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VOL. 1

THE DEADWOOD TRAILS

SERIES V.

The Crown Collection
II
American Maps.
Series V

The
Great Western
Stage-Coach
Routes.

edited

by

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Director of the Stewart Commission on Western
History of Colorado College.

Volume I
The Deadwood Trails.

Introduction

In response to a very general desire that the Stewart Commission should continue to map the main western thoroughfares of the pioneers, before the last of those who could add any personal information as to their alignments and historic sites had passed away, the present Series V is undertaken. It is fairly sure that two-thirds of those who aided from personal information in the making of the maps of our Series IV, in 1924 and 1925, have passed away. To the promoters of this Commission it is owing that numerous facts, which no other project might have called to mind, were saved for all time. The

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present Series will be continued so long as the financial backing meets a reasonable fraction of the expense involved and as the other large Commission projects permit.*

The basis of our maps is the same as in Series IV, namely, the original surveys of each township in the General Land Office at Washington. So far as the present volume is concerned, practically every mile of trail here shown was indicated on the original surveys. When the case was otherwise a tentative line on our maps indicates that fact.

The various routes here depicted as "The Deadwood Trails" present many topics of importance which no brief note could suggest. Geographically, they bring out the curious position of the Black Hills in their relationship to the Missouri River on the East,

* The Commission's plan of western trail mapping was formulated as a means to an end. With these maps in hand it is now possible to understand and edit the journals and letters of overland travellers as never before. As a result the Commission has well under way Overland to the Pacific, a documentary history of the Far West (1819-1869) in thirty volumes, the "Voorhis Series" of the Stewart Commission.

the Platte River on the South and the great plains of the Tongue, Big Horn and Yellowstone on the West; from the direction of white man's approach in the gold-rush days of 1875-6, the east and south, the Hills were well guarded, so to speak, by both Bad Lands and Sand Hills. The distance of the gold mining valleys from steamboat navigation (Pierre, S. D.) or railway (Sidney, Neb. and Cheyenne, Wyo.), and the forbidding regions through which the trails thither had to pass, largely explains the romantic place in American fiction occupied by the intriguing name of "Deadwood" and the "Deadwood Stage".

In format the present Series conforms to that fixed by Series IV. In method of presentation a suggestion made by numerous subscribers has been adopted.

Either on map or description the routes of nearby main highways are delineated or described in order to make it easier for those who desire to do so to locate the old-time route from the modern.

As before, suggestions and criticisms of this work are desired. All such, when proven up, will be incorporated on the original map and new prints, tending toward perfection, will be forwarded to subscribers.

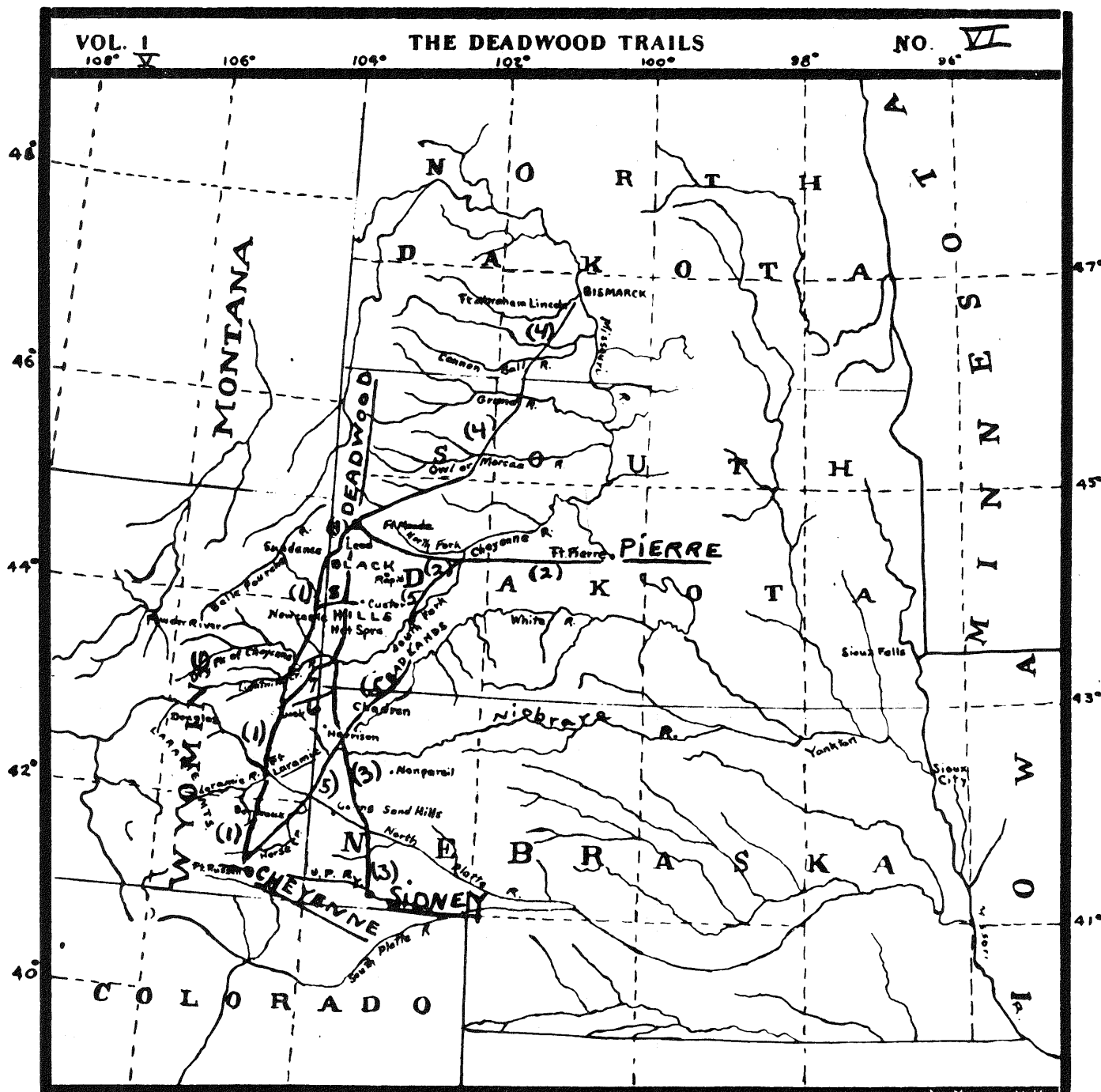
Robert B. Hulbert

Colorado College,
Colorado Springs, Colo.
September 30, 1930.

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- * This list contains only the names of the principal works cited. Our running commentaries will cite, incidentally, other reports, official maps and newspapers as occasion requires.
- ✓ This Brown and Willard book is cited hereafter as "Brown".
- No mere citation of one of Doane Robinson's works can suggest the editor's indebtedness to that writer's scholarship and spirit of helpfulness.



— KEY MAP · TABLE of CONTENTS —

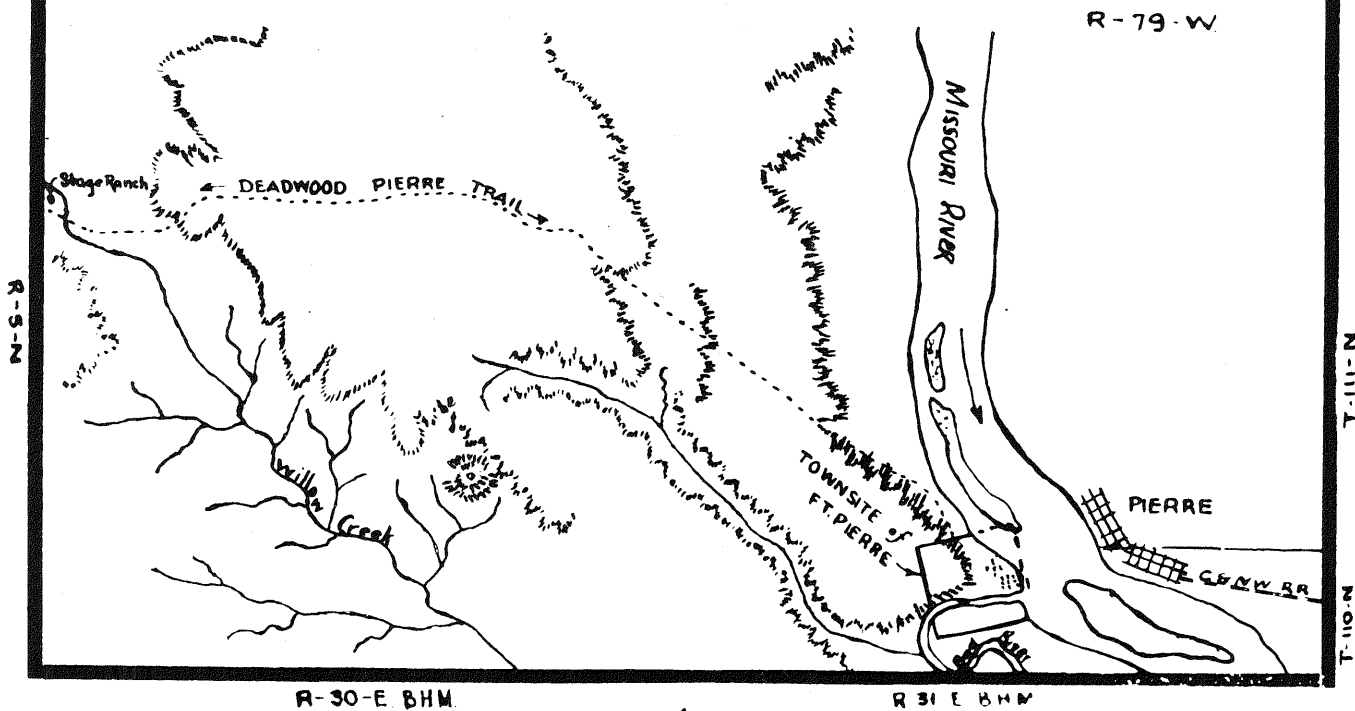
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[Bismarck - Deadwood Trail (4); Cottonwood junction of Cheyenne and Sidney routes (6); Cheyenne River junction of Cheyenne and Sidney routes (7); Custer fork of Cheyenne - Deadwood Trail (8); Cold Spring route (9); Trapper's Trail from Ft. Pierre (5).]

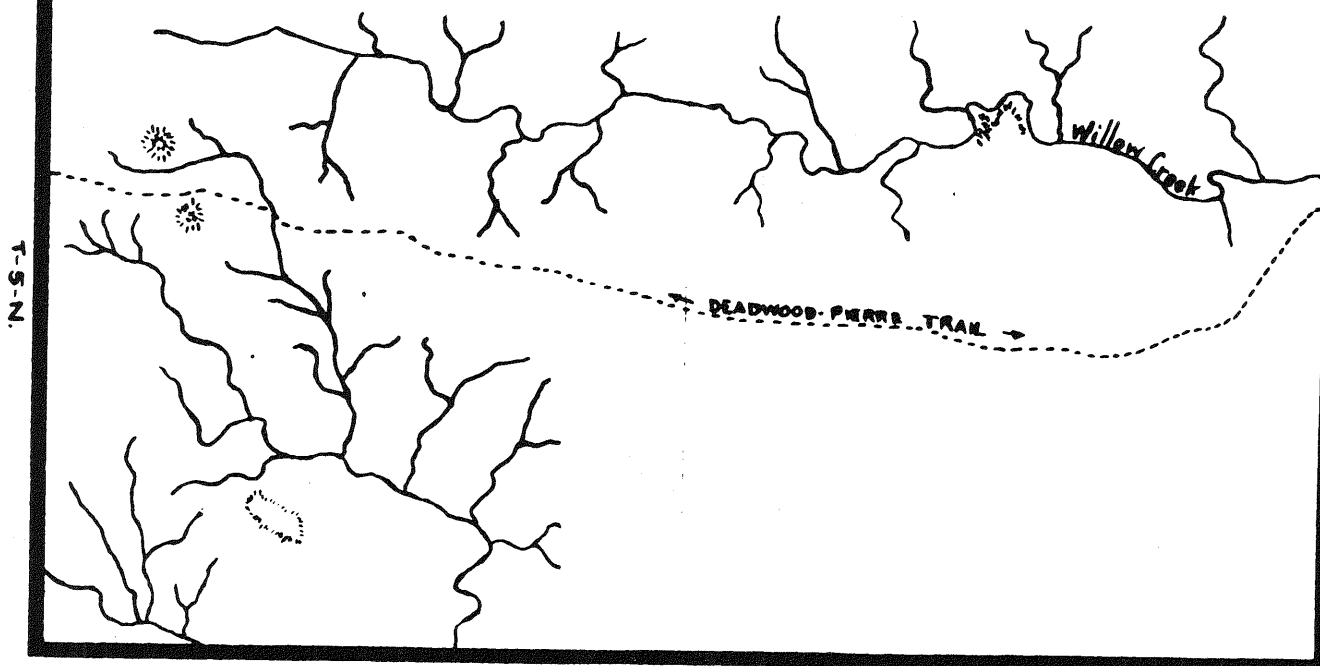
THE PIERRE-DEADWOOD
TRAIL.

(Maps 1 - 18)

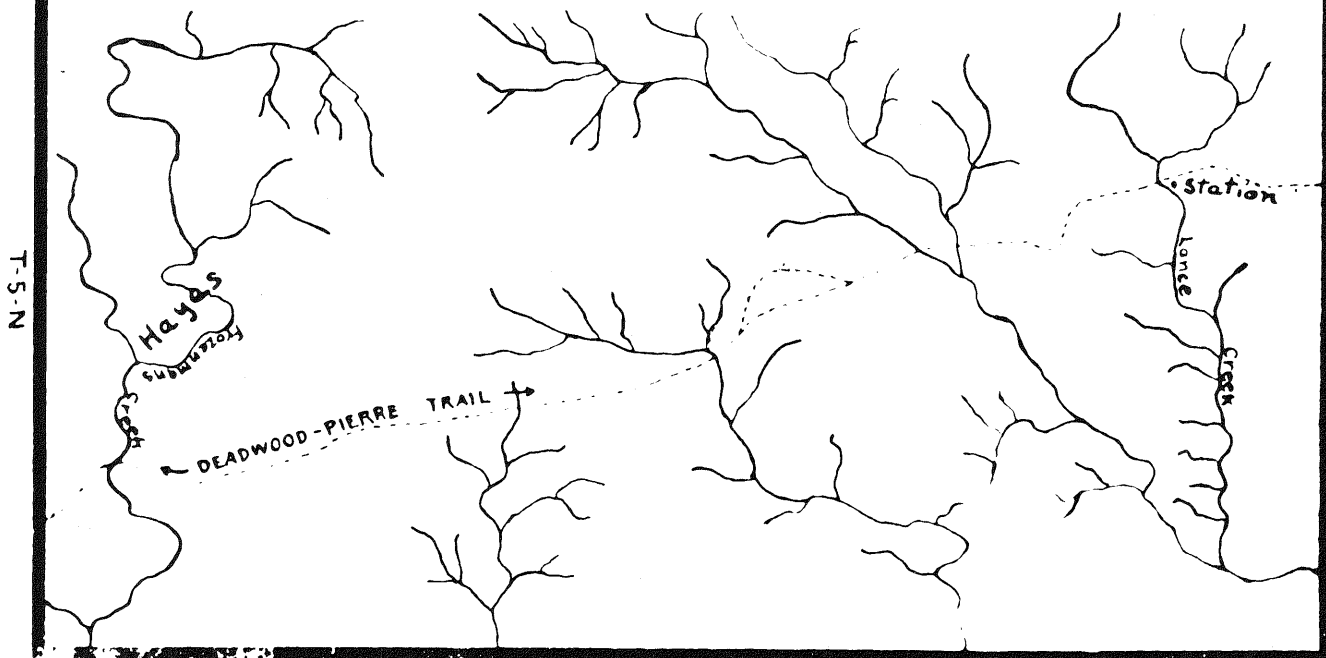
* The noteworthy War Department Map of the Yellowstone and Missouri Rivers by Maj J.L. Gillespie (1859-1860) is always of use to every student of this section of the West. The Gen W.C. Brown edition of this map (Denver 1929) has numerous connotations which add to its value. We refer to it under the name "Gillespie".



Fort Tecumseh, later known as Fort Pierre, at the mouth of Bad River, was occupied perhaps as early as the last years of the eighteenth century. It was the terminus of a main trail from the fur streams of the Colorado and Wyoming Rockies, the Laramie Range and the Black Hills. Fort Pierre was occupied by Laidlaw and Halsey, American Fur Co. trappers, Apr. 5, 1832 (H. Tecumseh "Journal", Robinson, 120). The historic Deadwood Trail from the Missouri followed the alignment of modern Highway U.S. 30 as it climbs to the top of the



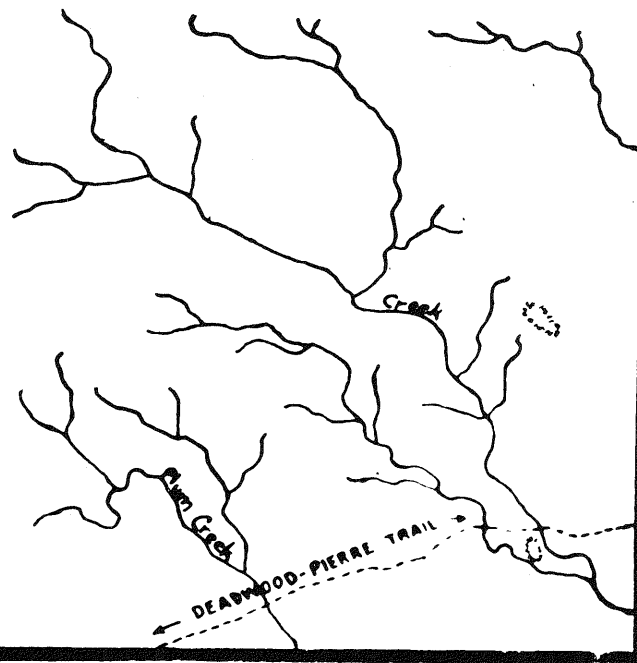
mesa to old "Stage Ranch" on Willow Creek. ^{R-28-E-8HM} The gumbo soil made this climb a taxing operation for loaded trains, seven hours being taken by one outfit to reach the summit (Brown, 444). ^{R-29-E-8HM} Yet on a smooth road stages covered the 200 miles to Deadwood in thirty-six hours (Id. 445). Pointing for the high divide in R. 28, and lying a mile or more north of the present "Black and Yellow Trail," the eastern tributaries of Lance Creek were encountered.



The main channel of Lance Creek was crossed just below the forks. Here was located the first stage station where meals were served (2d. 445). Swerving Southwest across Twp. 26, Frozenman's Creek was crossed near Hayes, S. D. on the present-day automobile route. From here on for about thirty miles the old and the modern routes cross and recross each other.

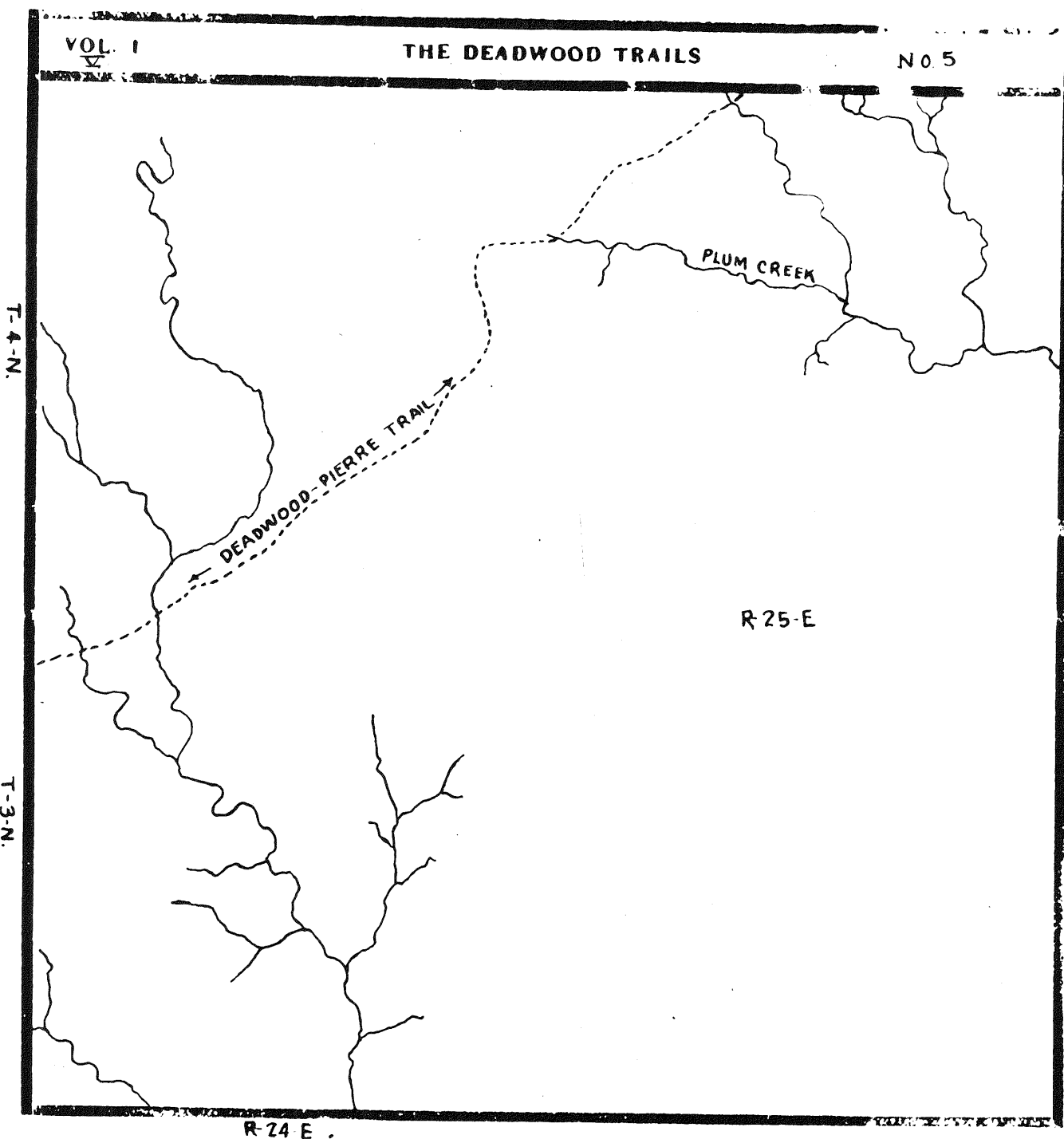
One of the early efforts to map this route

T.S.N.

