort Buford (just downstream from Fort Union on the Missouri River) following the north bank of the Yellowstone to the east edge of the Terry Badlands (Muhn 1980). Thereafter this road split with one route passing northward and westward around the badlands and the other route crossing to the south side of the Yellowstone River. These road forks rejoined at Fort Keogh/Miles City (Muhn 1980).

Muhn (1980) mentions several other roads from the early Fort Keogh/Miles City era including one that led westward from Bismarck, North Dakota, entering Montana near present-day Carlyle, crossing O'Fallon Creek and then extending cross-country northward to Fort Keogh (24FA387). The other two roads include the Fort Keogh to Fort Custer (on the Big Horn River) Road and the Deadwood Road.

With confinement of American Indians to reservations and reductions in size of the Crow Reservation in the south part of the project area, and Assiniboine, Sioux, and Gros Ventre reservations in the north part of the project area, white settlement and agriculture accelerated beginning in the early 1880s. This development was also spurred by coming of the railroad in 1881. With settlement came development of a number of roads that served local communities and individual ranchers and farmers. By the end of the 1880s the project area was likely laced with these small dirt roads that were largely maintained by communities and individuals. As township, ranges, and sections were laid out (beginning in the late 1870s in areas adjacent to communities like Fort Keogh/Miles City) by the General Land Office, roads often developed along the edges of sections,

particularly in areas that were being cultivated. It was not until 1897 that supervision and responsibility for road and bridge construction was shifted to county surveyors (Wyss 1992). A state law was passed in Montana in 1901 and it called for a uniform statewide road system, but counties were still responsible for administering the program (Wyss 1992: 16).

With invention of the automobile, which first appeared in the United States in 1893, public support for a more extensive and better maintained road system began to develop. Mechanization of travel and agriculture did not develop as early in Montana as in eastern and Midwestern states and in 1905 only 120 vehicles were registered in the state (Wyss 1992: 21). By the second decade of the 20th Century automobiles and mechanized farm implements were much more common in Montana. By 1909 Montana reported 23,319 miles of road and counties were finding it increasingly difficult to keep up with the need for road construction and maintenance (Wyss 1992: 17). Montana adapted a more formal system for regulating road construction with formation of a Good Roads Commission in 1912 and formation of the first State Highway Commission in 1913 (Wyss 1992: 18). However, responsibility for letting construction bids and maintaining roads still lay with counties.

The first road map of Montana was published in 1914 and primary roads shown on this map include some in eastern Montana (Wyss 1992: 19). The 1914 state primary road system included a road that appeared to roughly follow the Fisk Wagon Road/Minnesota-Montana Road entering Montana on the north side of the Missouri River and passing through Bainville, Culbertson, Brockton, Poplar, and Wolf Point in the project area and continuing westerly. By 1921 this road would be part of the Theodore Roosevelt International Highway, which extended from the east border of Montana to Glacier National Park. Other primary roads in the north part of the project area shown in 1914 include two that run northward from the Fisk Wagon Road from Poplar to Scobey and from Culbertson to Plentywood. Both these roads converge between Flaxville and Plentywood and then extend northward to the Canadian border near Outlook. Another primary road is shown extending along the Yellowstone River from the Fisk Wagon Road route southward to Glendive, where as a primary road it ends. This road was part of the Yellowstone Trail or Montana-Minnesota Road that incorporated elements of the old Tongue River Road. Eventually this road became part of the first coast-to-coast highway system that would pass through Montana. Notably no primary roads are shown in the central part of the project area. In the south a primary road is shown entering Montana east of Baker and then extending westward through Plevna to Miles City and then westward along the Yellowstone to Forsyth, Hysham, Custer and on to Billings. Another primary road loops off the aforementioned road and swings northward through Ismay, Terry, and back to Miles City. A primary road also forks off at Forsyth and continues northwesterly to Melstone and Roundup. One primary road is also shown extending southward from Baker to Ekalaka. Finally a primary road is shown extending southward from Miles City to Broadus and on to the Wyoming line.

In the years following 1914, the Montana Highway Commission took more responsibility in designing roads and bridges and advised counties on construction

techniques and use of mechanized equipment for building and maintaining roads. Montana also became more qualified for Federal money to construct roads and this Federal funding was administered by the Montana Highway Commission. Soon a State Highway Fund was established. A State Bridge Department was established in 1915 and by 1920 there was a State Highway Department, which assumed road planning and design responsibilities. District offices began to be established throughout Montana. Construction and road maintenance carried out by the State Highway Department itself were limited but in 1927 state legislature gave the entire responsibility for maintenance of the primary system to the department (Wyss 1992: 34). Up to about 1921, most primary roads in Montana were gravel. Thereafter new primary roads were increasingly constructed of asphalt or bituminous surfaces and secondary roads were often oiled (Wyss 1992: 34). However, the Federal Highway Act of 1922 still allowed for gravel-surfaced highways as the standard.

The Montana State Highway Map of 1922 showed the primary road system that was somewhat different from that of 1914 (Wyss 1992: 42). In the north part of the project area the Theodore Roosevelt International Highway or U.S. Highway 2 extended generally along the same route as the 1914 route but appeared to be much straighter. What is now state route 16 extends northward from Culbertson as in 1914 but state route 13 extends northward from Wolf Point rather than Poplar. The 1922 map shows a primary road extending northwesterly from Glendive to Circle, thence westerly through Jordan and Moseby and on to Grassrange. This is generally the present route of State Highway 200S and State Highway 200. The 1922 map also shows the Yellowstone Trail/Tongue River Road extending westerly and southwesterly from the North Dakota border just east of Wibaux through Glendive, Terry, Miles City, and Forsyth on to Billings and continuing to the west. This route is essentially that of old Highway 10 and what would become Interstate Highway 94. The 1922 map also shows a primary highway from Miles City to Jordan (not present on the 1914 map) along what is now State Route 59. As in 1914, the highway from Baker to Miles City, now U.S. 12, is shown in 1922.

The Roosevelt administrations New Deal era of the 1930s had a significant impact on Montana's road system. The Civilian Conservation Corps, among other projects, also constructed roads and bridges on Forest Service Land in the state including Custer Forest lands within the project area. The Works Progress Administration of the same era also invested great money and employed many locals on federal highway projects including some in the project area (Wyss 1992). Paving of many state highways occurred during this era.