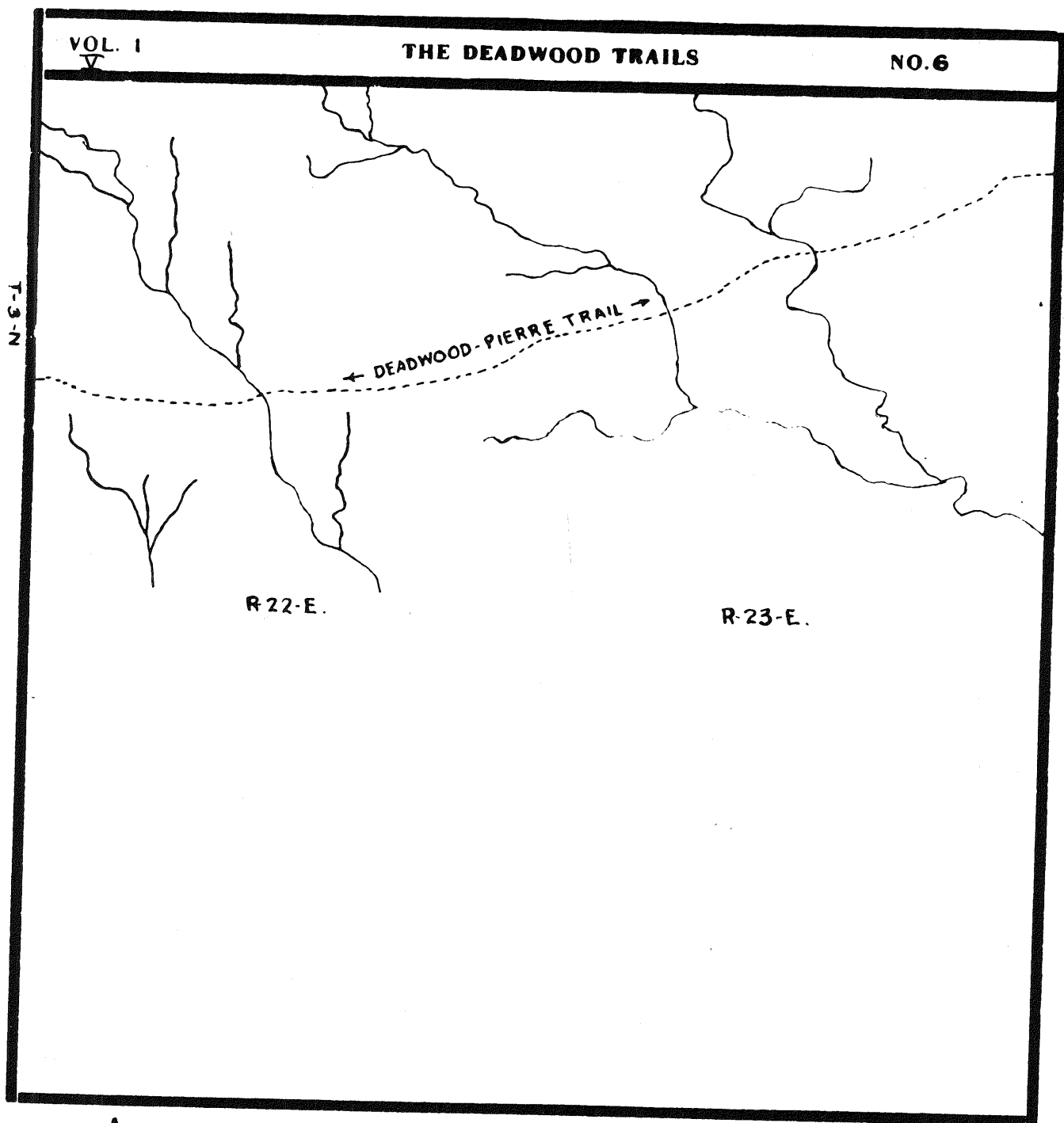


R-25-E

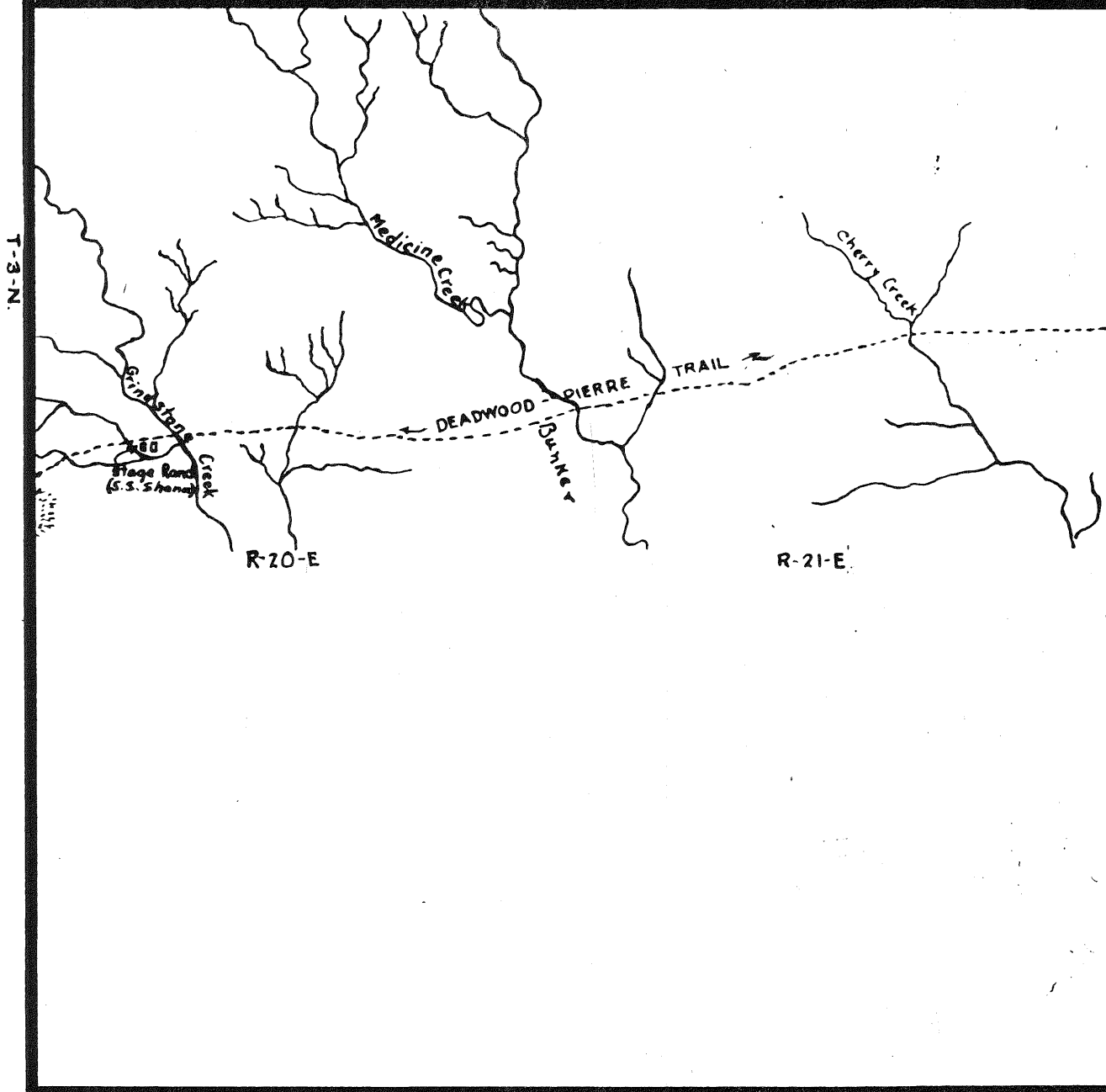
with anything approximating accuracy appears as a result of Lieut. G. K. Warren's reconnoissance of 1855 laid down on his Map of Nebraska and Dakota issued by the Engineer Dept. U. S. Army in March, 1867. If locations are somewhat irregular, the trail as drawn excellently illustrates the art by which the highland springs at the heads of Bad River were joined. The map preserves some of the old-time creek names which should not be forgotten, as "Waterholes Creek," probably the Plum Creek of today, and "Aricarea Creek." The



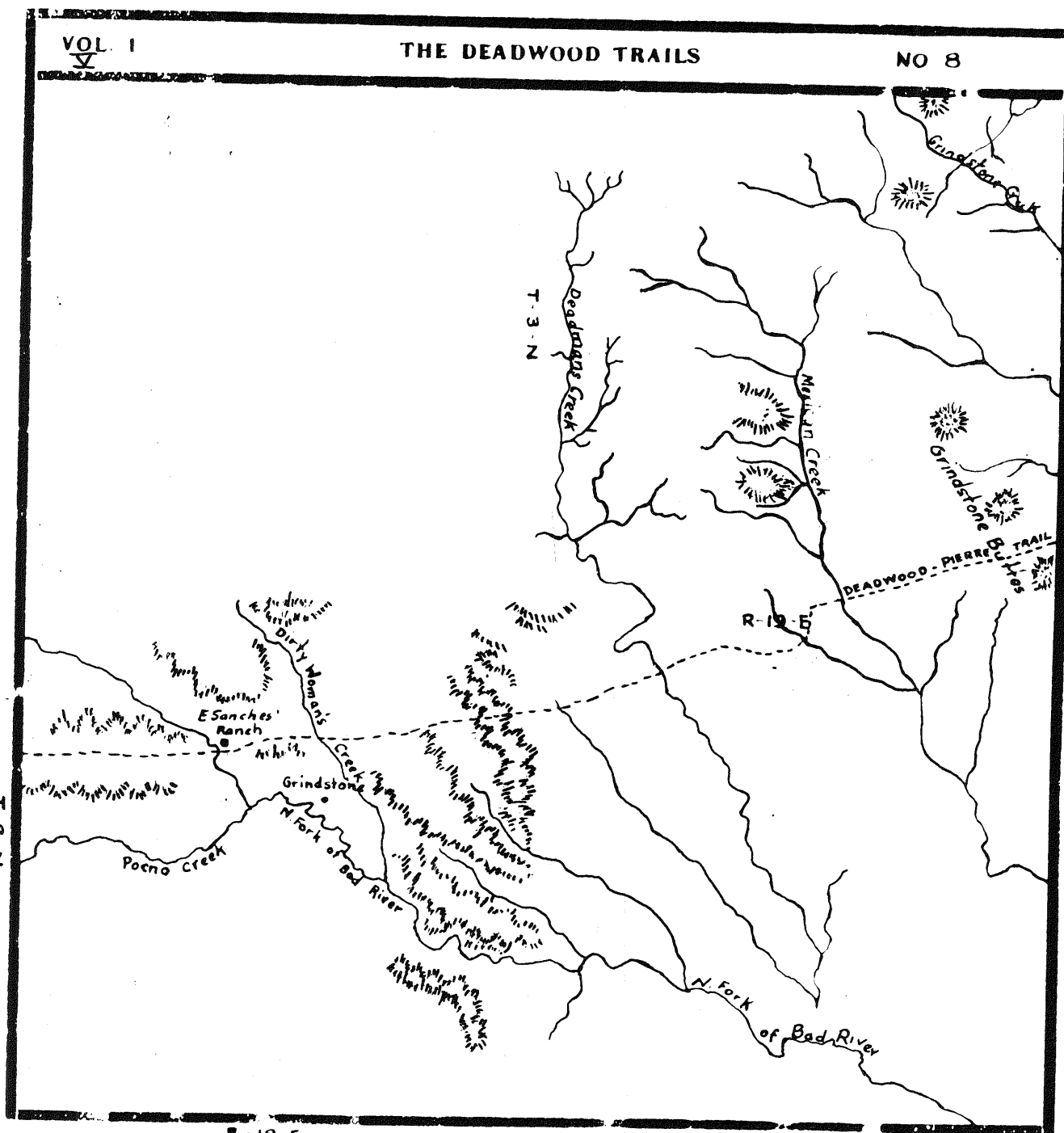
old name, seemingly, for Cherry Creek (Map No. 7). This 1867 map also shows a trace of one of the first proposed roads from the Missouri to the Black Hills. It follows with interesting accuracy the present alignment of the Burlington Railway from Chamberlain into the Bad Lands near Scenic. The Pierre-Deadwood Stage Road which we are mapping was surveyed by Palmer and Wyman in 1877 on the line of the ancient trail north of Bad River instead of on the "proposed" route south of that river—modern Highway 40 (Robinson 286-8)



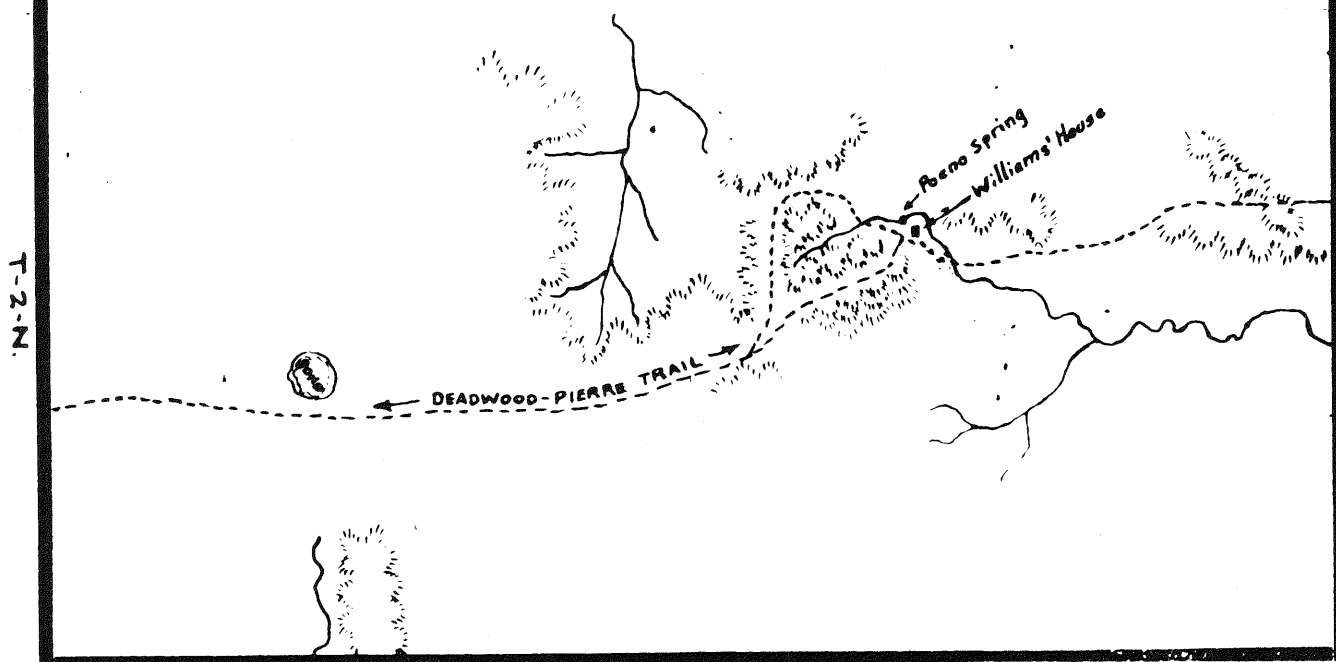
Swinging southwest from Plum Creek (previous map) the old trail assays the crossings of the branches of Mitchell Creek, a name that has remained unchanged since Warren's time. The fact that at least one stage floundered eighteen hours in getting from Plum to Mitchell Creek shows that, in this region at least, even the highest uplifted plateaus could become veritable bogs. Crossing Mitchell in Twp. 3 the old route is followed by the modern in Ranges 23 and 22.



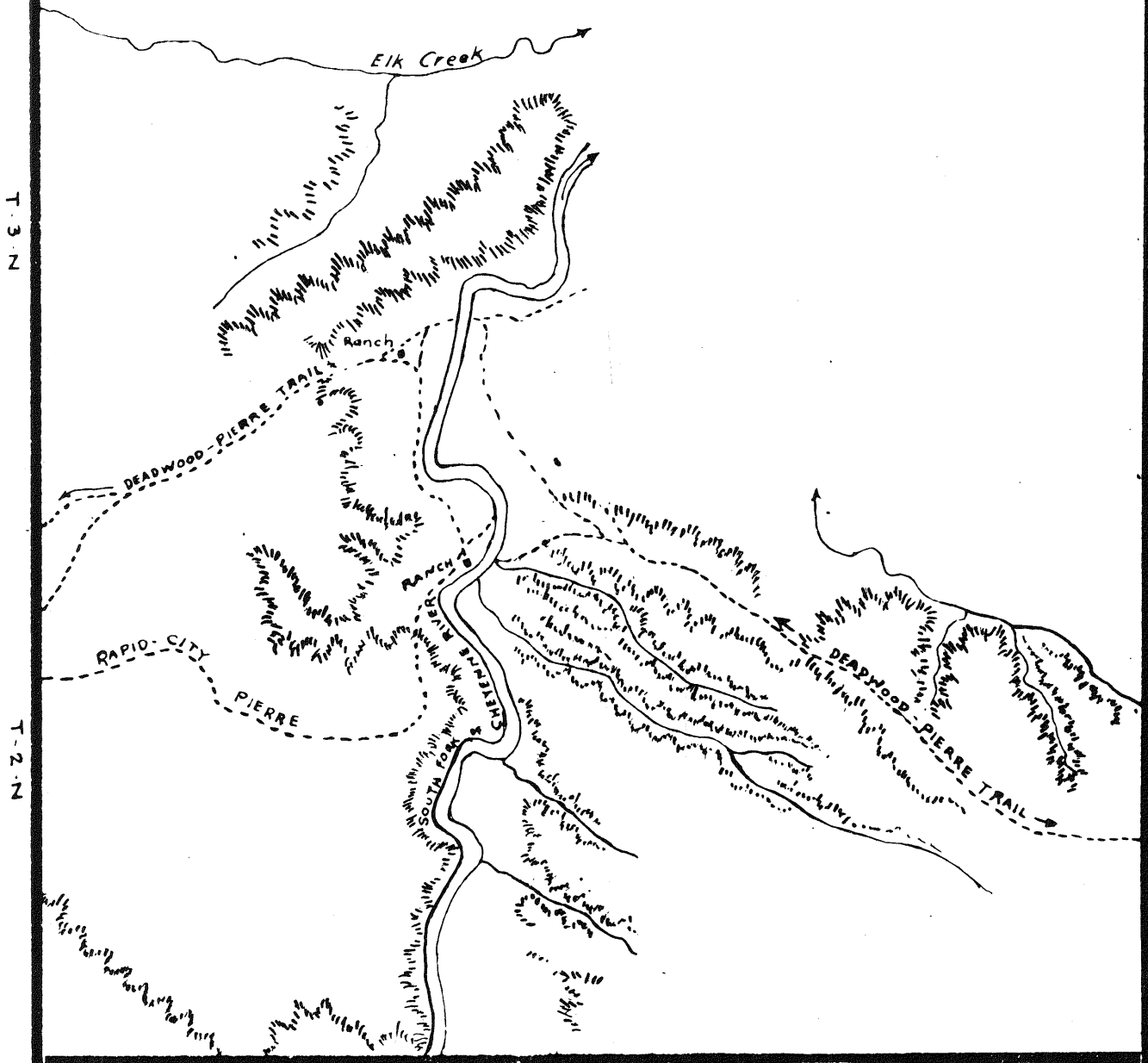
The crossing-place of the old route at Medicine Creek — formerly known as the "Big Cottonwood" (Warren Map) — almost exactly on the Fifth Guide Meridian marks the spot where the modern Highway No. 30 leaves the ancient track and turns south to Phillip; the two do not come together again until western Meade County is reached. As the Grindstone country, dominated by its Buttes, is reached, with Poeno Creek



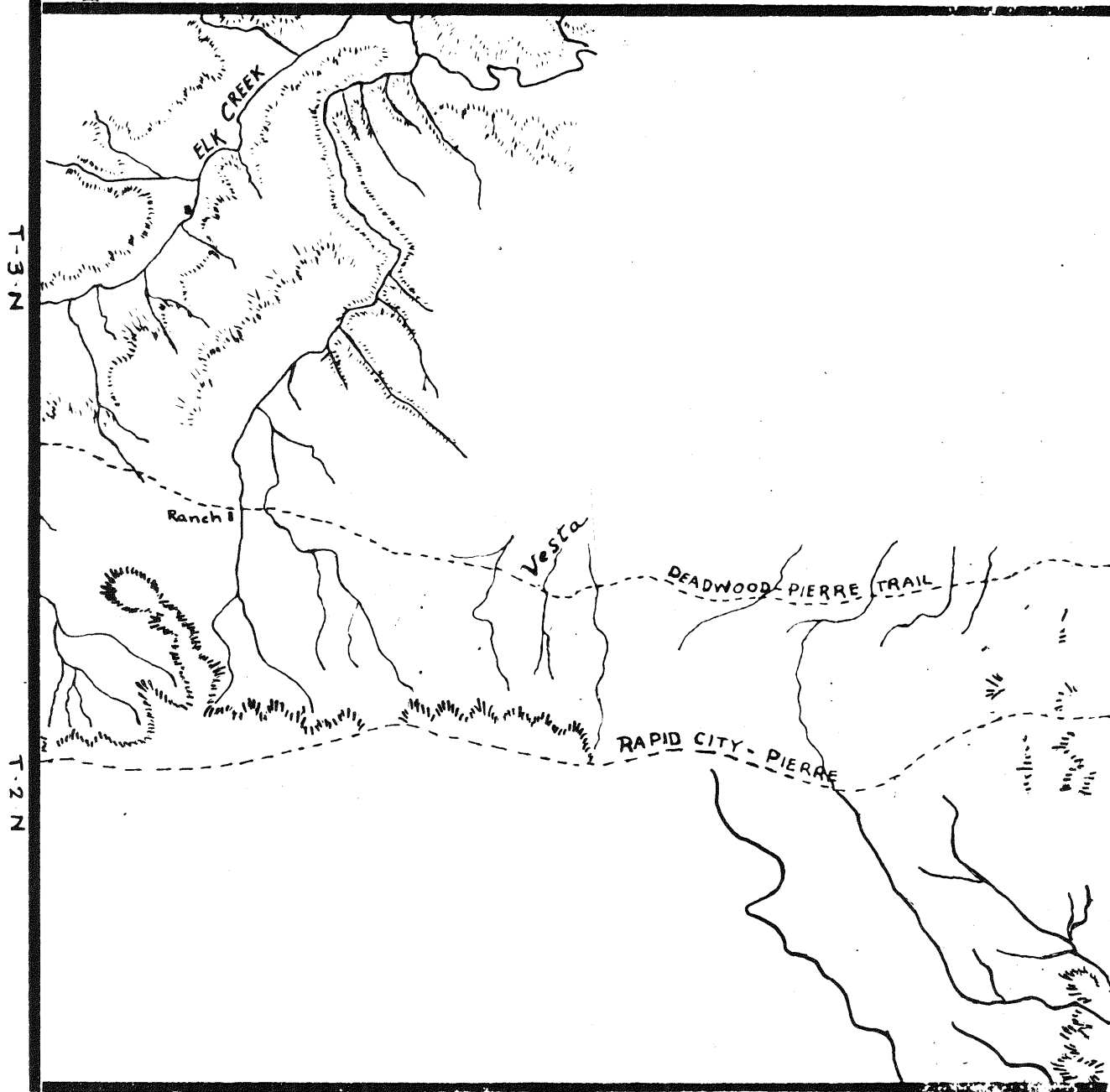
and Spring beyond, the most historic section of the Pierre - Deadwood Trail is entered. A stage station of the first class (serving meals) was located on the Shann ranch at the crossing of Grindstone Running between the two lower Buttes in Sections 30 and 36 of Twp. 3 to Mexican and Deadman's creeks, the trail crosses the upper forks of Bad River which drained the old Sanches Ranch and followed the ridge to the upper Pocono Creek. Gillespie.