The Federal-Aid Highway Act of 1944 allowed for greater federal funding in states and established a National System of Interstate Highways that were to be built to higher standards than other highways (Wyss 1992: 66-67). Included in Montana's proposed Interstate Highway System was old U.S. Highway 10, which extended from the North Dakota border westward to Butte. Within the project area this route essentially followed that of the Yellowstone Trail and Tongue River Road with the exception of the first segment westward from the North Dakota border to Glendive. This route would

become Interstate Highway 94, construction of which began in the 1960s and was completed in the 1970s.

The project area contains many historic roads and/or road segments. These historic features date to various eras, some as early as the fur trade era but many more associated with the early settlement and agricultural era from the 1880s through 1920. A number of these features have been recorded but are far too numerous to discuss in detail. Historic bridges are generally recorded separately, even if they occur on historic roads. Over 300 bridges of various ages have been recorded in the project area. Recorded bridges include some that are listed on the National Register of Historic Places such as the circa 1930 Lewis and Clark Bridge (24RV438) over the Missouri River near Wolf Point, the 1926 Bell Street Bridge (24DW290) over the Yellowstone River in Glendive, the 1905 Forsyth Bridge (24RB1028) over the Yellowstone. A number of other bridges in the project area are suggested as eligible for listing in the National Register and include Custer County's Locate Bridge, which Axline (1993) indicates is the oldest (built in 1901) steel stringer bridge in Montana. Some ferries operated in the project area prior to construction of bridges, and some ferries continued to operate well into the "modern" era. Ferries at one time operated on the Missouri River and three ferry crossings have been recorded on that river in the project area.

Railroads

The Northern Pacific Railway was the first to enter eastern Montana reaching Glendive in July of 1881 and Miles City in November of 1881 (Muhn 1980). By the end of 1882 the Northern Pacific was completed through the project area and beyond and by September of 1883 the Northern Pacific line through all of Montana was completed (Malone et al. 1991). The route of the Northern Pacific generally paralleled that of what would become Interstate 94, entering Montana just east of Wibaux and extending cross-country to the Yellowstone valley at Glendive and then following the Yellowstone to Billings and on to Livingston where it left the Yellowstone valley and ascended Bozeman Pass. A spur line of the Northern Pacific extending down the Yellowstone valley from Glendive to Sidney was completed in 1912. In 1924 the Northern Pacific Railway extended a spur line southward from Forsyth to Colstrip, a town it had started near coal deposits that were being mined as a fuel source for its locomotives (Spritzer 1999). This spur line operated through the mid-1950s when coal strip-mining nearly ended because of the advent of diesel locomotives. Coal mining in southeastern Montana was re-invigorated during the energy-shortages of the 1970s and strip-mining accelerated and expanded. The Colstrip spur line continues to carry coal from the area and although the line has been upgraded and in places realigned, some segments of the original 1924 grade may be present.

In the northern part of the project area, Jim Hill was granted easement through Indian reservation lands in 1887. Westward extension of Hill's Manitoba Railroad from Minot, North Dakota began in April of that year and had reached Havre by October of 1887 (Malone et al. 1991). The route of the Manitoba followed along the north side of the Missouri River valley, then swung along the Milk River valley to Havre before swinging southwesterly to Fort Benton and on to Great Falls. The Manitoba and other

rail lines owned by Jim Hill and his associates were consolidated into the Great Northern Railway Company in 1889. By 1900 the Great Northern began on extending a new line west from Havre, over the Continental Divide at Marias Pass and on to the Pacific Coast where it reached Everett, Washington on Puget Sound in 1893 (Malone et al. 1991). By 1909 the Great Northern Railway had extended a spur line northward from the main line at Bainville to Plentywood.

The Chicago, Milwaukee, St. Paul & Pacific Railway Company (often called the Milwaukee Road) began extending its rail line into eastern Montana in 1906, entering the state east of Baker (Malone et al. 1991). From Baker the rail line swung northwesterly toward the Yellowstone River valley near Fallon. The Milwaukee Road then continued up the north side of the Yellowstone Valley to Forsyth and then passed west-northwest cross-country to the Musselshell River valley near Melstone. The rail line continued up the Musselshell valley to Roundup and on Harlowton eventually traversing the state after the eastward-extending line originating in Seattle and the westward-extending line met in western Montana in 1909. The Milwaukee went through several episodes of financial difficulties beginning in the 1920s and was reorganized several times. It continued to operate in Montana through the 1970s but the entire Pacific extension of the line was closed by 1979. The Milwaukee Road saw one of the worst train wrecks in Montana history in 1938 when *The Olympian* plunged into Custer Creek killing 47 people after a cloudburst had washed out a bridge. The location of this wreck is in the project area near Saugus in Prairie County. Much of the abandoned Milwaukee Road grade in Montana has been stripped of ties and rails and some bridges have been dismantled. The grade is preserved in segments in many areas including the project area and a few bridges are also present.

The Great Northern and Northern Pacific Railroads became part of a large merger in 1970, from which the Burlington Northern Railroad was formed. More rail lines were acquired by this company in the 1980s and in 1996 Burlington Northern merged with the Atchison, Topeka, and Santa Fe Railway and became the Burlington Northern and Santa Fe Railway. The Manitoba, and later the Great Northern, went through route upgrades and some segments of the grade were occasionally realigned. Some abandoned grade segments may be present in parts of the project area. Some railroad bridges of historic age are present in the project area and a few have been recorded. Historic railroad depots, section houses, and other maintenance, storage, and personnel residences are present in the project area.

The Minneapolis, St. Paul, and Sault Ste. Marie Railroad Company (Soo Line) built about 61 miles of rail line in Montana in 1913, entering from North Dakota near Westby and ending near Whitetail. This line was developed with hopes of capturing the freight market in northern Montana but the Great Northern had already extended a line to Plentywood in 1909. Thus the Soo Line principally carried coal from the Daleview mines to North Dakota and later was used seasonally to haul crops.

The proposed North-South Railroad was intended to connect the communities of Miles City, Montana and Casper, Wyoming (HRA 1980). It was funded by a group of

private investors who hoped to acquire coal leases in the Tongue River area and use the rail line to ship coal. Construction on the grade was begun in 1923 but the tracks were never laid as investors experienced financial difficulties and abandoned the project. The grade (24RB171) is still present in places along the Ashland-Birney Road (site form for 24RB171).

Aviation/Air Travel

The first airplane flight in Montana took place in 1910 and a few other private flights occurred through the beginning of World War I (Rankin 1999). Although WWI saw an increase in air fields and interest in air planes, commercial interest did not begin to accelerate until Lindberg's 1936 trans-Atlantic flight. An air field apparently was established in Miles City by about 1920 (Rankin 1999) and in Billings shortly thereafter. The first airline company in Montana was National Park Airway, which was established in 1927 (Rankin 1999). The isolation of some ranches in eastern Montana resulted in a few individuals and ranches obtaining planes for occasional use as transportation. Aerial application of chemicals for insect and weed control became popular on Montana's farms following World War II. The frequency of airfields in rural areas went up during this interval. Runways, hangars, terminals, storage buildings, and other structures associated with aviation history in eastern Montana may be present in the project area. The Jordan airport (24GF471) is an example of rural community airports that qualify as historic sites.

Agriculture (ca. A.D. 1879 - ?)

Although agriculture was associated with some of the early fur trading posts established in the project area, it was very small-scale and amounted to little more than gardens for local use and hay fields for post livestock, primarily horses, mules, oxen and cattle. Some small-scale agriculture also occurred around some of the military posts of the region including Fort Keogh. However, it wasn't until the end of the Indian Wars of the 1870s that agriculture began to develop as a serious industry in eastern Montana. It was the livestock industry that developed first.

Granville Stuart suggested that the first cattle came to southeastern Montana in 1879 (Muhn 1980). One of the first big herds of Texas longhorns to enter southeastern Montana were those of Englishman Sydney Paget (owner of the Anglo-American Cattle Company) who in 1880 drove 2,000 head to the Tongue River (HRA 1980). Paget's herd wintered near the mouth of Otter Creek but the extreme winter of 1880-1881 nearly wiped out the herd. These early herds are thought to have reached southeastern Montana via a branch of the Texas Trail that led to the head of the Little Powder River in Wyoming then down that stream to the Powder River. The trail continued down the Powder to what is now Powderville, then crossed to Mizpah Creek and down Pumpkin Creek to the Tongue River and ultimately the Yellowstone River at Miles City (HRA 1980: 44-45).

Another large cattle ranch (The SH) was established in 1880 after Scott and Hanks drove 20,000 head of cattle to the Tongue and Powder River basins (HRA 1980). The SH Ranch home place was established at the confluence of the Little Powder and Powder Rivers and a horse ranch, known as the Hat Ranch, was established near the

mouth of O'Dell Creek on the Tongue River (HRA 1980). By 1886 Scott had business partners from San Francisco and they formed the Northern Cattle Company. Other early ranches in southeastern Montana's Tongue River region included the Quarter Circle U established in 1884 by George Brewster and the Three Circle Ranch established in 1886 by Captain Joseph T. Brown (HRA 1980).

The success and persistence of these early livestock ventures were noticed by others and stocking of the southeastern Montana ranges continued through the 1880s and into the 1890s. Many eastern Montana towns owe their existence to the success of early ranching efforts in the project area as well as to the construction of the Northern Pacific Railway in 1881 and 1882. Although a drought in the summer of 1886 followed by a crushing winter, decimated cattle herds in eastern Montana, the livestock industry survived as ranchers began to raise more winter feed and depended less on the open range (Muhn 1980).

Sheep ranching occurred early in southeastern Montana. In fact the first sheep herd, numbering 1,800 head, arrived at Fort Keogh in October of 1876 where they were sold to George Miles, a nephew of Nelson Miles, and his partner, Captain F.R. Baldwin (HRA 1980: 48). This early sheep-raising venture failed because of disease but by 1884 one out of every five ranches in Custer County was focused on sheep (HRA 1980: 48). Although few ranches were devoted exclusively to horse-raising almost all ranches raised horses for their own use. When Fort Keogh became the country's largest cavalry remount station in 1900, it became more profitable for a time to commercially raise horses (Muhn 1980). Still however few ranches were devoted entirely to horse-raising.

The west-central part of the project area saw livestock ranching develop by the early 1880s as it spread from the upper Musselshell and Judith basins where cattle ranching began in the 1870s. Some livestock ranching occurred in the northern part of the project area but until the Manitoba/Great Northern Railway entered in 1887, ranching was generally limited to areas near the Fort Peck Reservation. The devastation wrought to the cattle industry by the winter of 1886-1887 did nothing to accelerate stocking of the range in the northern part of the project area and Jim Hill promoted the area along his rail line as rich farmland. Dry land farming soon overtook ranching as the primary agricultural activity in the northern part of the project area.

In general the growth of farming (i.e. growing of domesticated plants/crops) was slow before 1900. Irrigated land was limited and generally restricted to bottomlands. One of the earliest efforts and larger scale irrigation was in 1882 when the privately-owned Miles City Canal and Irrigating Company was formed (Muhn 1980). This company constructed a dam on the Tongue River upstream from Miles City and a canal was soon built that provided water to lands in the lower Tongue River valley and in the Yellowstone valley near Miles City. Although the Miles City company met with problems including the failure of its first two dams, it retained enough investors to construct a more durable dam in 1890. By 1907 the Tongue River Ditch extended for some 30 miles along the Tongue and Yellowstone River valleys and was capable of irrigating 12,500 acres (HRA 1980: 61). Public Works Administration funding led to the

construction of the Tongue River Dam, which was begun in 1937 and completed in 1939. This dam lay farther up the Tongue River near the Wyoming border and it has provided irrigation water to the Tongue River and Yellowstone River valley since then. Small scale, privately-funded irrigation projects also were developed in other areas along the Yellowstone near the communities of Forsyth, Hysham, and Fallon in the 1880s and 1890s (Muhn 1980). Private or cooperative irrigation canals were also constructed along the Big Horn, Tongue, and Powder Rivers during the late 1800s and during the first two decades of the 20th Century.