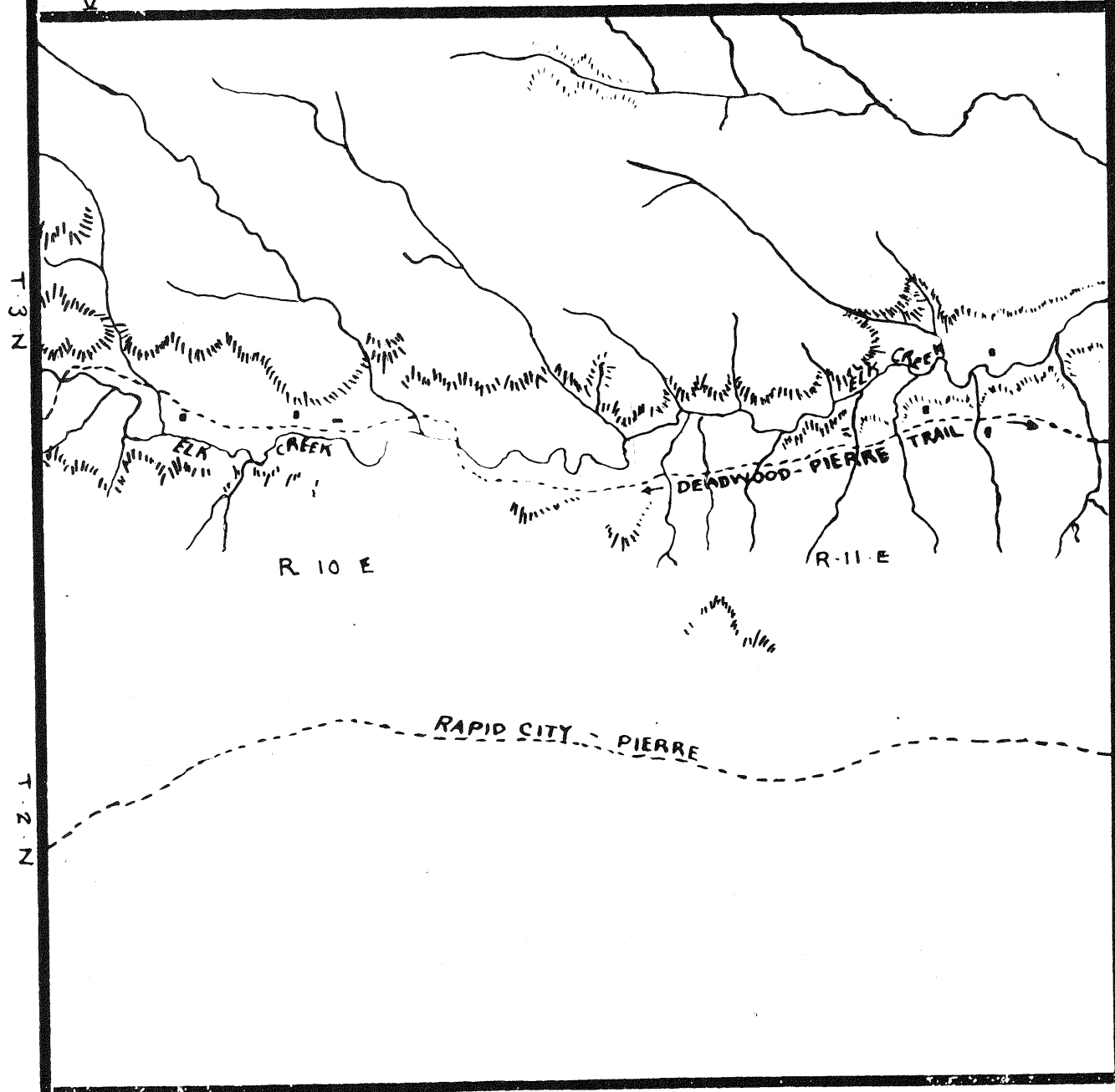
Poeno Spring, called Pino's on the Warren Map of 1867, in the most eastern tier of townships in Pennington County, was more than an historic spot on the old Deadwood stage route; from this region the oldest white man's route from the Missouri to the Colorado and Wyoming Rockies turned south-west and ran to White River just below the mouth of Wounded Knee Creek in Washington Co., S. D. (Cf. Maps No. VI, 30, 31, 58). For the Poeno region see Brown, 93.



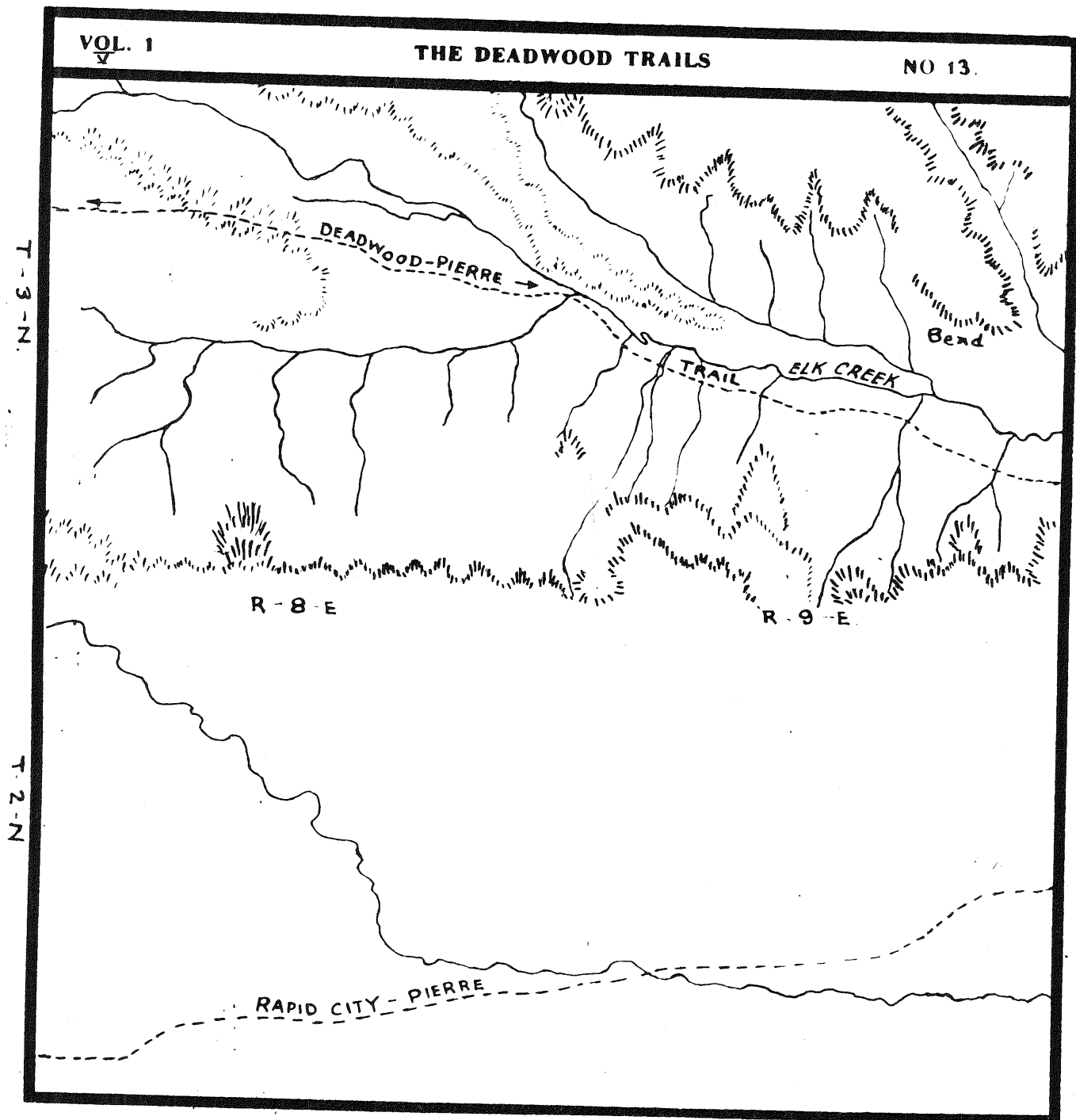
For these last twenty five miles from upper Bad River to the South Cheyenne rough matter and hilly ground made it slow work for stage and freighter; mail coaches have spent four days to cover that short mileage. Various crossing-places of the Cheyenne were in use at different times and seasons in lower Twp. 3 and upper Twp. 2 where the modern highway crossed very nearly on the line of the "Rapid City - Pierre" branch of the Deadwood Trail. A stage station was located at the ranch indicated (Brown 443)



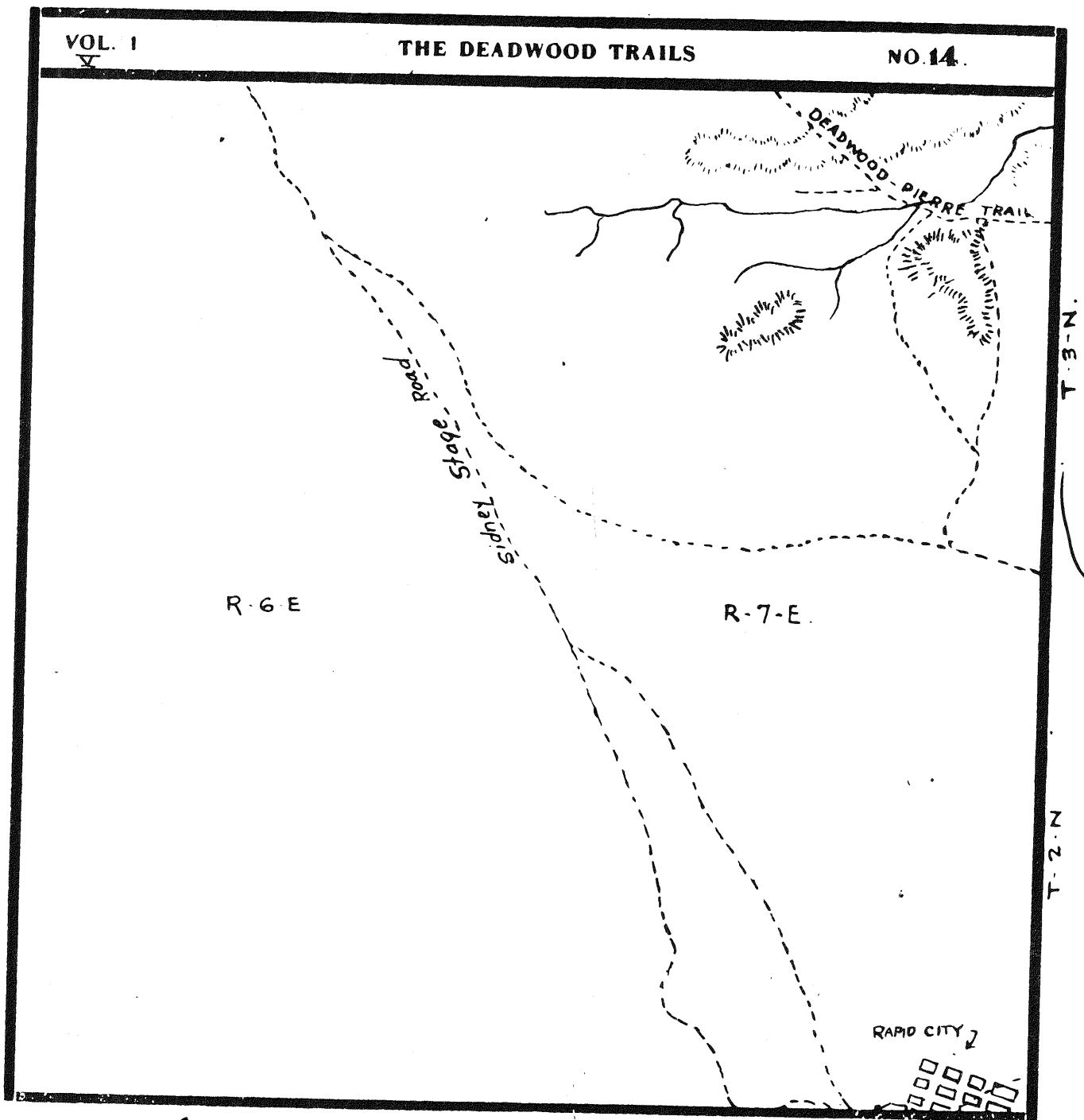
Mt Vesta, S.D. in the northwest corner of Twp 2 N.
 R. 12 E The modern Highway #30 again almost touches
 the old Deadwood road, while the first road to
 Rapid City lies over the heights to the south; it prac-
 tically coincides with #30 at The Burlington
 Ry. Station, Box Elder, near which both routes
 crossed the creek of that name (Map No. 13).
 Cf Brown, 450.



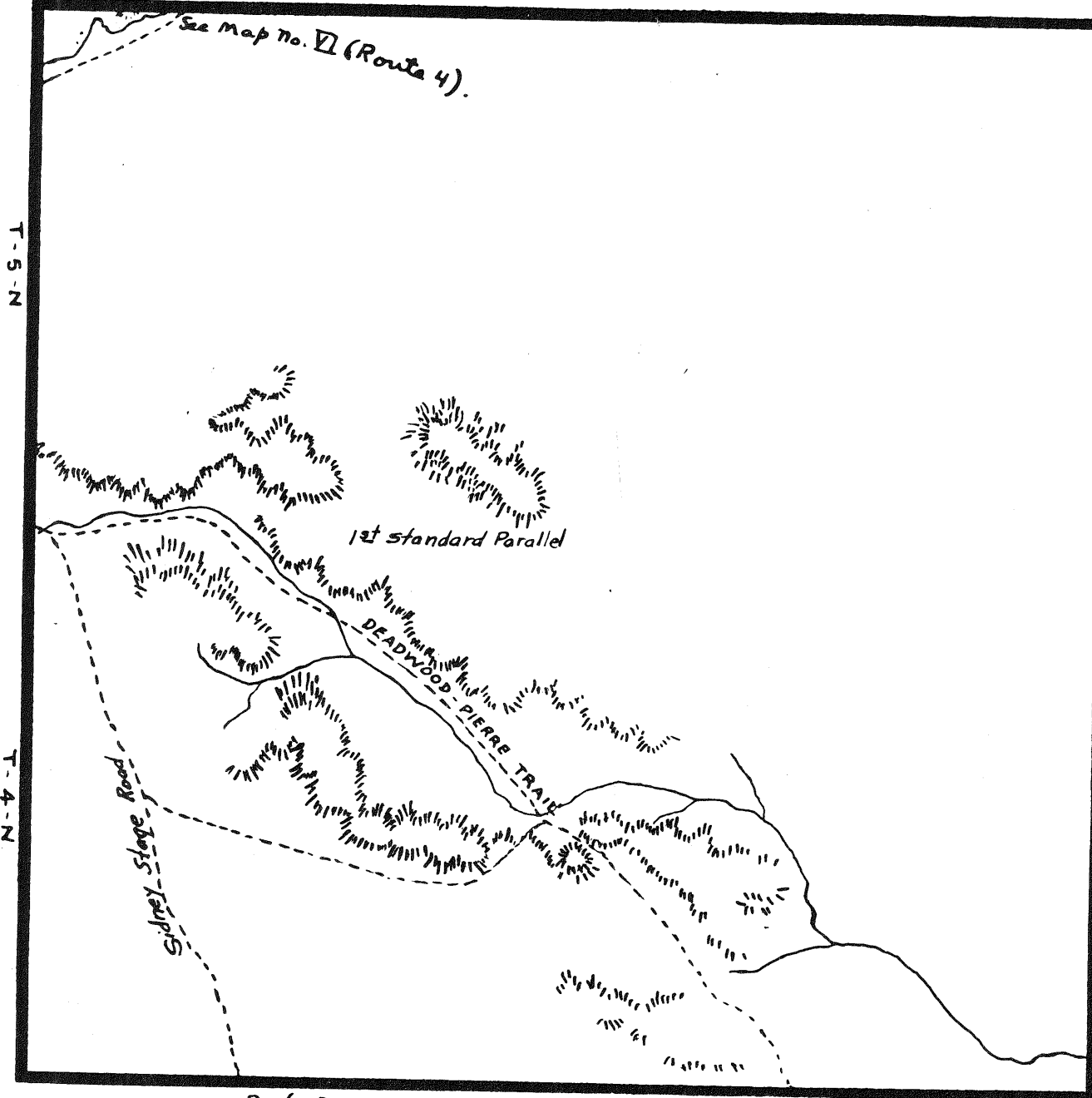
Turning up into the savagely cut valley of Elk Creek, the ravines and arroyos to be crossed by stages, and especially the wagons bringing to the Hills the heavy supplies needed in the mining camps, laid a toll upon horses, mules and oxen difficult to estimate. The dots represent ranch-sites; every one of these represented to wagoners oases - food, fire; more than one guard on Deadwood Stages,



like Harry Ashford, had to guard all night a mired stage from which the horses had been cut and taken forward to the nearest ranch to be fed. As the foothills of the Black Hills are reached the various roads from north and south converge upon the track of the Pierre-Deadwood trail. From the south comes one antenna of the Sidney mail route to Deadwood by way of Rapid

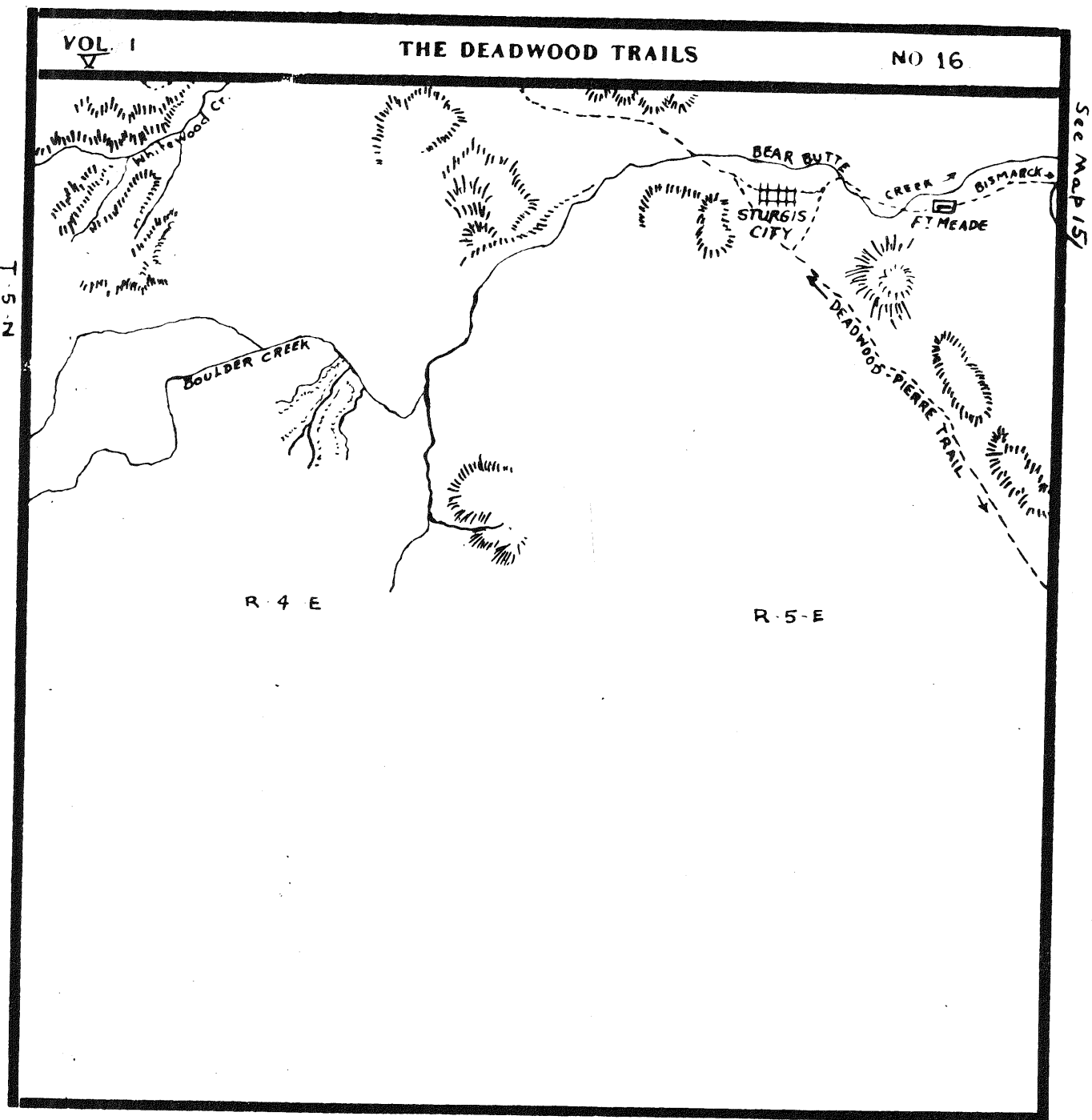


City; this route from the old crossing of the South Cheyenne (Cf. Map No. 43) followed present-day Highway # 79 through historic Buffalo Gap, Lame Johnnie and modern Hermosa, S. D. The log of the Spotted Tail branch (see map 55) from the Blue Water reads: Hay Meadows, Deer Creek, White Earth, Red Cloud, Wells, Slate Springs, Cheyenne River, Lame Johnnie, French Creek, Sand Creek and Rapid City: Cf. Map VI; Gillespie; Brown, 48.