Passage of the federal 1902 Reclamation Act was intended to promote agricultural development nation-wide by providing funding for irrigation and land reclamation projects. The Bureau of Reclamation was created as part of this act. One of the first irrigation projects funded under this act was the Lower Yellowstone Reclamation Project (24DW287/24RL204). Survey and design on this project began in 1903 and construction began in 1905 and was first used in 1909. This by far was the largest irrigation project in eastern Montana and included a diversion dam (24DW443) on the Yellowstone River at Intake in northeastern Dawson County. In 1909 the main canal was 64 miles long and delivered water to just 1200 acres (Mondak HAS 1975). The Lower Yellowstone irrigation system was completed by 1912 with about 71.6 miles of main canal and about 202 miles of laterals (McCormick et al. 1999; Mondak HAS 1975). Irrigation agricultural in the lower Yellowstone was slow to develop even with completion of the system but in 1925 a sugar factory was constructed in Sidney and irrigated acreage began increasing dramatically. By 1938 46,000 acres of land were irrigated by the project with sugar beets as the main crop, although alfalfa, feed grains, and eventually beans, also grown (Mondak HAS 1975). Other developments were completed later as part of the Lower Yellowstone project including the Huntley Project (upstream and outside project area), and pumping stations for the Lower Yellowstone project for the Intake and Savage units.

Other irrigation projects in the lower Yellowstone include the Kinsey Irrigation Company-Buffalo Rapids project (24DW289/24CR812/24PE267), between Kinsey and Glendive. As part of the BOR Lower Yellowstone project the Buffalo Rapids unit was begun in 1937 and was eventually expanded and completed in 1950. The Buffalo Rapids project was preceded by the Buffalo Rapids Ditch Company that had begun privately funded irrigating on the Yellowstone in the 1890s. A number of smaller historic irrigation systems funded privately are present in the southern part of the project area and at least portions of a number of them have been recorded.

The northern part of the project area along the Missouri River has not experienced the degree of irrigation development as along the Yellowstone and its tributaries. A number of small private irrigation canals are present along the Missouri River and some were constructed as early as the 1890s. The Bureau of Reclamation (BOR) Milk River Project was organized and planned in 1903 and was constructed in phases beginning as early as 1906 and continuing to 1946 when the Dodson Pumping Unit was constructed. This irrigation system is mostly outside (west) of the project area

but includes a small area within the project area in the vicinity of the mouth of the Milk River.

During the New Deal Era of the 1930s a number of small CCC reservoirs were constructed in the project area both in southern areas and in northern areas, mostly on public land. These reservoirs were built sometimes for livestock watering and sometimes for irrigation. A 1935 executive order from President Roosevelt created the Medicine Lake Wildlife Refuge and CCC crews constructed a system of dikes and canals/ditches to improve refuge habitat for migratory waterfowl.

The State Antiquities Data Base lists 100 sites in the project area as associating with irrigation. Some of those sites were discussed above although a majority are small features generally associated with irrigating on individual farms and ranches.

Although irrigation developments improved conditions for those farmers and ranchers living adjacent to perennial water courses, upland areas were slower to develop. However, dryland farming techniques were improved during the first decade of the 20th Century by men like Hardy Webster Campbell and Thomas D. Campbell (not related) who operated a large dryland farm near Hardin, Montana (Malone et al. 1991). The Northern Plains experienced below average precipitation between 1881 and 1904, so even with the exaggerated promotions of Jim Hill and others, eastern Montana was not rapidly settled by would-be farmers (Malone et al. 1991; Muhn 1980). Above average precipitation between 1905 and 1916 along with an increase in prices for agricultural products led to the second, and by far largest, wave of homesteaders and settlers. The Milwaukee Road, which had entered the state in 1906, continued over-promotion of the area first begun by Jim Hill. Eastern Montana's population increased dramatically between 1900 and 1918 and homesteads appeared everywhere on the plains. The Dawes Act of 1887 allowed for American Indian tribes to provide allotments to individual tribal members. Unfortunately, this resulted in some reservations, like the Fort Peck Reservation, undergoing substantial land ownership change with over 40% of the reservation passing from Indian to non-Indian hands. Much of this ownership change occurred during the homestead boom of the first two decades of the 20th Century.

Drought that had begun in northern counties in 1917 spread southward in 1918 and persisted for several years and at the end of WWI agricultural prices dipped considerably. The combination of these factors led to abandonment of about two million acres (much of it in eastern Montana) and 11,000 farms between 1919 and 1925 (Malone et al. 1991). Many settlers did not even have time to prove up on land entries so many homestead sites are present on public lands (Muhn 1980).

During the Roosevelt Administration of the 1930s the Land Utilization Program (LU) was instituted. Under this program the Federal Government was authorized to purchase submarginal agricultural lands from private parties and to keep those lands out of production (Muhn 1980). LU lands were to be managed for grazing, wildlife refuge and recreation. The BLM now manages all LU lands in eastern Montana and some of these LU lands have historic homestead and agricultural features, although generally

most standing structures were removed from LU lands at the time they were acquired by the Federal Government.

Commercial logging in eastern Montana never reached a scale comparable to that of western Montana, principally because timber resources are limited in size and distribution. Both Ponderosa pine and Rocky Mountain juniper were apparently logged historically for local building and fence and corral construction. Timber resources were important enough in southeastern Montana to be included in the Custer National Forest, which was established in 1905. Some commercial logging occurred in southeastern Montana in the vicinity of the Northern Cheyenne and Crow Reservations as early as the first decade of the 20th Century. Portable sawmills became popular in the 1930s and 1940s and some small logging operations occurred in the project area. Small scale logging also saw an increase during the depression era of the 1930s when at least two CCC camps operated in the project area. Some CCC projects and some WPA projects involved use of lumber some of which was cut and milled locally by CCC crews. Logging continues to play a role, if limited, in the economy of both the Northern Cheyenne and Crow reservations. There reportedly were some Ponderosa pine and Rocky Mountain juniper post and pole operations both inside and outside the Custer Forest lands up to the 1960s. Some logging of cottonwood bottoms also reportedly occurred along the Yellowstone and Missouri Rivers historically and one cottonwood sawmill was in operation along the Yellowstone in the 1970s and early 1980s. Some small saw mill sites are present in the southern part of the project area and some have been recorded.

Agriculture played the biggest role in the settlement of eastern Montana by Euro-Americans. Although railroad construction and maintenance was certainly instrumental in the establishment of some towns in eastern Montana, the sustained existence of most communities was a result of farming and ranching. Historic development of most project area towns resulted from their evolution as service and market centers for the local farm and ranch community. The State Data Base lists 62 sites under the “Historic Agriculture” site type category and 366 sites as “Historic Homesteads/Farmsteads”. However, a number of other site types include many properties that are likely associated with agriculture (e.g. building foundation, cairn/land marker, cattle camp, dude ranch, dug-out, Euro-American, fence, grain elevator, irrigation, school, church, sawmills, log structure, outbuildings, sheep camp, stock raising, trash dump) and it is likely that around 50% of historic sites in the project area are directly associated with agriculture. Even more sites are indirectly associated (e.g. roads, bridges, community structures). Although energy development is important to some parts of the project area (most notably the upper Tongue River – Decker/Birney area, the Colstrip area, the Cedar Creek anticline area) agriculture remains as the economic base for most communities.

Mining/Mineral Extraction/Petroleum Extraction (ca. A.D. 1880 - ?)

Coal

Eastern Montana contains some of the most extensive deposits of sub-bituminous lignite or coal in North America. Presence of coal in eastern Montana was first noted by Lewis and Clark and reportedly Manuel Lisa burned coal to heat his fur-trading post at

the mouth of the Big Horn River (Muhn 1980). Coal was extracted on a small scale by families and individuals as eastern Montana began to be settled by whites. Entrepreneurs quickly recognized the need for coal as fuel in much of eastern Montana given the scarcity of forest and wood. Muhn (1980) suggests that the first commercial attempt at coal mining occurred in 1880 near Miles City when a surface mine was operated by W.E. Schmalse and provided coal for local heating.

Coal deposits occur throughout the project area and many small coal mines have been documented. As stated above, most of these mines were operated by families and individuals, although often coal was sold locally for fuel. A few larger scale coal mines are known including the Fairview or Jennison Coal Mine (24RL146), which began operation in 1913 and soon had an associated electrical plant that eventually would become Montana-Dakota Utilities (Anderson 1986). The Jennison Mine also shipped coal by rail to North Dakota. The Daleview Mine (24SH47) was also part of a larger coal-mining operation associated with the Soo Line in extreme northeastern Montana where coal was shipped to North Dakota (Anderson 1986). The Knife River Mine near Savage was also a larger operation, as it provided coal to a generating plant in Sidney.

Coal mining began on a larger scale in Montana in 1924 when the Northern Pacific opted out of dealing with coal mines farther to the west in the Red Lodge and Roundup areas and decided to extract coal from the vast deposits of southeast Montana. The NP ran a spur line southward from Forsyth in 1923 and platted the town of Colstrip and began coal-mining the following year (Malone et al. 1991; Muhn 1980). By the late 1940s NP had begun to replace most of its steam locomotives with diesel and it appeared that Colstrip was finished. In 1968 a subsidiary of the Montana Power Company with a power plant in Billings, obtained a long-term coal-mining lease in the Colstrip area from the Northern Pacific (Muhn 1980). About the same time Peabody Coal opened a mine in the Colstrip area and began shipping coal to the Minnesota area. With the energy crisis of the 1970s, coal-mining accelerated and expanded in the Colstrip area and large generating plants were constructed. The coal and power plants of the Colstrip area still play a significant role in the economy of southeastern Montana.

Both underground mines and surface strip mines are the dominant coal extraction era features that have been recorded in the project area. Mining equipment/implement dumps, rail sidings, storage buildings, explosives buildings, and mine offices and residences are some of the other site types associated with coal mining.

Oil and Gas

Natural gas was first discovered in the project area in 1913 at the north end of the Cedar Creek anticline in the Gas City Dome (Muhn 1980). By 1915 gas from Cedar Creek was moved by pipeline to Glendive and later to the Baker area with the opening of a carbon black factory (Muhn 1980). The Cedar Creek anticline was a focus of natural gas extraction and prospecting from that time on and by 1927 most of the gas field was under the control of Montana-Dakota Utilities (Muhn 1980).

Although one of Montana's first oil fields (A.D. 1919), the Cat Creek field, lies just west of the project area, oil was not discovered in significant amounts until the 1950s. The first oil refinery in Montana was built in Miles City as a result of the Cat Creek discoveries (Muhn 1980). In 1951, discovery of oil in the Williston Basin in western North Dakota led to exploration in adjacent parts of eastern Montana and many producing wells were located in the next 7 or 8 years (Muhn 1980). The oil boom in eastern Montana abated in the late 1950s through the mid-1960s until 1967 when the first well of what would become the Bell Creek field was brought into production near Broadus (Muhn 1980). Oil and gas exploration has continued in fits and starts and over the past several years there has been another spate of oil and gas exploration spurred by the rising prices in petroleum products.

Beginning in the 1990s, much of northern Wyoming and southeastern Montana were the focus of exploration for coal-bed methane gas (CBM). The comparatively low cost (when compared to conventional natural gas wells) of bringing CBM gas wells into production has brought a rush of production and exploration companies to parts of the west. Wyoming in particular is experiencing a boom in the energy business because of CBM interests. Montana has proceeded cautiously because of some concerns about unanticipated or unknown environmental impacts associated with CBM development. Nevertheless exploratory CBM drilling has accelerated in southeast Montana and a number of wells have been brought into production.

Other Minerals

Other economic mineral extraction has occurred in the project area though none at a scale comparable to that of coal, oil and gas. A COMINCO American phosphate mine (24GF395) opened in the 1960s but no longer active was once located in Garfield County. Some small scale bentonite mining and prospecting occurred in the northern part of the project area and presently large-scale bentonite mining is occurring in the southeast part of the project area near Alzada. Gravel pits and clinker or scoria pits, some of historic age are present in parts of the project area. In the south portion, scoria was, and continues to be, popular as a road surfacing material and for use in landscaping.

Community History, Development and Architecture

There are many elements of community history that are independent from any of the themes presented above. Any buildings, 50 or more years in age, qualify as historic sites. Some can be important or significant architecturally and some can be important because of association with important historic figures or important historic events. Schools, hospitals, businesses (e.g. gas/service stations, drive-ins, bars/saloons, general stores, livery stables, theaters, opera houses) residences, libraries, service organization facilities/lodges, city and county administrative buildings, and community centers are just some potential historic features that might be found in local communities. Miles City appears to be the oldest community in the project area, with beginnings associated with Fort Keogh (established 1876). Most communities in the project area were established between about 1887 and 1912 and most of those communities have survived through the years. The agency at Fort Peck was established at its present location in 1877 and an American Indian community likely began to develop there at about that time. Some

agricultural settlement began before 1887 and some private ranchsteads and farmsteads served as the first post offices in some areas. Even smaller communities likely contain features from various historic eras. Buildings from the mid-century era (ca. 1950-1960) now must be recorded and as time progresses buildings meeting the minimum age requirement of 50 years will include those constructed in the 1970s, the 1980s, and so forth.