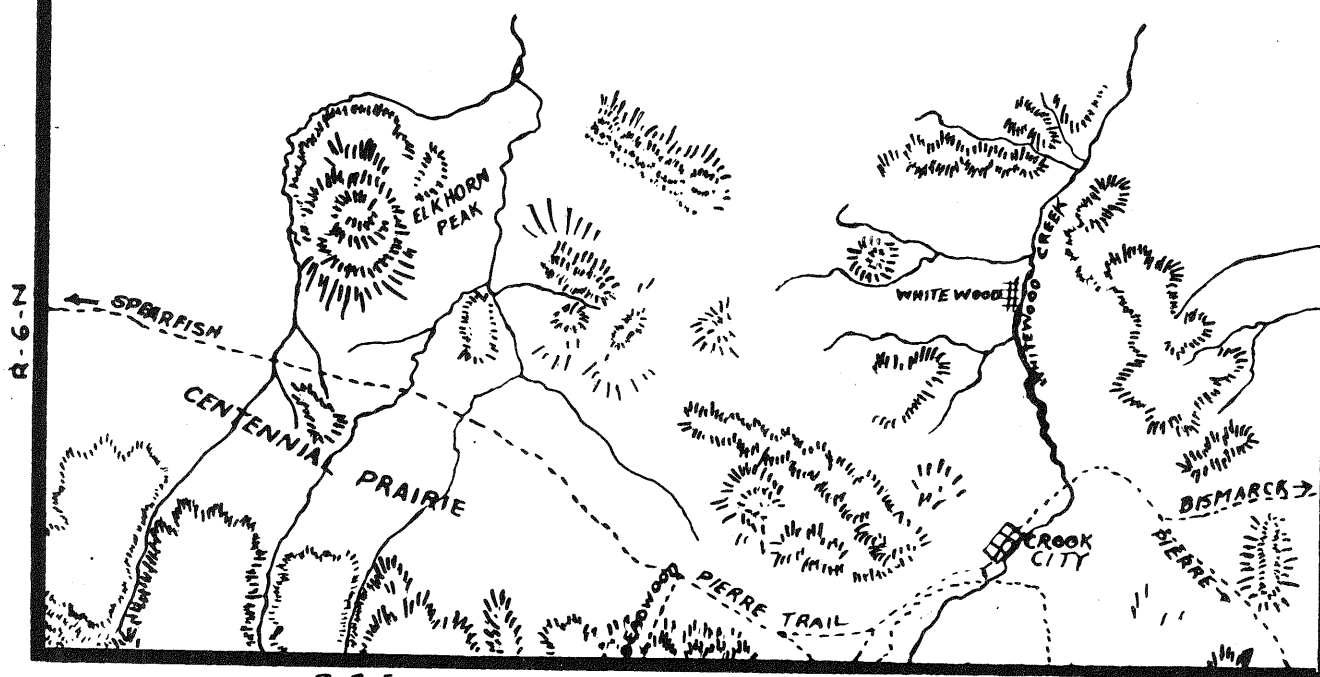


Striking back to Elk Creek in Ranges 7 and 6 to the route from Rapid City, which left the old trail on the Cheyenne River, meets it again in the S. W. corner of Twp. 5 N. R. 6 E.

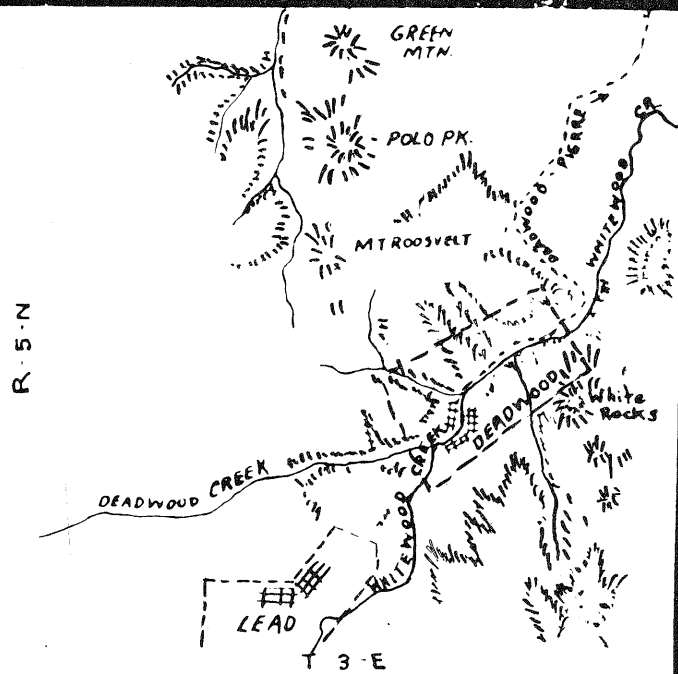
In the N. W. corner of the same township we see a section of another famous trail which enters the Pierre-Deadwood route — the Bismarck-Deadwood trail — by way of Bear Butte creek just outside of old Sturgis City or present-day



Sturgis. The arrival at Bismarck, capital of Dakota, of the Northern Pacific Ry., gave Deadwood its first railway-stage connection in May 1877. Mail contract 35050 (Mar. 15 1878) called for stages to cover the 250 miles at a rate of 3.4 miles per hour (H. Ex. Doc. Ser. No. 1859, p. 660). The "Northwestern... Transportation" operated to Deadwood on this line from May 1877 until transferred to operate from Pierre in 1880 on the completion of the Chicago and Northwestern to that point - Tallent, Ch. XV. Sturgis and Fort Meade were founded in 1878.



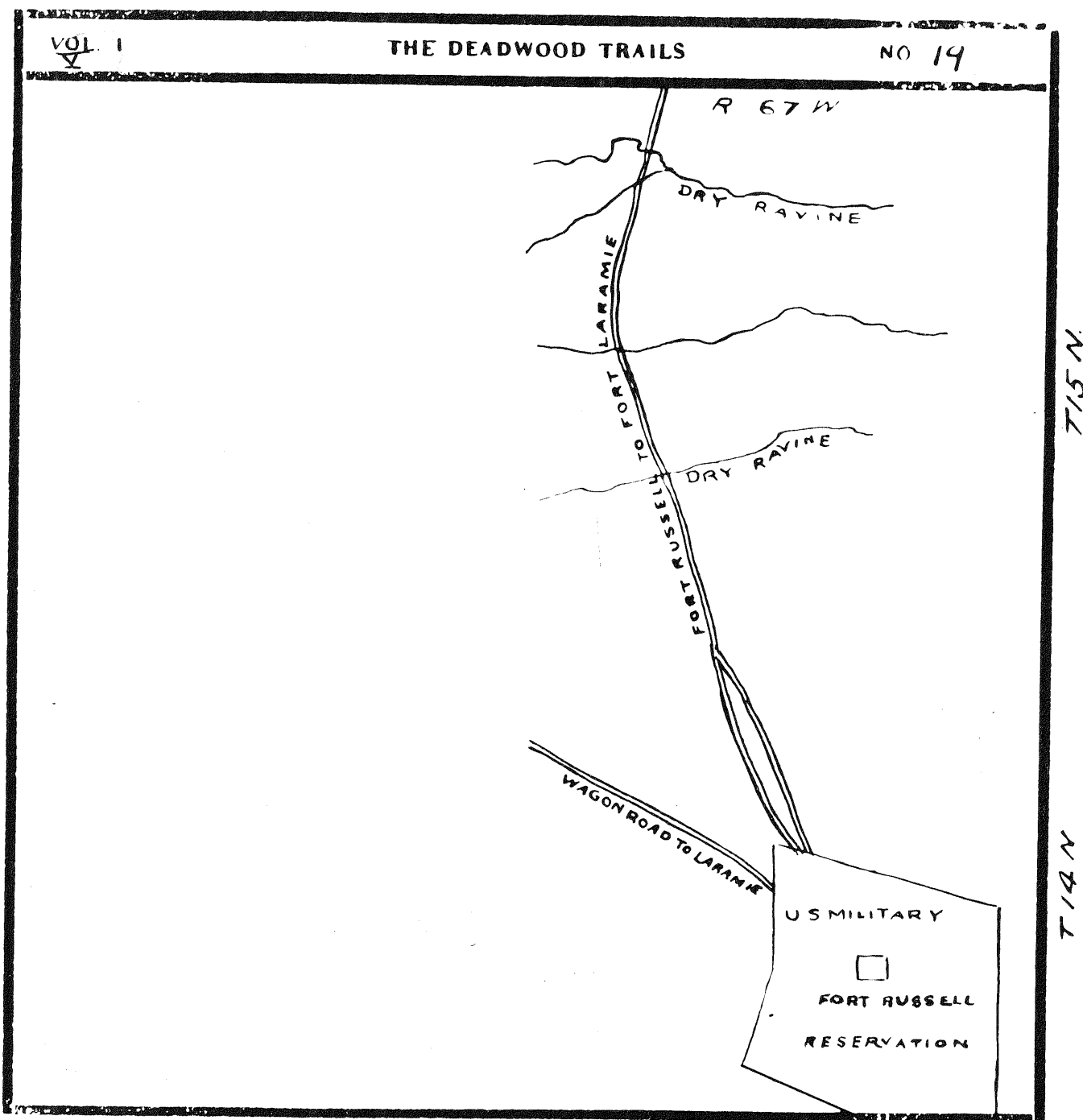
The Custer "Report" of 1874 (Sen. Doc. 32, Ser. No. 1629) called early attention in rather glowing terms to gold deposits in the upper Black Hills. No sooner were the first placer mines opened near Custer in 1875 than prospectors along Whitewood and Deadwood creeks opened diggings which led to the finding of "Discovery" claim in Deadwood gulch a little below the mouth of Blacktail Creek in November, 1875 — "doubtless the first location made on the great



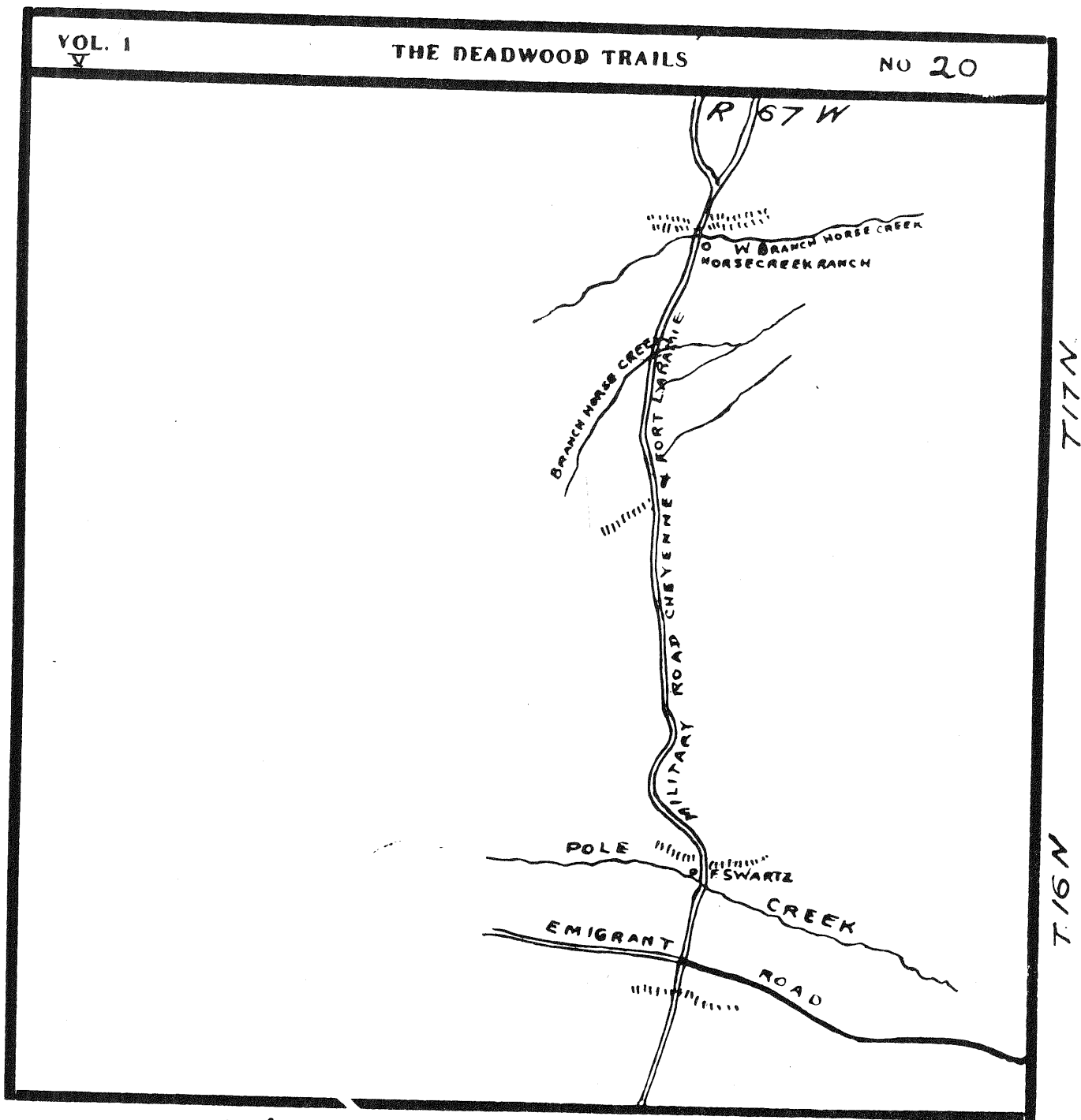
bonanza gulch" - Tallent, 176-7. In the spring of 1876 prospectors turned from placer diggings in Gold Run, a tributary of Whitewood, to look for gold-bearing quartz. The far-famed "lead" was then discovered, giving a name to a town known throughout the world as the site of the Homestake Mine. While Homestake bullion went out in part by the Pierre route (2d 192) the heavy machinery came in from the South, first from Cheyenne and later from Sidney. Mail contracts from the South are noted on Maps Nos 28.55 of Tallent Chs. XV and XXXIV.

THE CHEYENNE - FORT LARAMIE -
DEADWOOD TRAIL.

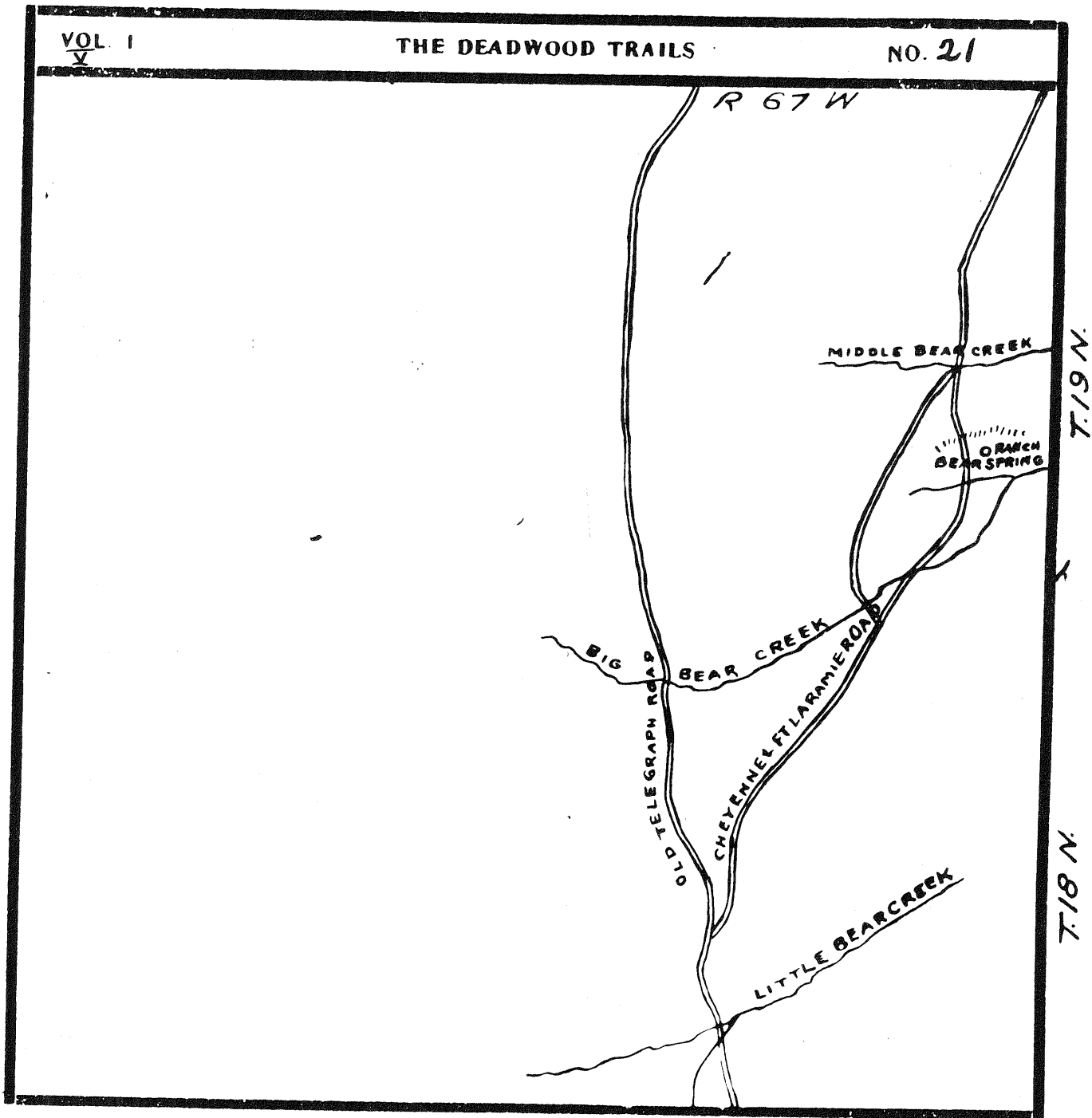
(maps 19 - 51)



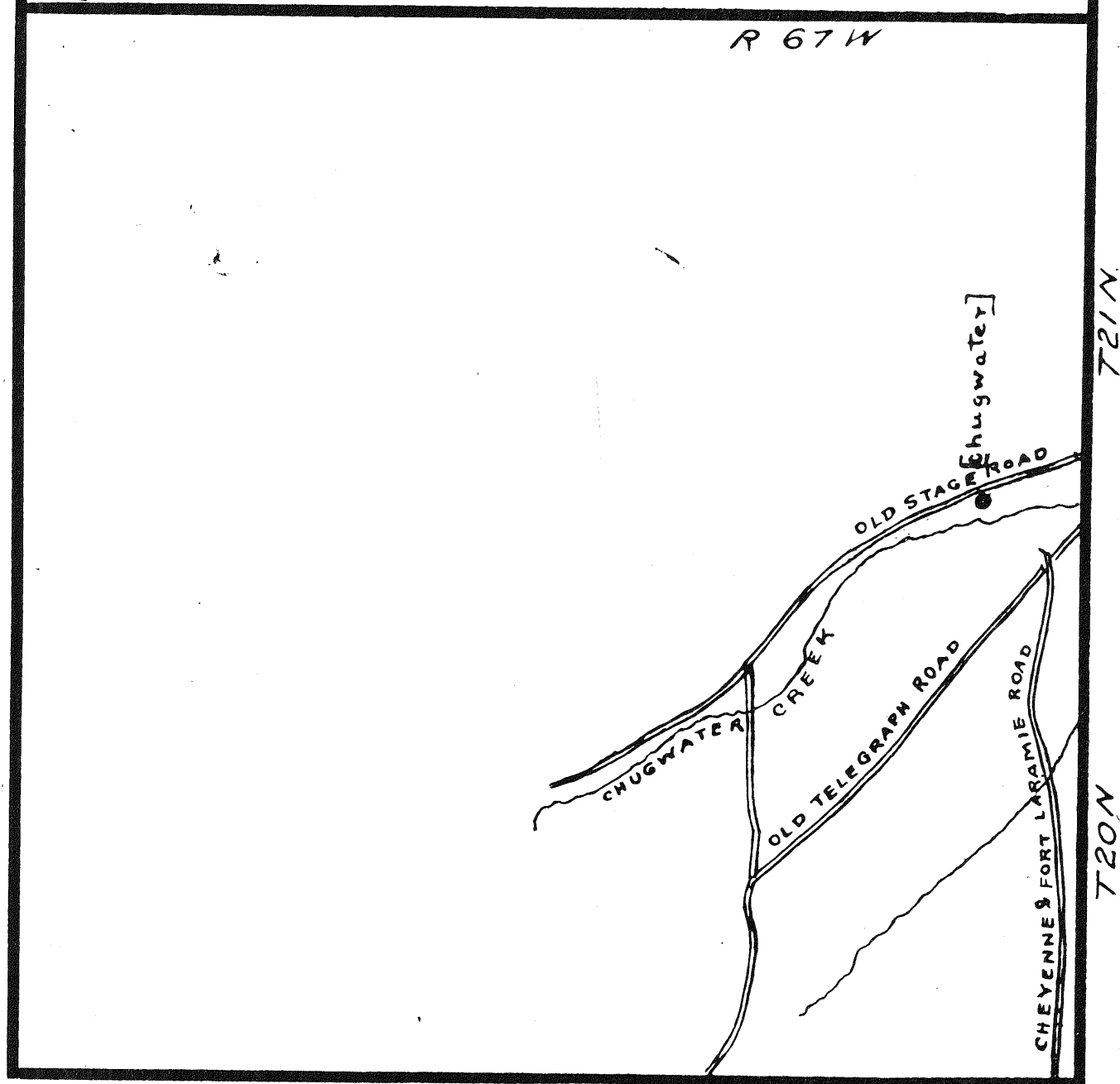
When the location of Cheyenne, Wyo. was determined in 1867 the line of the historic "Fort Russell to Fort Laramie Road" was laid out from Fort Laramie (Huntton, 94). This route became one of first importance during the Black Hills gold rush because it was followed by the "Black Hills Telegraph Line" completed to Deadwood Dec. 1, 1876 (Tallent, 376). "Dry Ravine" indicates the first northward objective, called Nine Mile or Crow Creek by freighters (Brown and Millard, 47.)