State Data Base Site Type Descriptions and Site Distributions

The state data base includes 71 site type classifications for historic sites. Some historic sites are assigned to two site type categories with the primary site type generally listed as Site Type 1. Multiple themes and contexts can sometimes be associated with some of these site types although particular themes may be emphasized in evaluating significance of individual sites. Some of the site types on the data base duplicate site characterizations of other types. For instance “Historic Education” site types include schools, which can also show up in the “Historic School” type. “Historic Agriculture” sites can include features also typed as “Historic Irrigation System”, Historic Cattle Camp”, “Historic Sheep Camp”, and “Historic Homestead/Farmstead” and so on. Other site types appear to be “catch-alls” that are not thematic as to site type but may associate with the type of project, during which sites were identified (e.g. “Historic Community Survey”, Historic Community Survey Area”). We suspect that the site type list in the data base is a classificatory tool that evolved over the years. Some of the site types appear to have been developed as a means of dealing with inconsistencies and ambiguities in site forms or adopting site types as presented in site forms. Below is a table (Table 26) of the data base historic site types and possible property types and themes that could be associated with the types. Property/resource characterizations presented for each site type were derived from data base queries that listed site numbers for each site type. A sample of site forms for each site type were inspected to get a range of the kinds of properties that are listed for each site type. Only site types represented in the project area are discussed and only site forms from the project area were inspected.

Table 26. Historic site types and associated resources and themes.

Site Types	Associated Resources and Themes
Historic Agriculture	Homesteads, farmsteads, barns, irrigation systems & features, dug outs, residences, trash dumps, campsites, ranches (residence, outbuildings, foundations, roads, ditches), cattle camps, industrial developments (agri-business, family or corporate farms and ranches, fences and corrals, log structures, undifferentiated settlement site, undifferentiated Euro-American site, cairn or landmark (property markers, section markers, sheepherder or cattle herder monuments; Theme - agriculture
Historic Apartment House	Hotels, motels, boarding houses, inns, apartment buildings; Theme – community history and architecture
Historic Architecture	Can include any structure with preserved (standing) architecture (e.g. residence, commercial building, industrial building, bridge, church, school, railroad building, government building, agency building, barn); Theme – could include community history and development, railroad history, transportation history, or other themes
Historic Battlefield	American Indian Inter-tribal battle sites, U.S. military-American Indian battle sites, Indian-nonIndian battle sites (e.g. settler-Indian battles, fur trader-Indian battles), and other battle sites; Theme – American Indian history, American Indian U.G. Government hostilities, Fur Trade, Exploration
Historic Building Foundation	Generally no standing architecture, stone foundations, wood foundations, depressions; Theme – various or undetermined

Site Types	Associated Resources and Themes
Historic CCC Camp	Civilian Conservation Corps (CCC) camps, CCC-constructed roads, bridges, culverts, reservoirs/dams, irrigation systems, Forest Service buildings, roads, trails, fire-look outs, corrals; Theme – government and U.S. history
Historic Cairn/Land Marker	Rockpiles, cairns, alignments, monuments, mining claim markers, section markers; Theme – agriculture, industrial/mining, U.S. and state history
Historic Campsite	Military campsite, line camp, undifferentiated Euro-American campsite with historic artifacts and/or trash dump; Themes – U.S. Government-American Indian hostilities, agriculture, white settlement
Historic Cattle Camp	Temporary herder camps with artifact scatter, branding camp with structures; Theme – agriculture
Historic Church	Rural and community churches and associated outbuildings, fraternal lodges; Theme – religion, community history and settlement
Historic Coal Mine	Underground or surface coal mines and associated buildings and features; Theme – coal mining, economic mineral industry, community history
Historic Commercial Development	Industrial buildings and structures, government buildings and structures, offices/businesses/commercial buildings (e.g. hotel, motel, inn, gas station, urban building blocks, bridges, timber harvesting, trash dumps; Themes - various
Historic Communication	Property types in project area are unclear but presumably could include telegraph lines/poles, travel routes and trails, telephone lines/poles, early communication buildings (e.g. telephone company offices and routing stations, telegraph buildings/stations); Theme – community history and development, industrial history
Historic Community Survey	More of a reference to project type than property type; Includes community residences and businesses
Historic Community Survey Area	More of a reference to project type than to property type; Includes residences and businesses and other community structures
Historic Conservation	Irrigation systems, stock ponds and reservoirs, often includes CCC-constructed features; Theme – agriculture, U.S. history
Historic Cribbed Log Structure	Historic aboriginal structure; Theme - American Indian protohistory or history
Historic District	Thematically related sites in an area (e.g. historic community business district, historic community residential district, mining complexes, logging complexes, American Indian agency, farmsteads/ranchsteads and related structures and features, geographic area with interrelated sites); Themes - various
Historic Dug-Out	Particular feature type (dug-out) sometimes found singly and sometimes found associated with other historic features; Themes – various
Historic Education	Generally community or rural school houses and associated features (e.g. gymnasiums, outhouses) and/or foundations associated with former schools; Theme – community history and development, education
Historic Energy Development	Utility pole segments, oil field camps and work stations, Fort Peck townsite and dam, electrical plants; Theme – community history & development, industrial development
Historic Euro-American Site	Catch-all for sites where historic context is undetermined, can include rural features/structures and community structures
Historic Exploration Settlement	Seems to be another catch-all for a variety of historic sites
Historic Fence	Post and wire fences, wood fences, log fences, corrals, wrought iron fences; fences are often associated with other site types (e.g. farmsteads/homesteads, work camps, cemeteries
Historic Ferry/Landing	Locations of historic ferry crossings sometimes with remaining features and sometimes without; Theme – transportation
Historic Fire Lookout	These sites are specifically associated with forest and range fire control and forest management and in the project recorded lookouts occur either on Custer Forest lands or on Reservation lands; some Forest Service lookouts were constructed by CCC crews; Theme – agriculture, U.S. agencies history
Historic Fort Site	Military fort sites and supply depots, fur trading post sites; Theme – fur trade, U.S. Military – American Indian hostilities
Historic Fraternal Lodge	Specific site type generally associated with service group or fraternal group (e.g. Masonic lodge, union lodge/house, Moose lodge, Elks lodge); Theme - various

Site Types	Associated Resources and Themes
Historic Fur Trade	Fur trading posts often recorded based on location and not on presence of era artifacts or features; Theme – fur trade
Historic Gas Station	Self explanatory – particular site type; Theme – community history and development; industrial development
Historic Grain Elevator	Self explanatory – particular site type; Theme – agriculture, community history and development, architecture
Historic Homestead/Farmstead	Farm and ranch residences and associated outbuildings, wells, walkways, roadways, foundations, depressions, cisterns, barns; Themes – agriculture, community history and development
Historic Hotel	Hotels, motels, inns; Theme – community history and development, commercial, recreation
Historic Indian Agency	Can include agency headquarter buildings, BIA buildings, residences; Theme – American Indian history, community history and development
Historic Industrial Development	Government dipping vat, windmill & stock tank, feeding trough, homestead/farmstead and associated features, lumber yard and business; Themes – agriculture, business/industry, community history and development
Historic Irrigation System	Canals, ditches, laterals, pumping stations/houses, headgates, reservoirs, dams; Themes – agriculture, community history and development, U.S. government agency history
Historic JJ	Restricted access sites – often graves or cemeteries or other sensitive sites
Historic Log Structure	Cabins, residences, outbuildings, Forest Service buildings, fences and corrals, homesteads/farmsteads, outbuildings & barns, CCC structures; Themes - various
Historic Military Site	U.S. Military-American Indian battle sites, U.S. military forts, supply depots, associated outbuildings and roads; Themes – U.S. government-American Indian hostilities, American Indian history, U.S. history, community development and history
Historic Mining	Coal mines (surface and subsurface) and associated buildings and features, could include other mineral extraction mines (e.g. phosphate, bentonite, gravel, scoria); Themes – economic minerals/industry, industrial, community history and development
Historic Misc. Industrial	Gravel pits, stone quarries, blacksmith shop, welding shop, CCC-constructed culverts and stream crossings, irrigation water pumping plant, lumber yard/business; Theme – industrial, mining/mineral extraction, U.S. agency history, agriculture, community history and development
Historic Outbuildings	Catchall for buildings associated with farmsteads/homesteads, industrial sites, residences, churches, schools, ranger stations, and so on; Themes - various
Historic Political/Government	Miles City VA hospital and associated buildings and features, Forest Service post and pole treatment plant, county or town jail, county courthouse, union halls/lodges, U.S. Indian Service laborer's cottage, U.S. survey markers, National Guard armory, fraternal lodge, customs station, city hall, fire hall, U.S. post office; Themes - various
Historic Post Office	Rural and community post office building and associated features; Theme – U.S. agency history, community history and development
Historic Railroad Bridge	Self-explanatory; Theme – transportation
Historic Railroad Building/Structure	Railroad grades and associated structures/features, railroad depots, railroad construction camps and associated features, railroad siding and associated features; Themes – transportation, community history and development, industrial history
Historic Railroad Stage Route Travel	Railroads (grades, sidings active lines, bridges (foot, vehicular, RR), roads, trails, highways, some associated buildings; Themes – transportation, community history and development, recreation, industrial history
Historic Ranger Station	Self-explanatory, associated outbuildings and features; Themes – agriculture, U.S. agency history
Historic Reclamation	Irrigation systems (canals, ditches, dams, pumping stations, laterals, etc.), gate tender residence, Fort Peck town and dam site; Themes – agriculture, U.S. agency history
Historic Recreation/Tourism	Vehicle and foot bridges, hotels, airports, U S Bar spring house, city/county parks and associated features, town theater/cinema; Themes – transportation, tourism, community history and development
Historic Religion	Churches and associated outbuildings, cemeteries, clergy residences and associated outbuildings, church camps and associated features; Theme – community history and development, religion
Historic Residence	Catchall for rural and community residential structures and associated outbuildings; Themes – various but primarily community history and development and agriculture
Historic Road/Trail	Roads, trails, highways and associated features; Themes – transportation, tourism, recreation, community history and development
Historic Rock Art	Graffiti (e.g. names, initials, brands, dates), painted and pecked images, signs; Theme – community history and development, business/industry, agriculture, traditional cultural property

Site Types	Associated Resources and Themes
Historic Sawmill	Temporary/portable sawmills, commercial sawmills; Theme – business/industry, agriculture, community history and development
Historic School	Rural and community schools and associated out buildings and features; Themes – community history and development
Historic Sheep Camp	Shepherd monuments/cairns, shepherd camp and debris, sheep dipping site; Themes – agriculture, community history and development
Historic Stock Raising	Branding camps, line camps, ranchsteads/farmsteads and associated features, shepherd camps, cattle herder camps, pictographs and petroglyphs (with names, initials, brands, and dates), reservoirs and dams, some CCC-constructed features (e.g. dams and reservoirs for stock watering); Themes – agriculture, community history and development, livestock industry
Historic Theater	Community theater/cinema; Theme – community history and development
Historic Timber Camp	Sites presumed to associate with timber cutting or sawmills based on artifacts and depressions; Theme – agriculture, logging industry
Historic Timber Harvesting	Some presumed timber harvest related sites as above, temporary sawmill sites, lumber yard and associated features; Themes – logging industry, agriculture, community history and development
Historic Trash Dump	Historic debris scatters and trash dumps sometimes associated with other structures and site types and sometimes isolated occurrences; Themes - various
Historic Urban Business Block	Commercial buildings and associated features often part of historic business district; Themes – community history and development
Historic Vehicular/Foot Bridge	Road and highway bridges, pedestrian bridges, irrigation bridges, some RR bridges; Themes – transportation, agriculture, community history and development
Multi-County	Roads, highways, trails, railroads, irrigation systems, historic districts and associated features; Themes – transportation, community history and development, agriculture

Table 27 below shows the distribution of each historic site type discussed above and also shows the total number of each site type. Site type frequency by county is shown as is the overall number of historic sites in each project area county. Obviously some properties are classified into two or more types so the numbers in the right hand column represent duplicated site numbers for multi-type sites.

Table 27: Historic site types as distributed through counties within the project area.