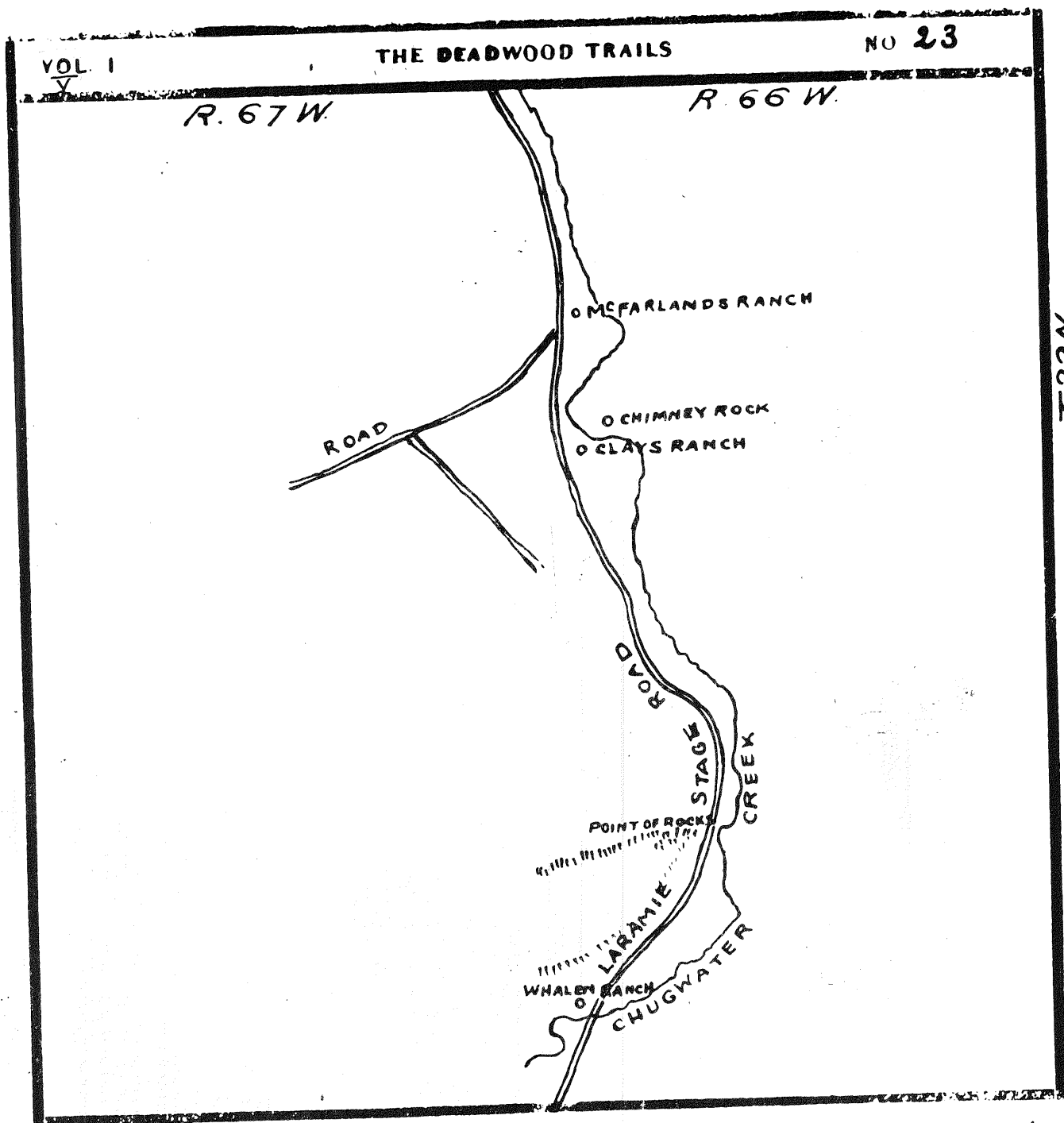
The Fred Swartz ranch on Lodge Pole Cr. was a noted stage station (Strahorn, 257), the creek valley having filled rapidly with ranches 1870-1875 (R.M. News, Mar. 12, 1875). Modern U.S. Highway 185 meets the old trail on "Branch Horse Creek" and follows it to Twp. 22. Horse Creek Ranch, at the crossing of West Branch, known as "Fagan's ranche" was raising 50 tons of potatoes when the gold rush was on (News, Id.) of Pierce, 122, for mileage between stations.



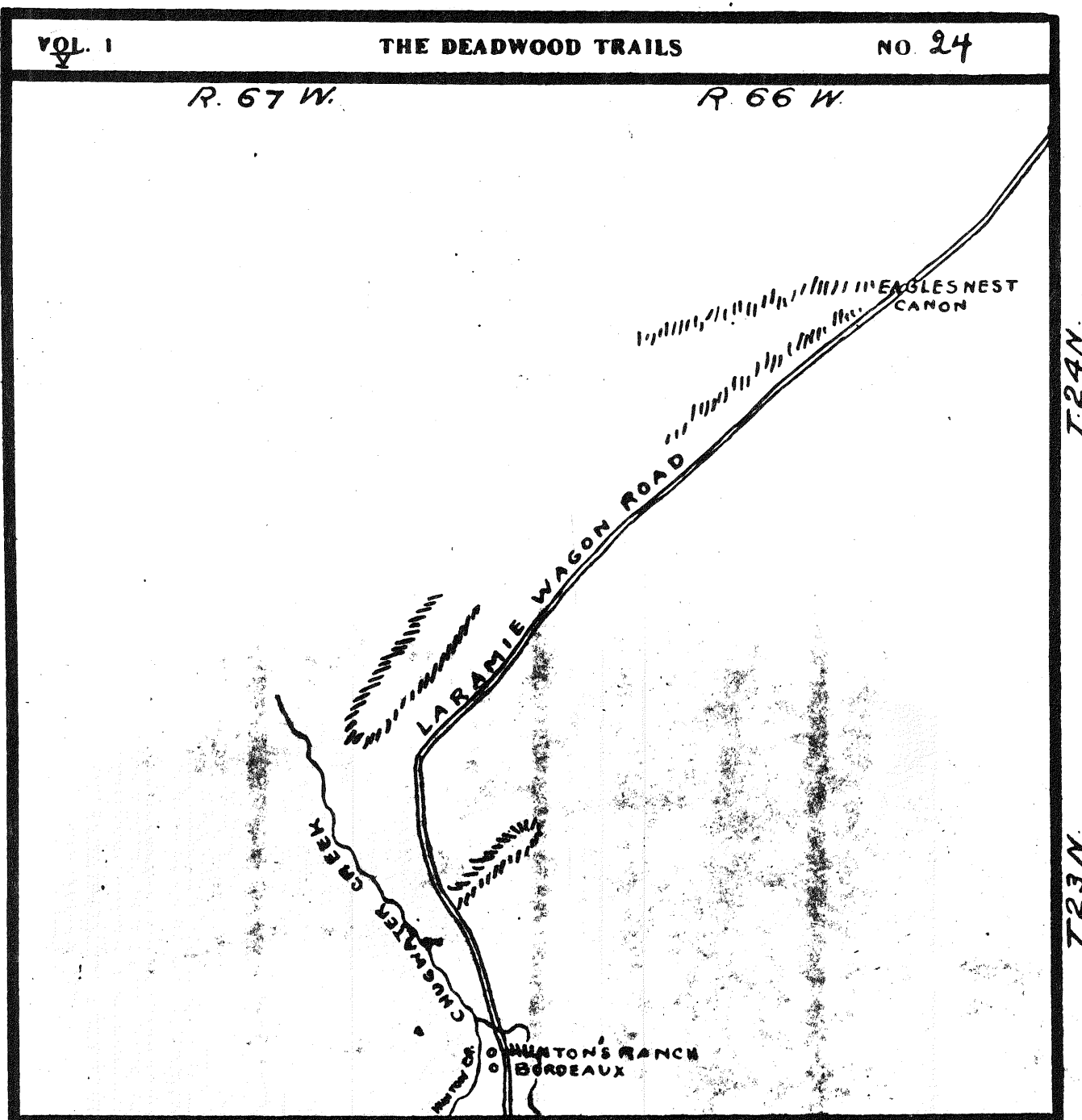
Near the old crossing of Little Bear Highway 185 today follows the "Cheyenne & Ft Laramie Road" to near old Bear Spring Ranch rather than the "Old Telegraph Road" which was the stage line route (Peirce, 122.) Numerous living springs at the head of Big Bear led to the opening of famous ranches hereabouts where travellers even before gold rush days found short horn bulls imported from Vermont (R. M. News Mar. 12, 1875). Gold rush emigrants were here supplied with meat and a profusion of vegetables (2d.)



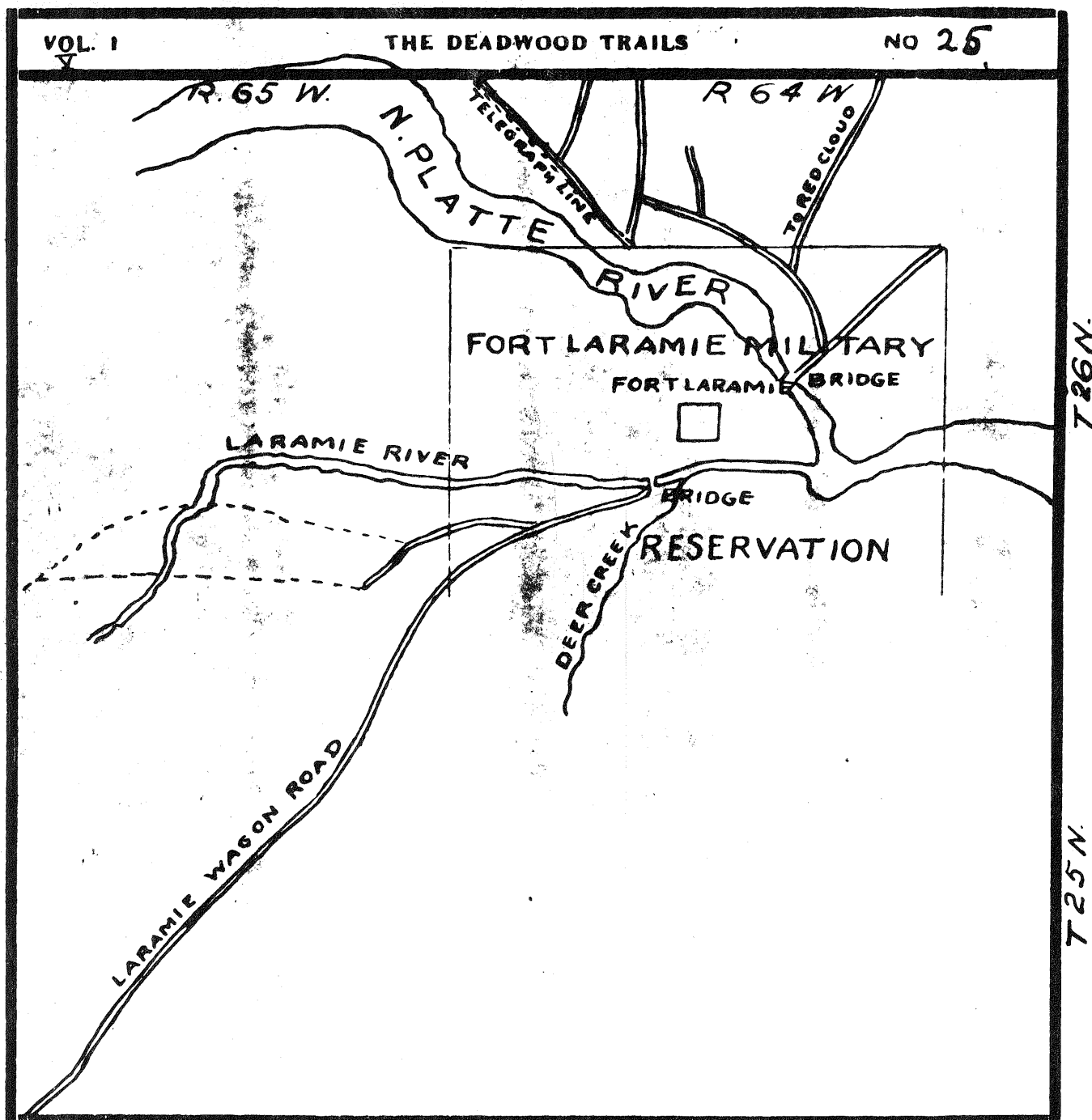
The Key to this "Cheyenne Trail," as it has been called by Hooker (120), to Fort Laramie was the Chugwater Valley; toward this pathways converged from all directions since fur-trapper days. It was first occupied by the Bailey Ranch in 1866 (News 2d.) In gold rush days the H. B. Kelley stage station (ranch) boasted 1200 cattle and 200 acres under fence ready to supply the emigration with the urgently needed vegetables in season.



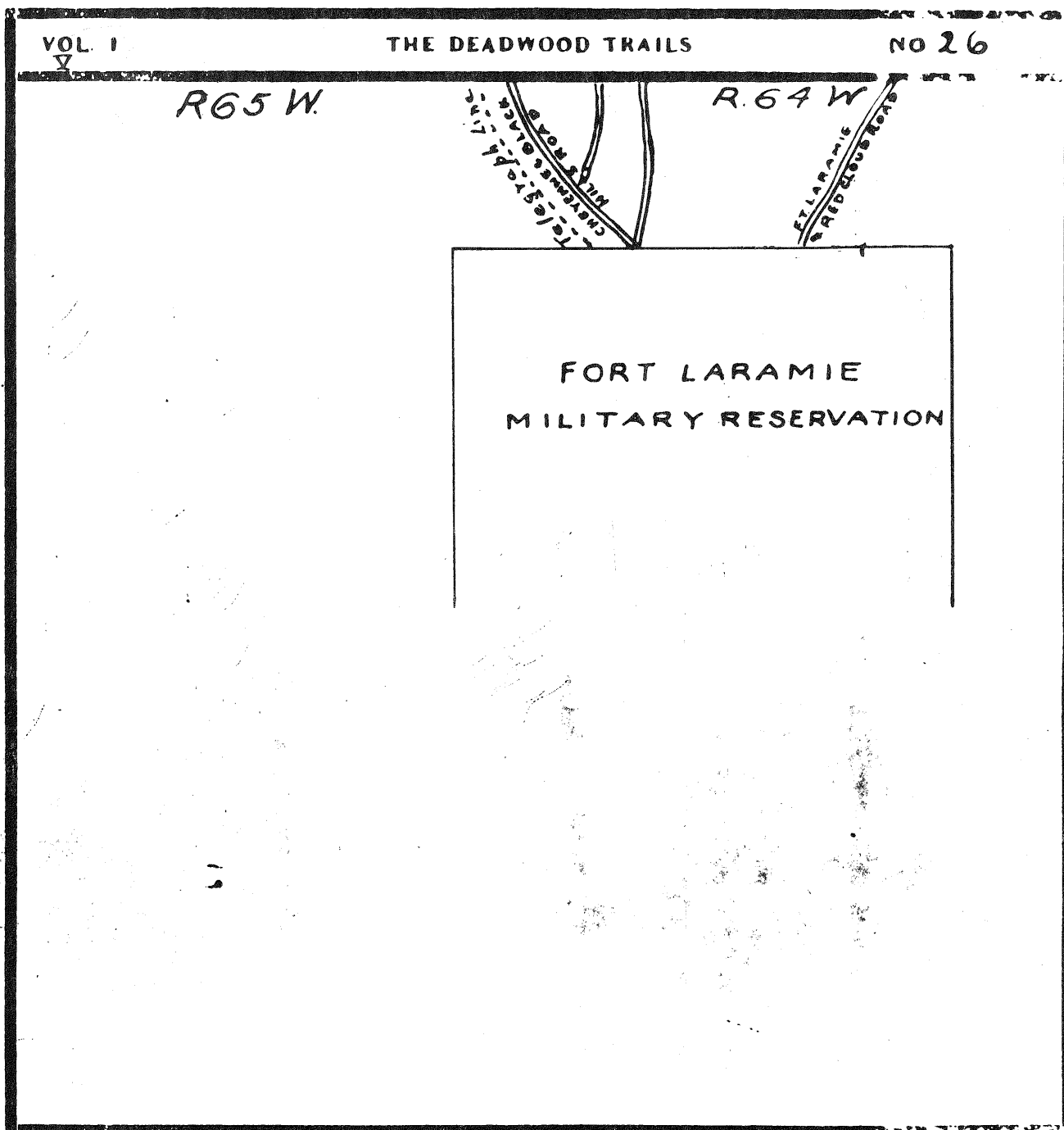
Swinging around the arc of the Chugwater, by the noted landmark "Point of Rocks", the old stage route, emigrant trail and modern Highway 185 are identical until the northern line of Twp. 21 is reached. Here the modern route swings off westwardly to present-day Wheatland, Wyo., whereas the old routes followed the river on by the historic Whalen and Clay ranches and following "Chimney Rock", a post office on the stage line. Cf. News Mar. 18, 1875; Peirce, 122.



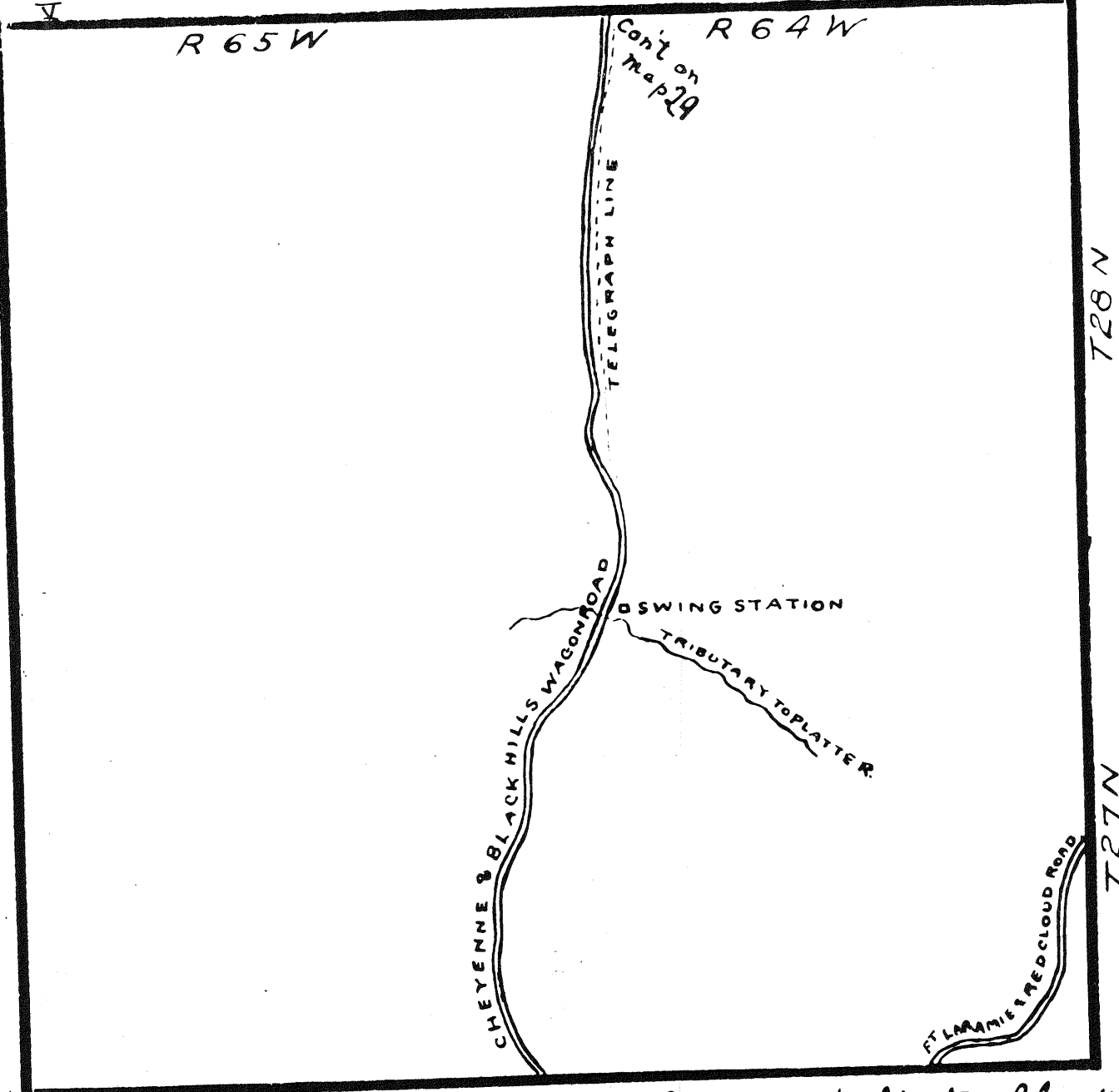
Breaking northwest across the high plains the old "Laramie Wagon Road" leaves the Chugwater beyond the noted Jack Hunton ranch (Hunton, 98; Peirce 121, 122) near present Bordeaux, Wyo., and passes the well-known landmark "Eagle's Nest" through a canon. The traveller here was on a famous old-time cut-off on the Oregon Trail from Fort Laramie to Fort Tetterman which avoided the Canon of the North Platte and adjacent rough country. Cf. Hunton 94-96.