Site Types	BH	CR	CT	DN	DW	FA	GF	MC	PE	PR	RB	RL	RV	SH	TE	VL	WX	TOTALS
Historic Agriculture	3	1	6	1	6	5	0	4	4	8	4	6	8	1	0	4	1	62
Historic Apartment House	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	3
Historic Architecture	0	4	2	1	2	1	3	2	3	3	4	8	2	14	1	0	0	50
Historic Battlefield	2	3	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	9
Historic Building Foundation	7	6	13	0	2	11	7	5	30	16	5	8	7	4	2	2	0	125
Historic CCC Camp	0	0	6	0	0	0	0	0	0	9	3	1	0	5	0	0	0	24
Historic Cairn/Land Marker	1	2	8	0	1	2	7	0	1	7	1	2	2	1	0	0	0	35
Historic Campsite	0	2	2	0	1	1	1	0	0	0	0	0	0	0	0	0	0	7
Historic Cattle Camp	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
Historic Church	0	0	2	0	1	0	0	1	0	1	2	1	0	4	0	1	1	14
Historic Coal Mine	1	6	0	6	12	0	5	2	0	3	2	16	6	18	0	0	7	84
Historic Commercial Development	0	3	28	0	0	0	3	1	0	3	5	4	36	55	0	1	1	140
Historic Communication	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Historic Community Survey	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
Historic Community Survey Area	0	1	0	0	0	0	1	1	0	0	0	2	1	2	0	0	0	8

Site Types	BH	CR	CT	DN	DW	FA	GF	MC	PE	PR	RB	RL	RV	SH	TE	VL	WX	TOTALS
Historic Conservation	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Historic Cribbed Log Structure	1	13	0	0	0	0	0	0	4	7	8	1	0	0	0	0	0	34
Historic District	0	5	0	2	0	0	0	0	0	0	8	0	3	1	1	0	1	21
Historic Dug-Out	4	3	21	0	6	6	4	0	22	11	6	4	6	2	2	0	1	98
Historic Education	1	1	1	0	1	0	1	0	1	2	2	0	0	2	0	0	1	13
Historic Energy Development	0	0	1	0	0	1	0	1	0	0	1	0	1	1	0	0	0	6
Historic Euro-American Site	44	73	13	3	29	17	40	23	20	21	130	14	29	8	4	5	31	504
Historic Exploration Settlement	2	1	1	0	0	0	0	0	0	3	5	1	0	1	0	0	0	14
Historic Fence	0	0	1	0	2	0	1	0	2	2	2	1	0	0	0	0	0	11
Historic Ferry/Landing	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	3
Historic Fire Lookout	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	3
Historic Fort Site	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
Historic Fraternal Lodge	0	1	1	0	0	0	0	1	0	1	0	0	0	3	0	0	0	7
Historic Fur Trade	0	1	0	0	0	0	0	0	0	0	3	0	1	0	3	0	0	8
Historic Gas Station	0	0	4	0	0	0	0	1	0	1	0	1	12	3	0	3	0	25
Historic Grain Elevator	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	15
Historic Homestead/Farmstead	38	18	23	3	8	20	10	9	28	67	37	18	27	47	7	4	2	366
Historic Hotel	0	1	4	0	0	1	0	0	0	0	1	0	5	2	0	1	0	15
Historic Indian Agency	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	5
Historic Industrial Development	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	1	0	8
Historic Irrigation System	9	8	14	1	4	1	4	2	5	21	8	7	5	3	4	4	0	100
Historic JJ	1	0	4	0	1	0	3	3	0	0	2	3	0	0	0	0	0	17
Historic Log Structure	3	5	2	0	3	0	2	1	2	20	29	0	4	3	3	0	0	77
Historic Military Site	0	5	1	0	2	0	1	1	9	3	7	1	0	0	0	0	0	30
Historic Mining	4	11	3	6	12	1	6	4	0	6	9	28	14	26	1	0	8	139
Historic Misc. Industrial	0	1	0	0	0	0	0	1	0	1	0	1	1	0	0	1	0	6
Historic Outbuildings	0	3	10	0	1	1	4	5	3	6	3	10	15	79	1	0	0	141
Historic Political/Government	0	1	3	1	0	1	0	0	0	0	3	0	1	4	1	0	0	15
Historic Post Office	0	0	2	0	0	1	0	0	0	2	0	0	0	3	0	0	0	8
Historic Railroad Bridge	0	2	0	1	13	0	0	3	0	0	4	3	2	0	1	1	0	30
Historic Railroad Building/Structure	0	1	0	1	3	1	0	1	0	0	2	0	2	7	0	0	1	19
Historic Railroad Stage Route Travel	2	20	24	22	21	19	33	46	22	17	46	61	16	22	8	2	7	388
Historic Ranger Station	0	0	2	0	0	0	0	0	0	3	2	0	0	0	0	0	0	7
Historic Reclamation	0	0	0	0	2	0	0	1	1	0	0	0	0	1	0	0	0	5
Historic Recreation/Tourism	0	0	0	0	0	1	1	0	1	0	0	1	0	0	1	0	0	5
Historic Religion	0	1	4	0	0	0	1	0	0	0	1	2	0	1	0	0	1	11
Historic Residence	0	16	212	2	2	7	10	4	4	9	12	10	12	171	2	4	2	479
Historic Road/Trail	3	6	15	3	0	2	4	2	1	14	10	0	7	3	0	1	0	71
Historic Rock Art	18	2	19	0	1	0	4	0	2	29	42	0	1	2	3	0	0	123
Historic Sawmill	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Historic School	0	2	3	0	0	0	2	5	4	3	1	1	1	10	3	0	1	36
Historic Sheep Camp	4	0	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	10
Historic Stock Raising	6	2	5	0	0	2	0	0	5	18	3	0	0	2	0	0	1	44
Historic Theater	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
Historic Timber Camp	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2

Site Types	BH	CR	CT	DN	DW	FA	GF	MC	PE	PR	RB	RL	RV	SH	TE	VL	WX	TOTALS
Historic Timber Harvesting	0	0	2	0	1	0	0	0	0	0	1	0	0	1	0	0	0	5
Historic Trash Dump	11	19	47	1	6	32	16	6	24	20	17	8	20	4	6	5	1	243
Historic Urban Business Block	0	1	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	5
Historic Vehicular/Foot Bridge	1	30	22	26	19	17	32	49	24	23	54	64	17	24	9	4	4	419
Multi-County	0	0	0	0	2	0	0	1	0	1	2	2	1	0	1	2	0	12
TOTALS	167	282	536	80	173	158	208	189	230	364	495	294	268	559	64	47	72	4186