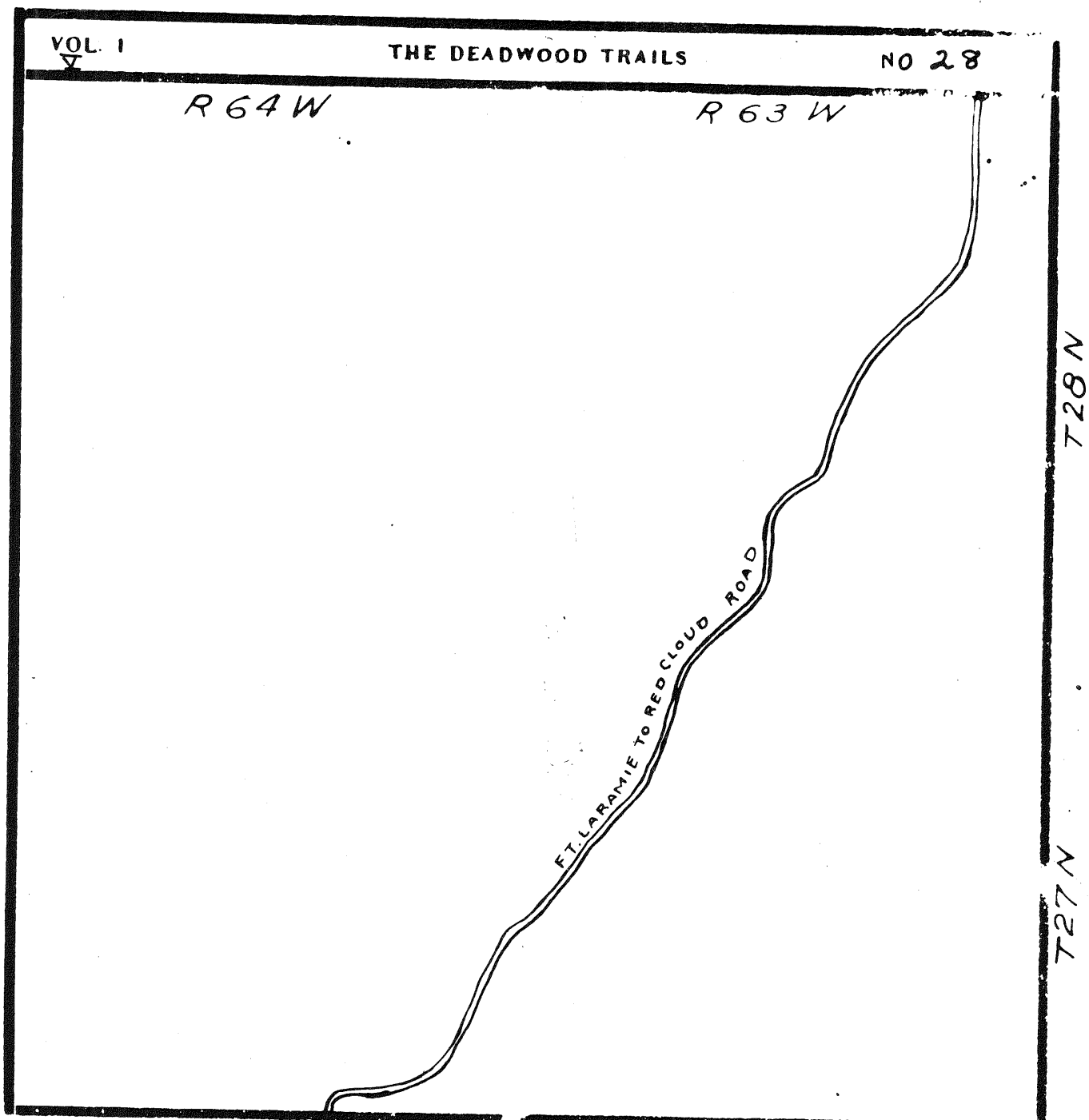
Approaching Fort Laramie, the center of seventy-five years of fur-trade, emigration and military history, the "Laramie Wagon Road" entered the reservation at its southeastern corner. Here the Oregon Trail (Cf. Series II Maps 10, 11 Vol 2 Pt. 1) was crossed. The old trails from the Platte Valley in both directions, from the Black Hills to the north and from the Rocky Mountain streams in Wyoming and Colorado explain the story of Fort Laramie made so famous by Parkman's Oregon Trail.



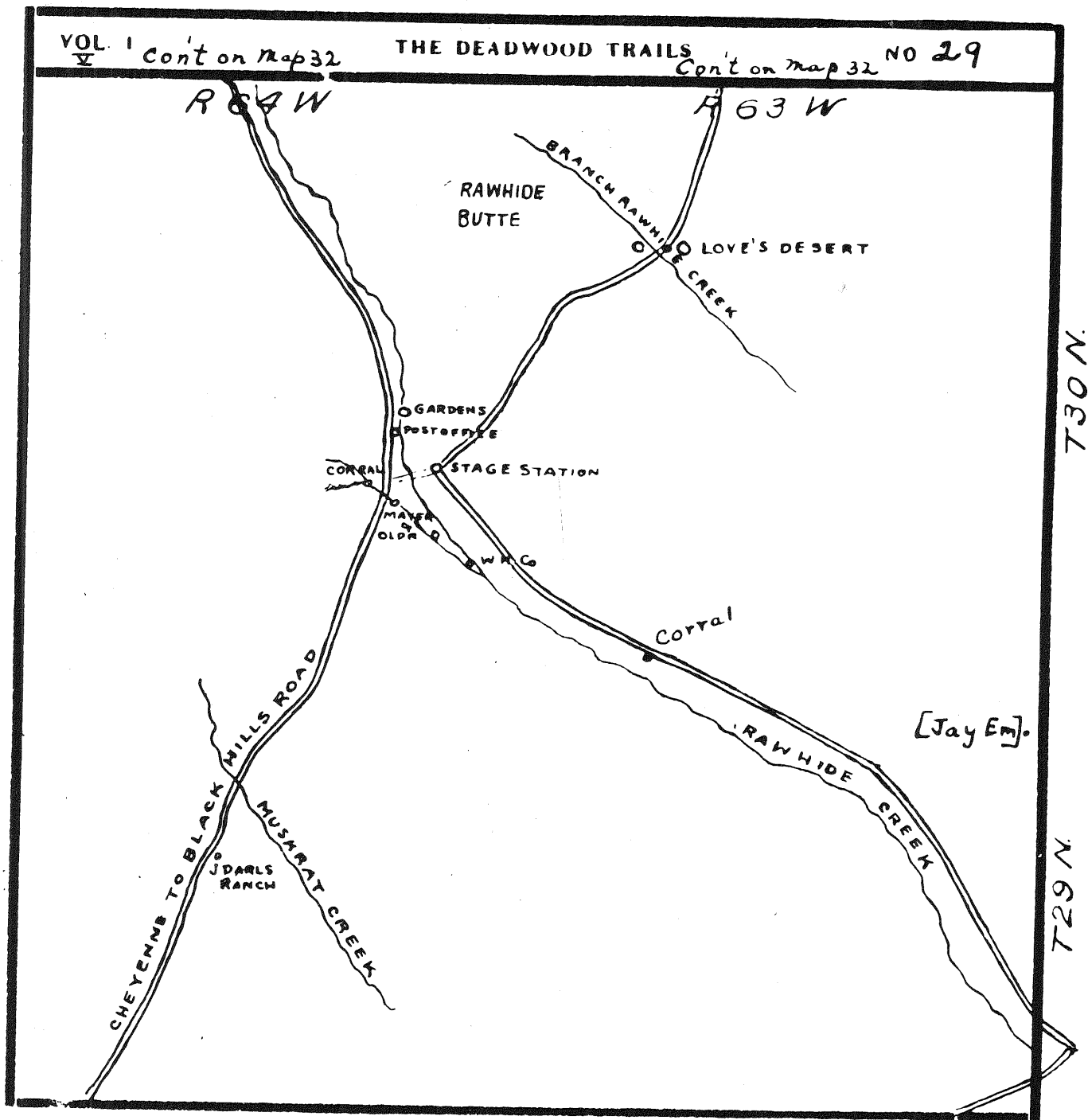
Of the many trails leading to Fort Laramie from the northward the two of interest to our study were the "Fort Laramie & Red Cloud Road" and the "Cheyenne & Black Hills Road". The former was the extension of the "Military Road" from Fort Russell (now Warren) and was the old government route (abandoned in 1875) to the Red Cloud and Spotted Tail agencies on White River in Nebraska (see Map No. 58). The latter was the emigrant and Black Hills stage route of the gold rush days, traversing the long rolling slopes of the plains northward (Dodge, 12).



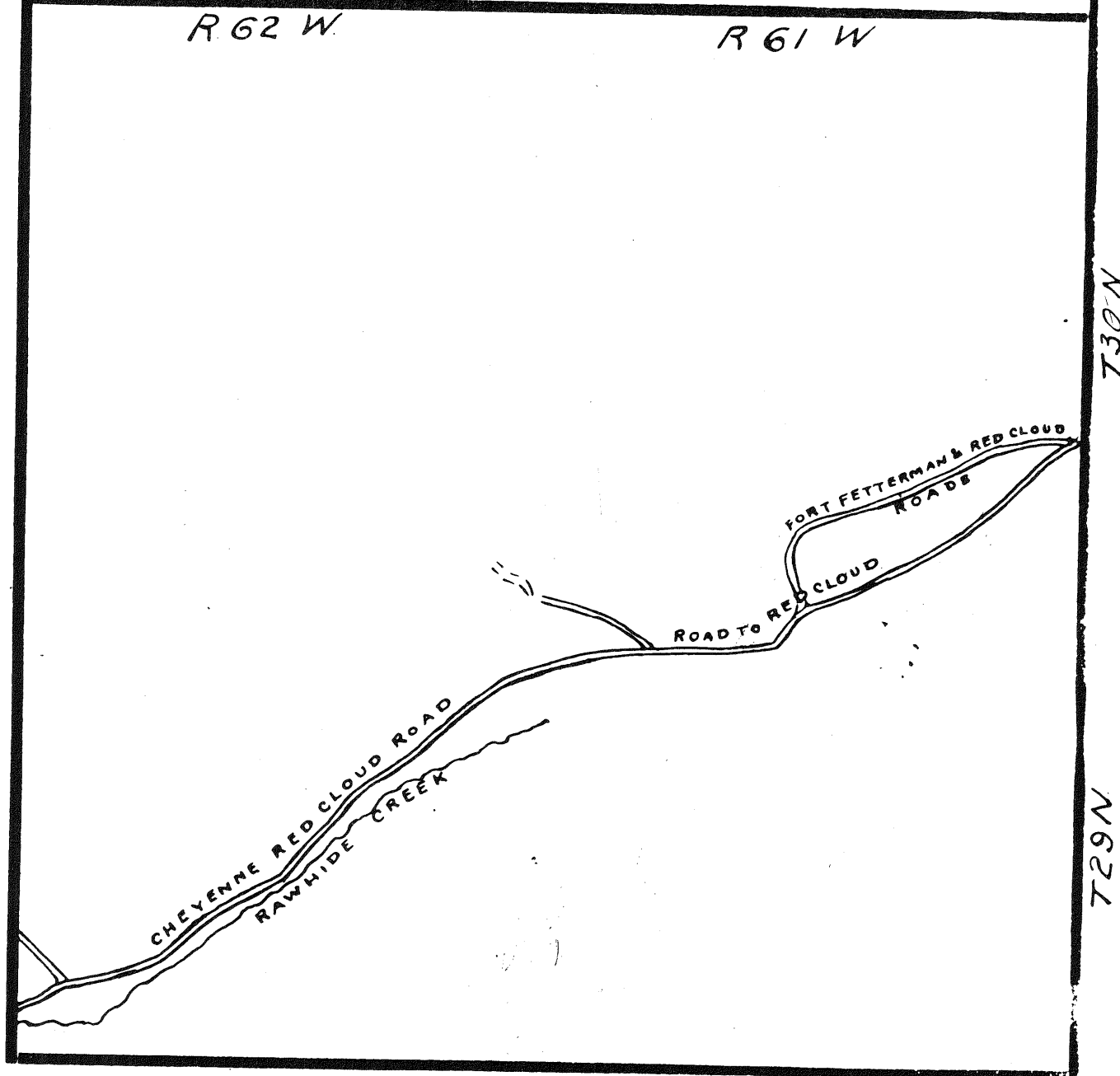
Leaving the Red Cloud road to the right the Black Hills Thoroughfare trended north-northeast to the crossing of a Platte River branch where points known variously as "Ten Mile", "Spring Station" and "Government Farm" marked resting places for emigrant trains and stage coaches (Tallent, 174, 185, 188; Peirce 121-123). On many of the original township maps the telegraph line was indicated by the first surveyors and we trace it where shown.



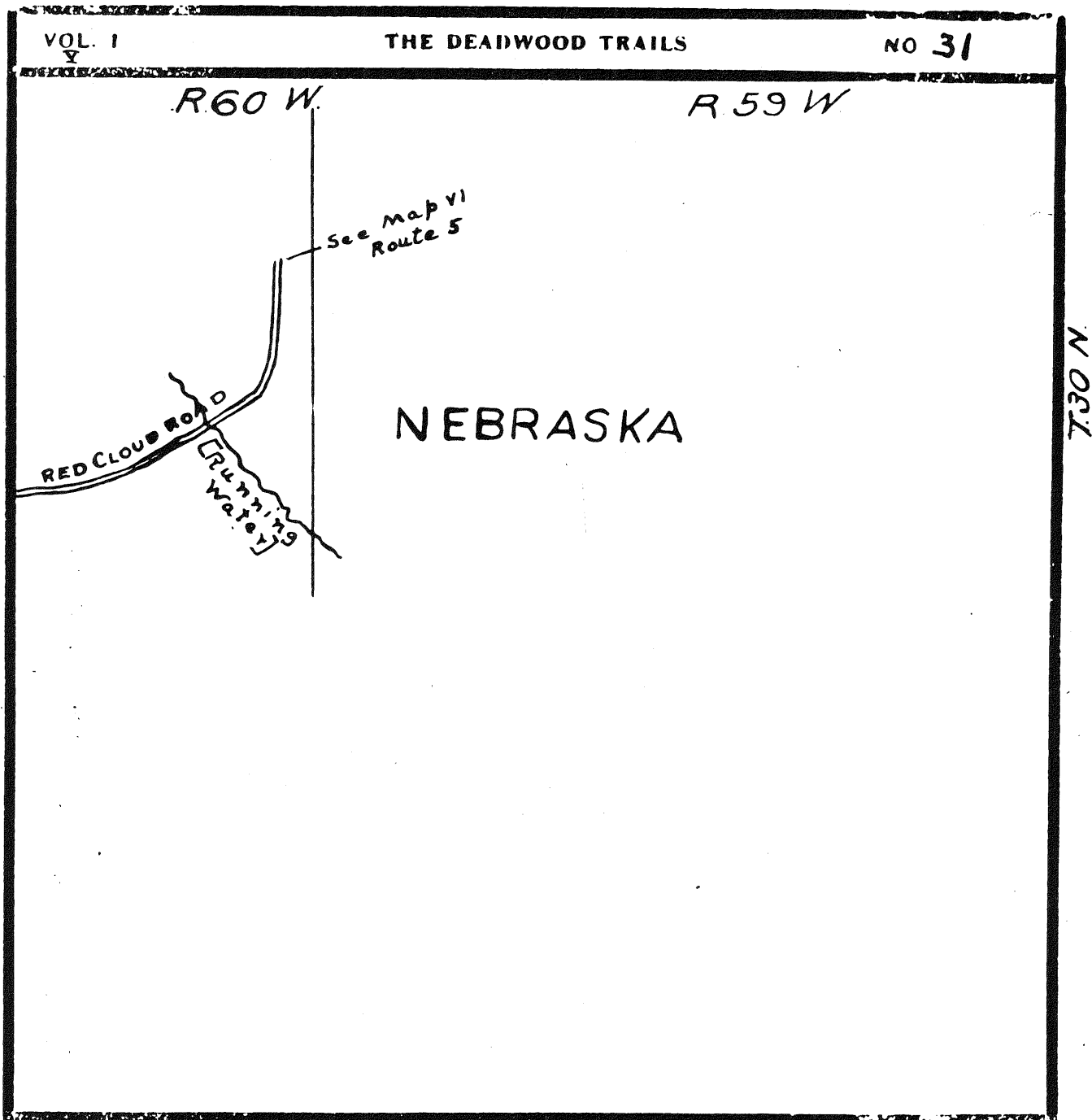
The line of the Red Cloud Road in Twp. 27 and 28. Meager facts from government mail contracts data are significant of the difficulties on these routes. Contract No. 37115 (H. Ex. Doc. Serial No. 1808 p. 78-79) shows a Cheyenne - Ft. Laramie - Red Cloud agreement dated July 31, 1876 once a week over this track. The rate of speed demanded averages 2.5 miles per hour, allowing for stops. A Black Hills mail contract of 1878 calls for a rate of 3.4 miles per hour in Summer and 2.6 in winter (H. Ex. Doc. Ser. No. 1859 p. 417).



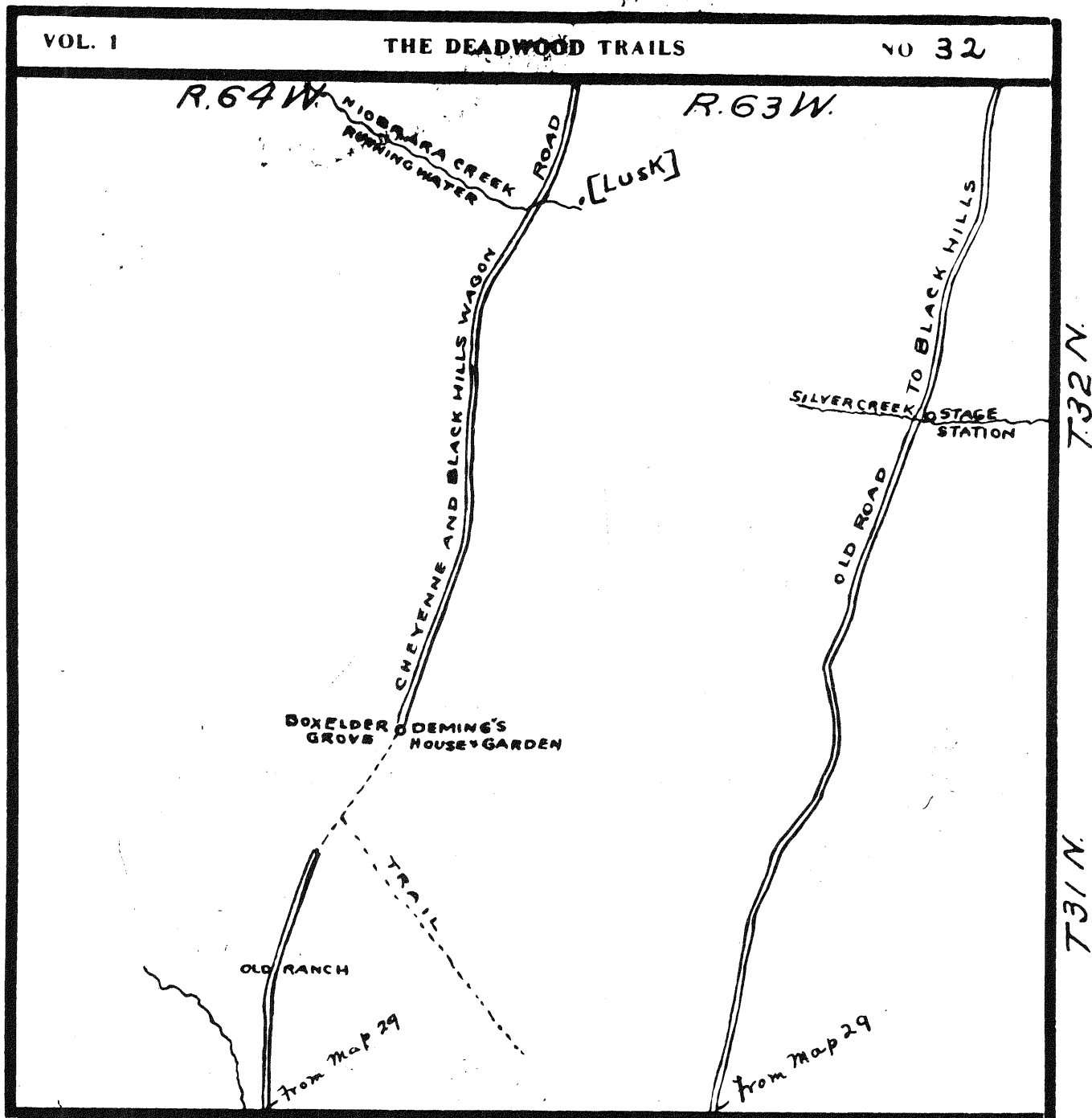
Turning back to The Black Hills route as it enters the famous Jay Em Ranch section of Wyoming we find at the first Key of the route, the upper reaches of Rawhide Creek, the landmark of the region, "Rawhide Butte," a huge, isolated granite mass" (Dodge, 13). Fertile soil here explains ranches, gardens, stage stations etc. (Cheyenne Leader Feb 5, 1876). At the forks of the roads on the Rawhide just over the R. 63 W. line the present highway U. S. 85 crosses the old routes coursing north by way of Jay Em to Lusk, Wyo.



Alternating again to the "Red Cloud Road" we trace its course to Wyoming's eastern boundary (next map). The traveller here courses perhaps the earliest white man's pathway to the Colorado Rockies, the old Fort Pierre-Fort St Vrain trail. The almost startling words "Fort Fetterman & Red Cloud Roads" hark back to the early day when the Nebraska Indian agencies in the Fort Robinson zone of White River (Map No. 58) were connected with Fort Fetterman near Douglas, Wyo.

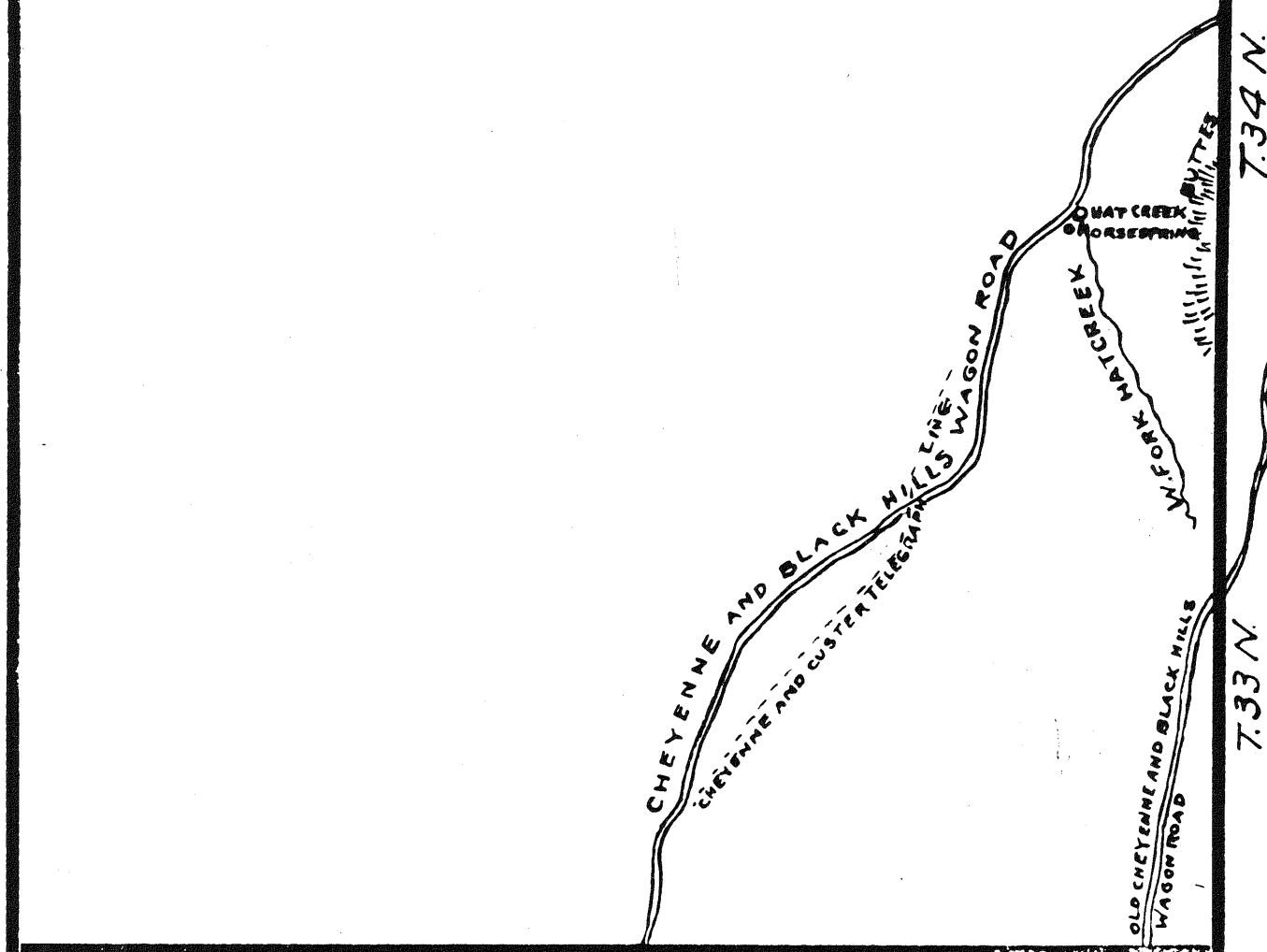


The spicy letters of "Alter Ego" to his Denver paper in 1875, together with General Dodge's journal, are among the few accounts of this Fort Laramie - White River Thoroughfare to the Sioux which has fast become almost forgotten. Near the Nebraska line the trail crossed the Niobrara or "Running Water" — the "L'Eau-qui-Court" of French Trappers (cf. Map No. 57). Here grass eighteen inches high grew in 1875. Cf. R. M. News Mar. 18, 1875; Dodge, 13.

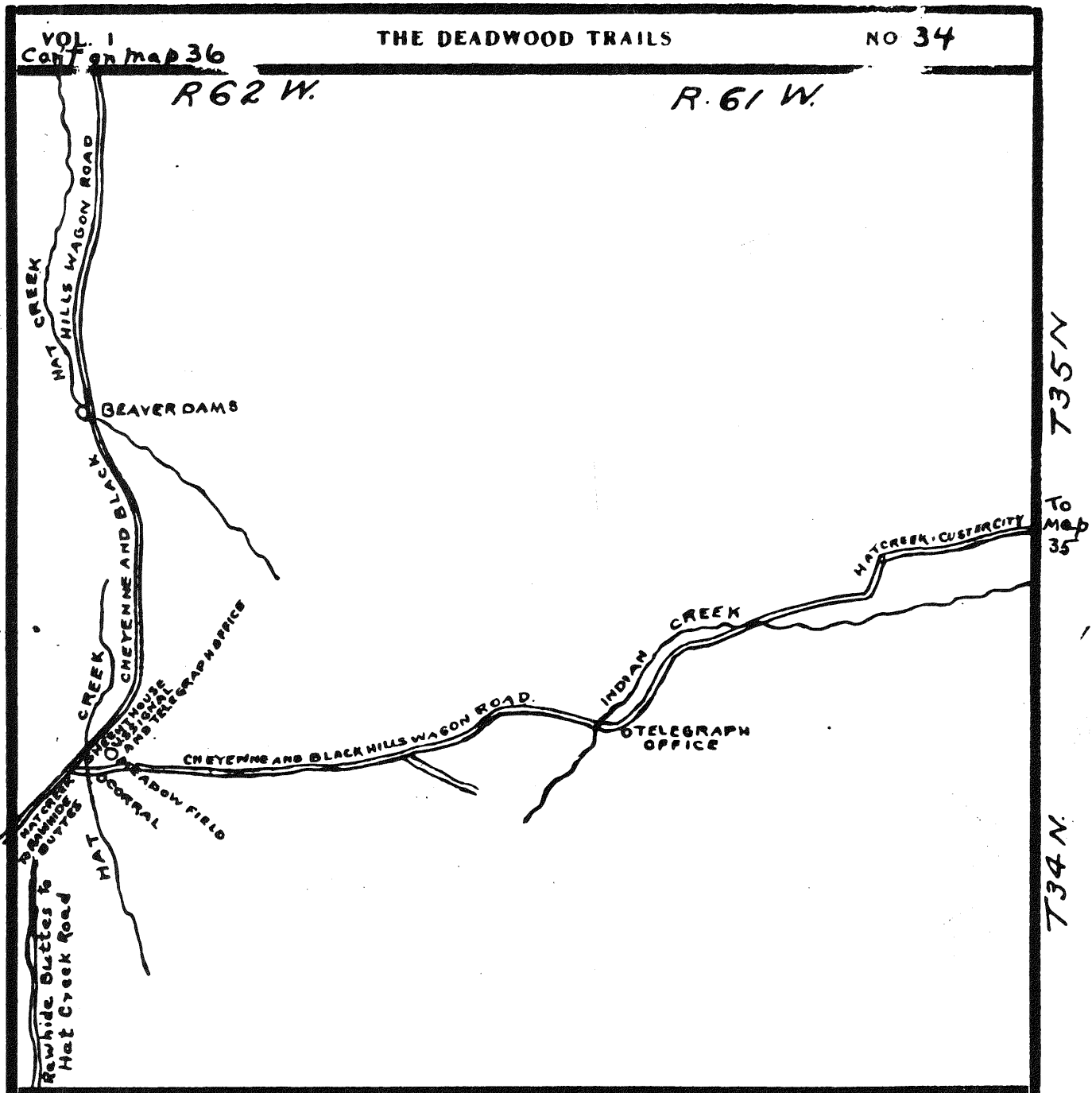


Returning to the Black Hills routes, comparisons of logs indicates that "Rawhide Springs" (Peirce, 123) lay ten miles from Rawhide and eight miles from the Niobrara. The latter distance is also fixed at six miles (Cheyenne Leader Feb 5, 1876). This would place the Springs near "Box Elder Grove" on the "Cheyenne and Black Hills Wagon Road". Highway 85 crossed the "Old Road" where the latter enters R. 63. "Silver Creek Stage Station" is on Highway U. S. 20, trending westward to Lusk.

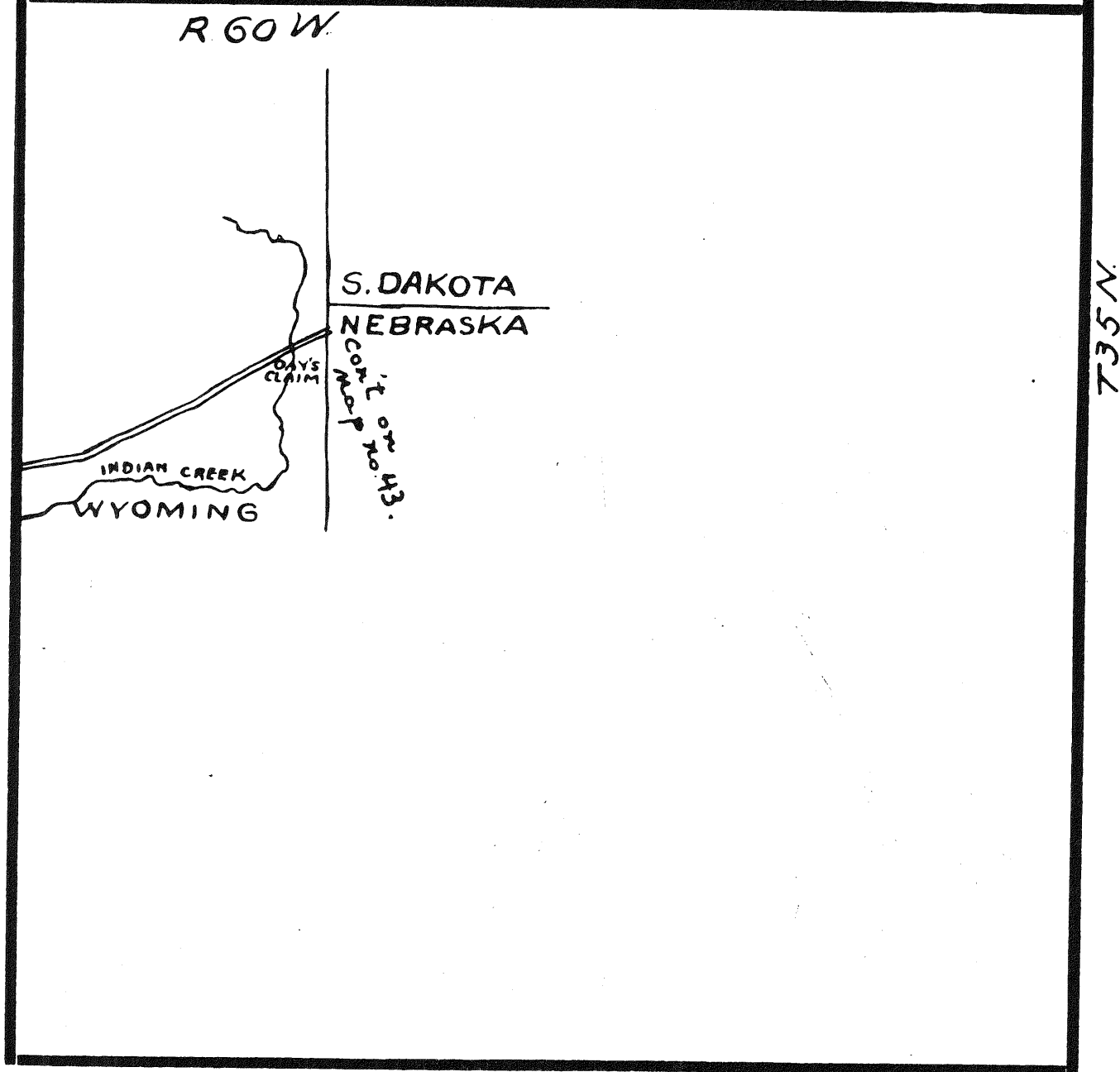
R. 63 W.



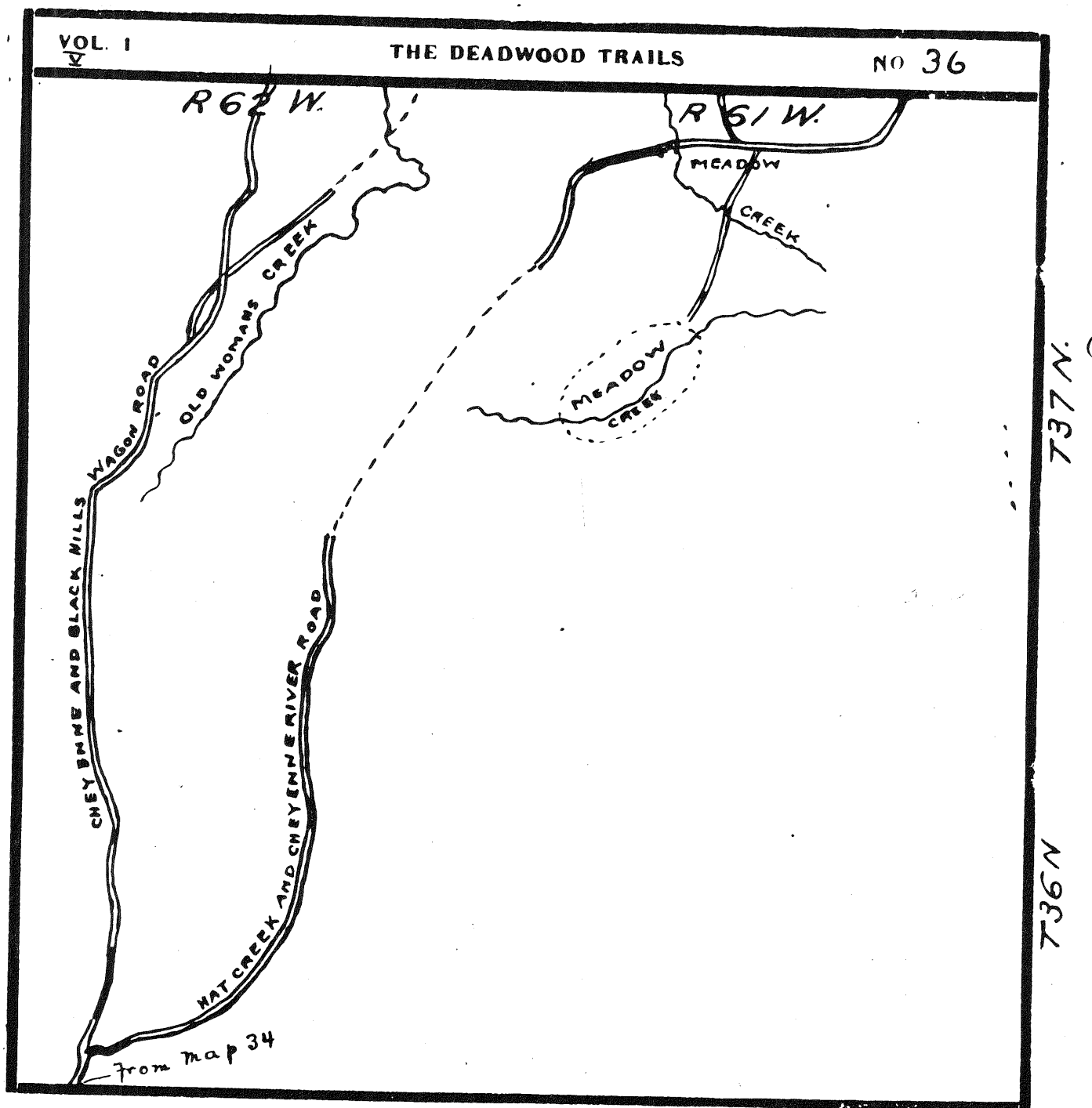
Across the divide north of Lusk the wayfarers of old entered the section of this Deadwood trail made famous by the raids of Indians and the white desperadoes who gave the "Deadwood Stage" its place in western romance. Highway U. S. 85 lies on the "Old Cheyenne and Black Hills Wagon Road" for the last three miles into present-day Hat Creek where the old stone ranch and store house mark the site of episodes of red and white brigandage" innumerable." Cf. Dodge, 144-5, Gillespie.



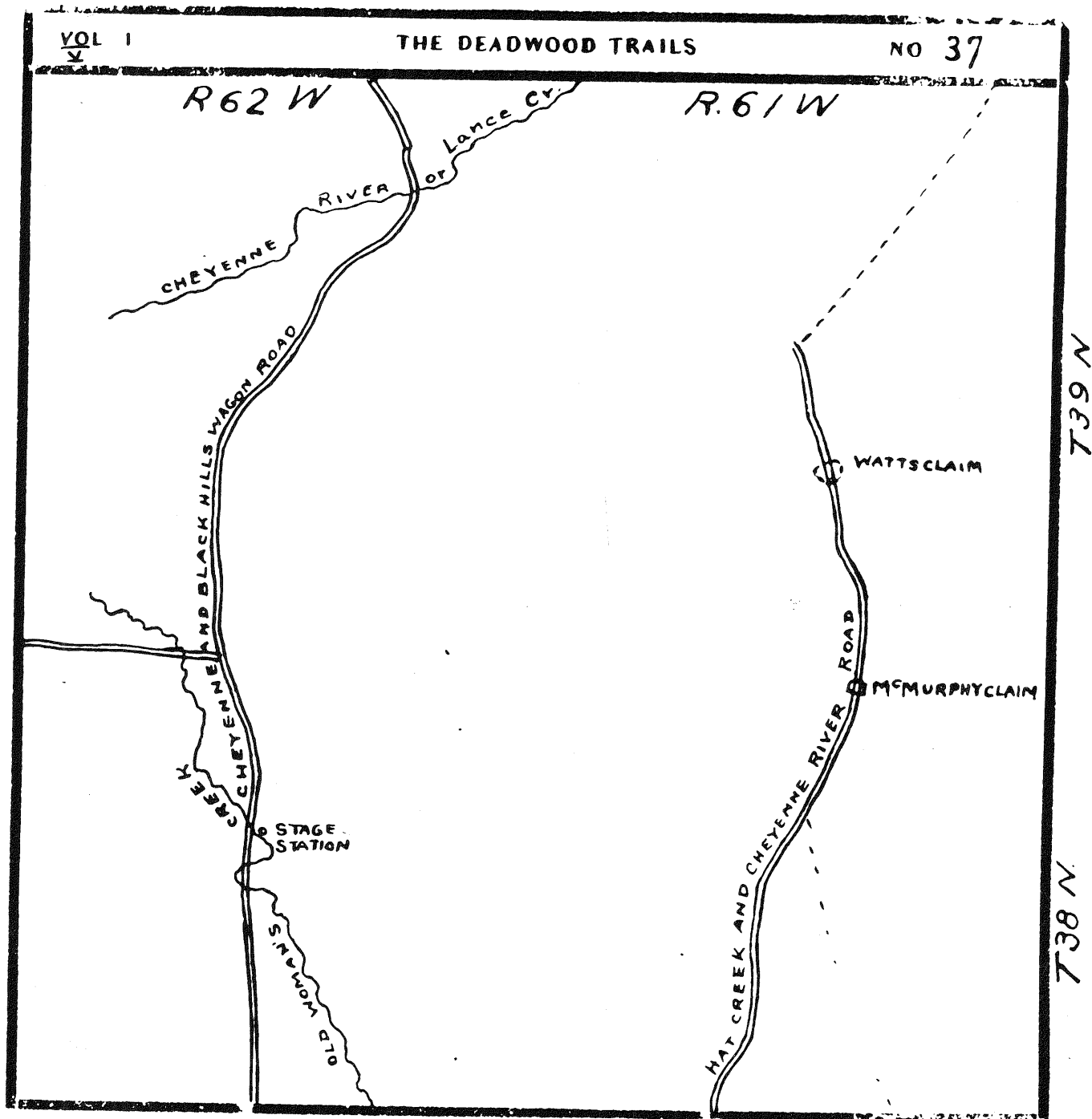
Near this Hecht ranch house, built by the noted partner in the Hecht and Street firm of freighters from Cheyenne to the Black Hills, diverged the two routes thither, the Indian Creek route (Peirce, 123) running east, and the Old Woman's Creek route running north. This latter "Cheyenne and Black Hills" route is crossed in Twp. 35 by Highway U.S. 85 and the two become identical again in Twp. 37 along Old Woman's Creek (Maps 36, 37) named from the nimblefooted ghost of an Indian squaw which



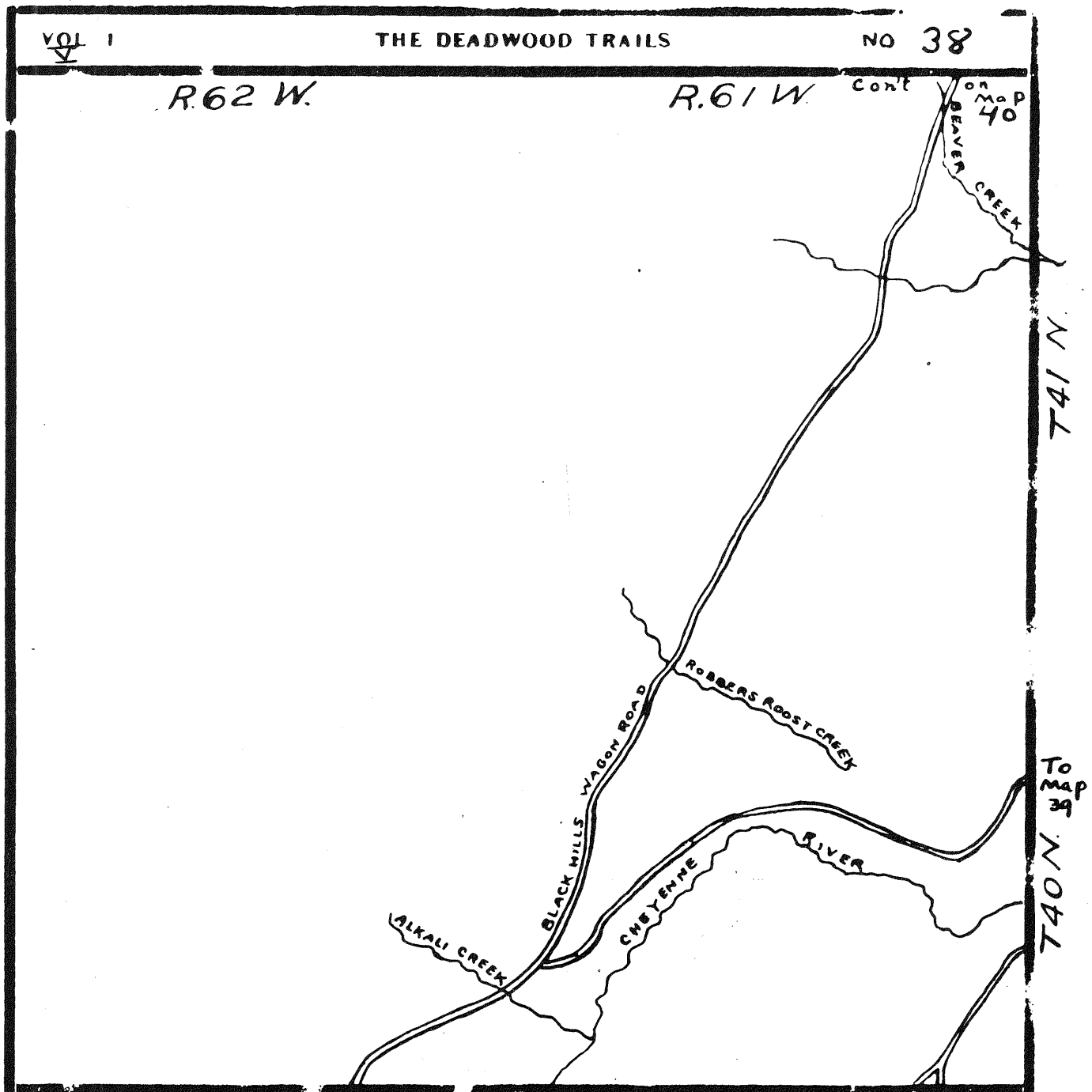
which was seen to dance o' nights on a neighboring butte. These isolated stretches on the Black Hills roads saw most of Indian trouble and white desperadoes' attacks. This seems particularly true of the Indian Creek route to Cottonwood Creek and Cheyenne River (Edgemont, S.D.) cf. Tallent, 242-248; Brown, 74, 76, 242. Whether a great many attacks on the "Deadwood Stage" and Black Hills wagon trains were made, or whether a few gained great notoriety, is a question. The two



volumes on the subject, Tallent's and Brown and Willard's, which might be expected to give the lurid phases of the theme, give, in a total of 1285 pages, descriptions of seven attacks by white men or Indians. But, whether more or less, attacking the "Deadwood Stage" gained a place in western romance proportionate to the number of times it was enacted by Buffalo Bill's Wild West show. Both routes branching at Hot Creek were stage routes. Cf. Brown 74, 76, 242 and 255, 261, 267, 302; Tallent, 185 and 243.



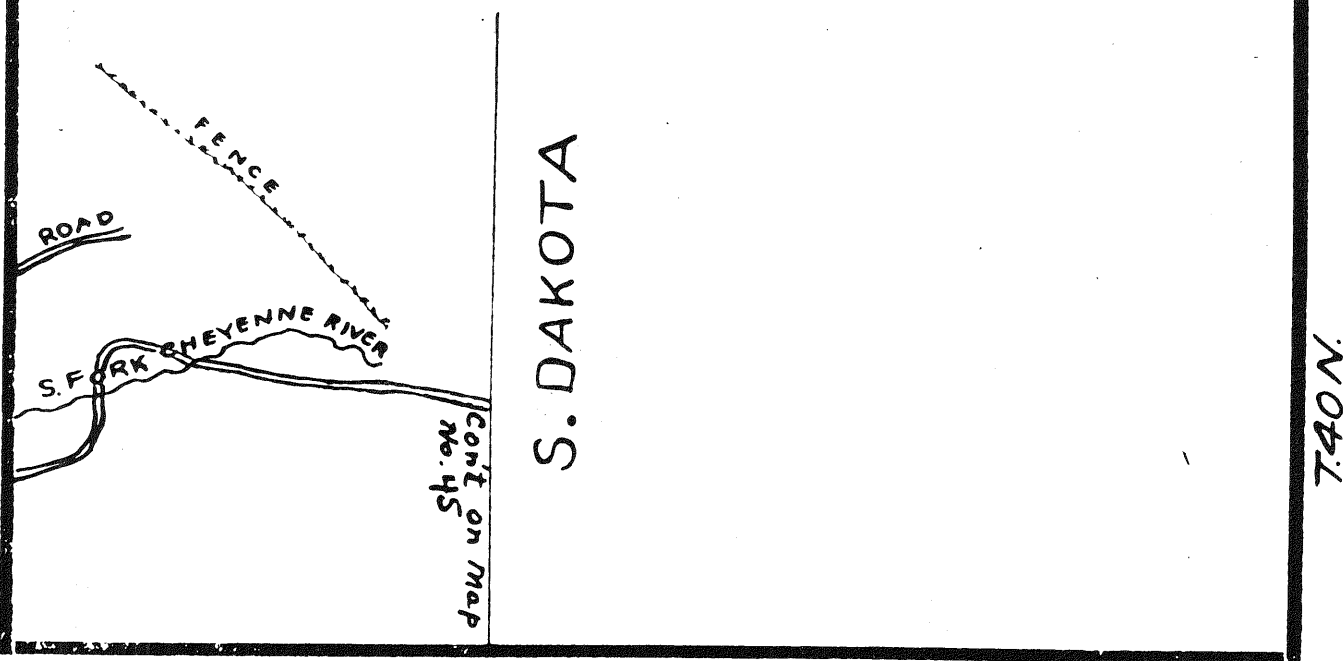
Diverging tracks of the route north from Hat Creek reached the south branch of Cheyenne River after vaulting the divide crossed today by Highway 85 which follows the boundary line of R. 62 and 63 to near the head of Old Woman's Creek and then swings eastward practically on the alignment of the "Cheyenne and Black Hills Wagon Road"; it crosses Twp. 38 near the "Mc Murphy Claim". The two old-time routes come together at Clifton, Wyo. eighteen miles to the northward



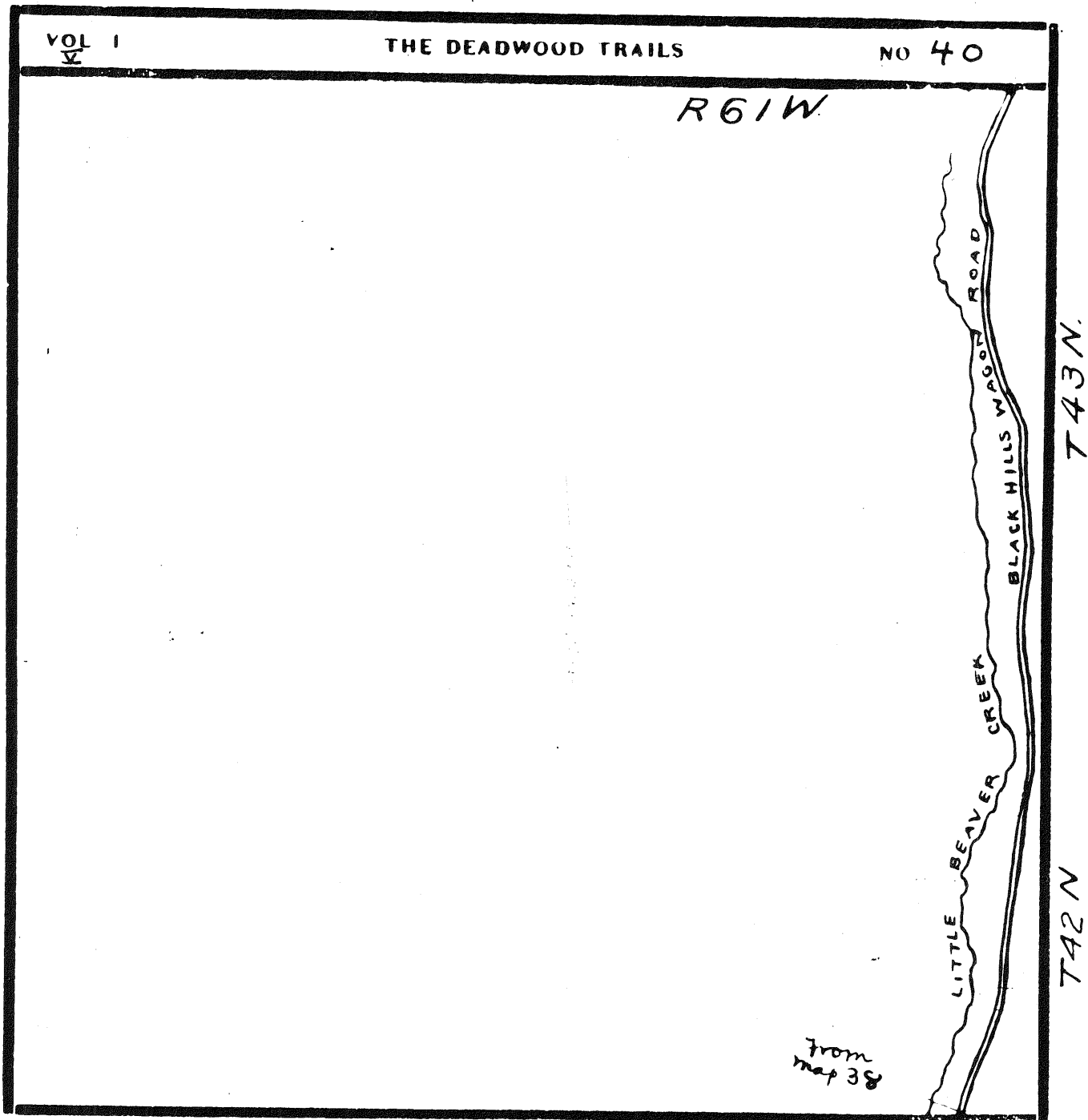
In his graphic picture of this country General Dodge wrote: "Nowhere do the rains cut more deeply nowhere do frosts split more perpendicular faces. The beds of most of the streams are quagmires, or the more tenacious quicksand. Banks are to be cut down, narrow sharp ridges to be levelled off... Our journey down 'Old Woman's fork' demanded the display of... plain's craft and intelligent labor... Travelling east of north... we reached the [South] Cheyenne, here a nasty stream of thick milky water

R. 60 W

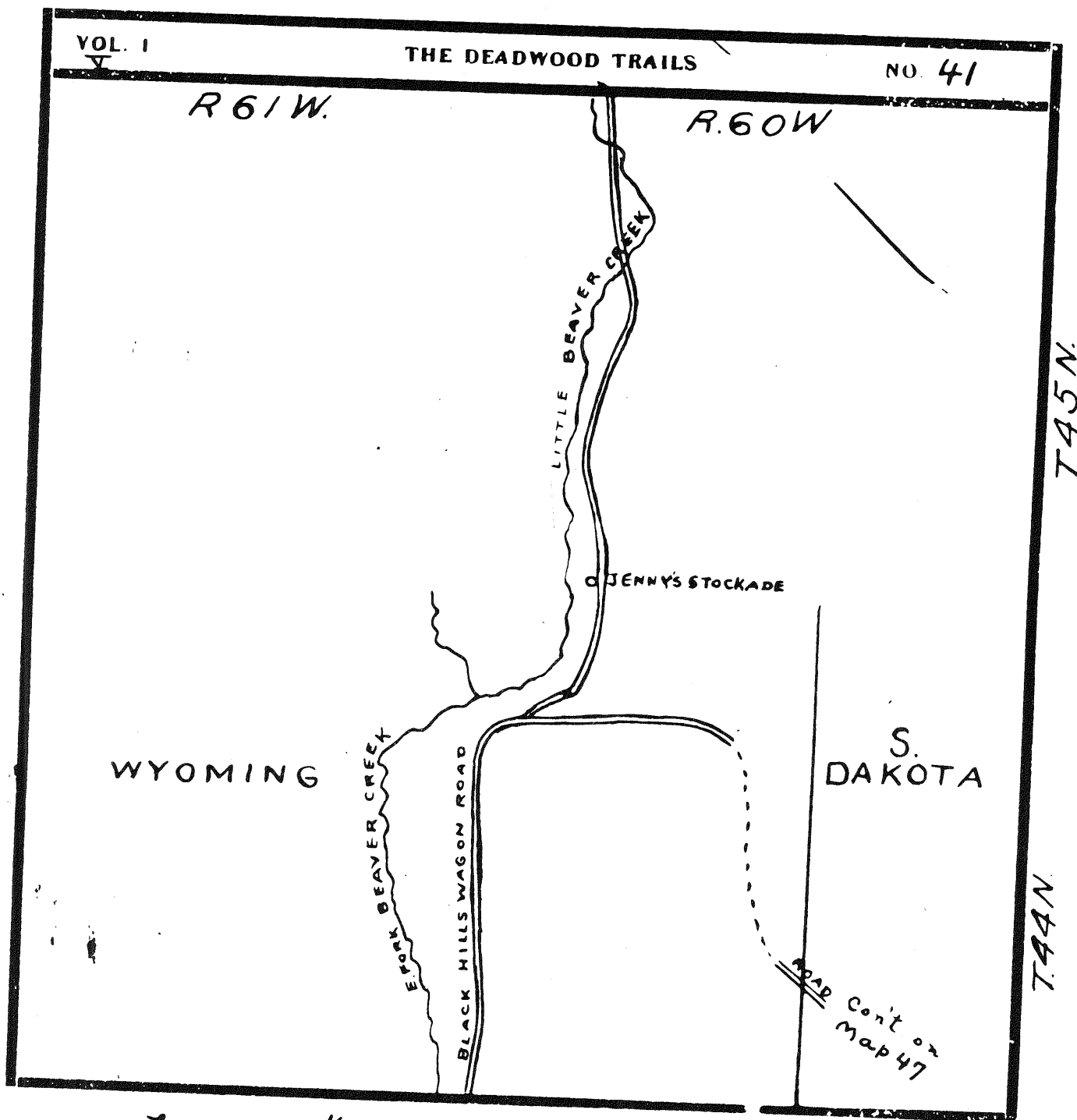
R. 59 W



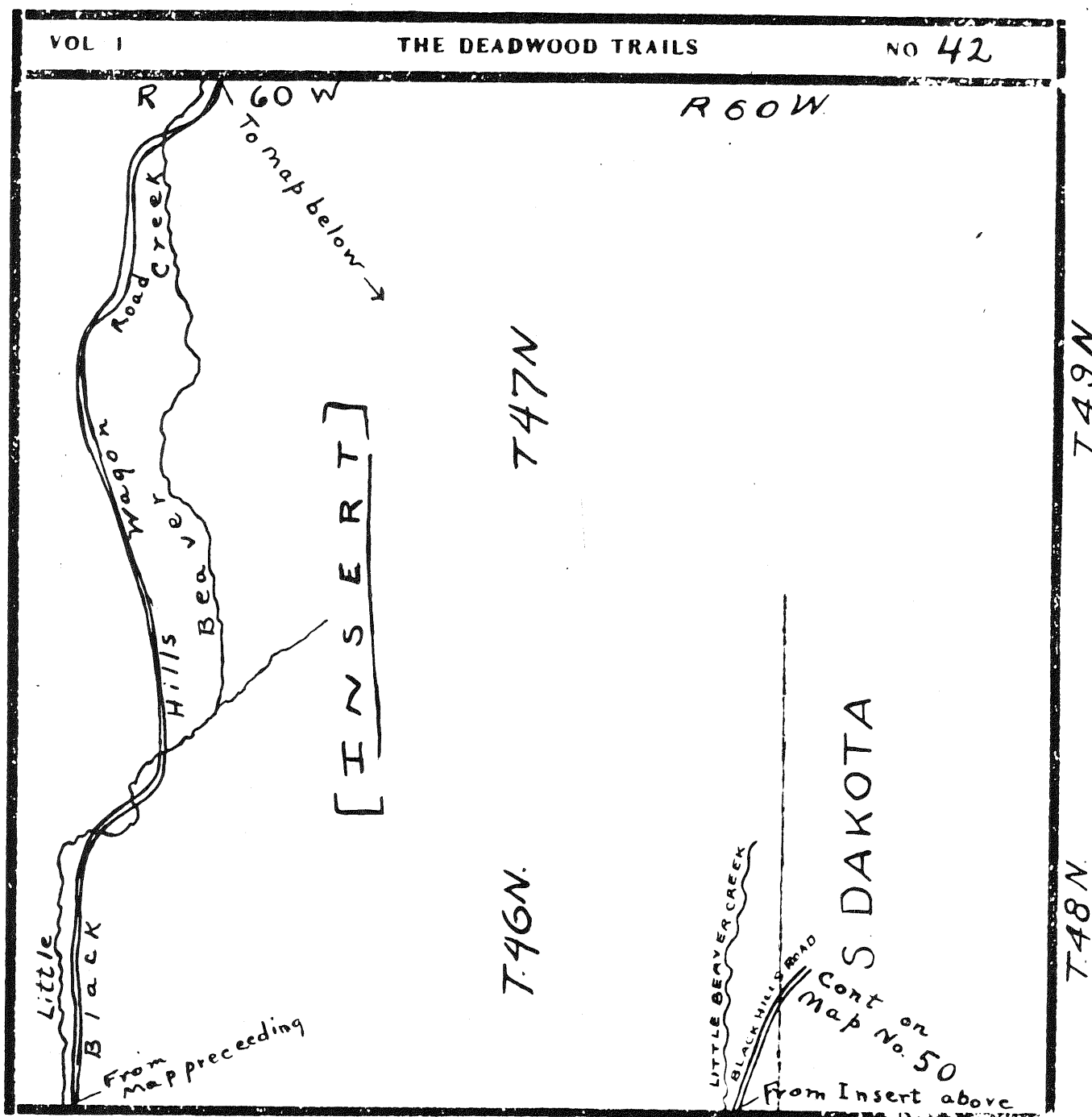
[The original township survey plats contain numerous curious entries. Among the 3000 and more used to prepare the maps for Series IV and V of Crown Collections we do not recall another instance, except the above, where a state line is reinforced by a cattleman's fence]



scarcely fit for the use of man . . . Travelled down the Cheyenne . . . and then north . . . we gained. Beaver [Little Beaver] Creek -- a clear-looking stream of horrible alkaline water . . . unfit for drinking or cooking . . . fringed with a scanty growth of cottonwood, some of which are quite large . . . As we go up the Beaver the country gets in every way worse" - Dodge 13-24.

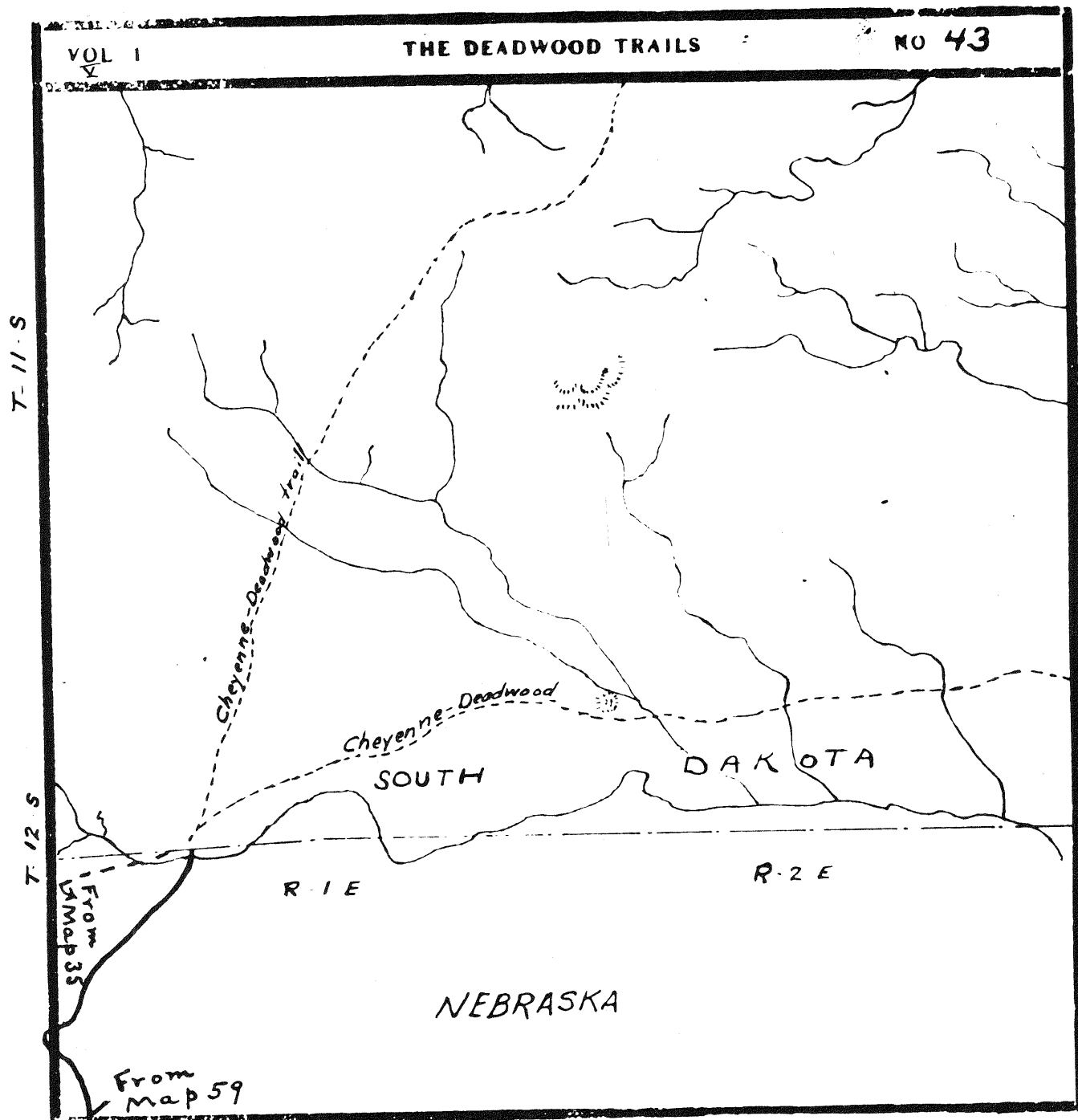


Famous "Camp Jenny" as General Dodge termed it, or "Jenny's Stockade," as it came to be known after U. S. Surveyor Jenny's Report on the Black Hills in 1875 (Report of the Comm. of Indian Affairs, 1875), was located luckily by a study of Field Notes of the Wyoming & Dakota Boundary Surveys 1877 F, 28, 33. This placed the old site at two and one-half miles south 85° west of the 58th boundary mile-post. The same authority fixed the "Road from Jenny's Stockade to



Conster City" exactly at the 60th mile-post on the same line and identifies it as General Dodge's trail of 1875. Cf. Dodge, 27; Brown, 60, 62, 87 and 302.

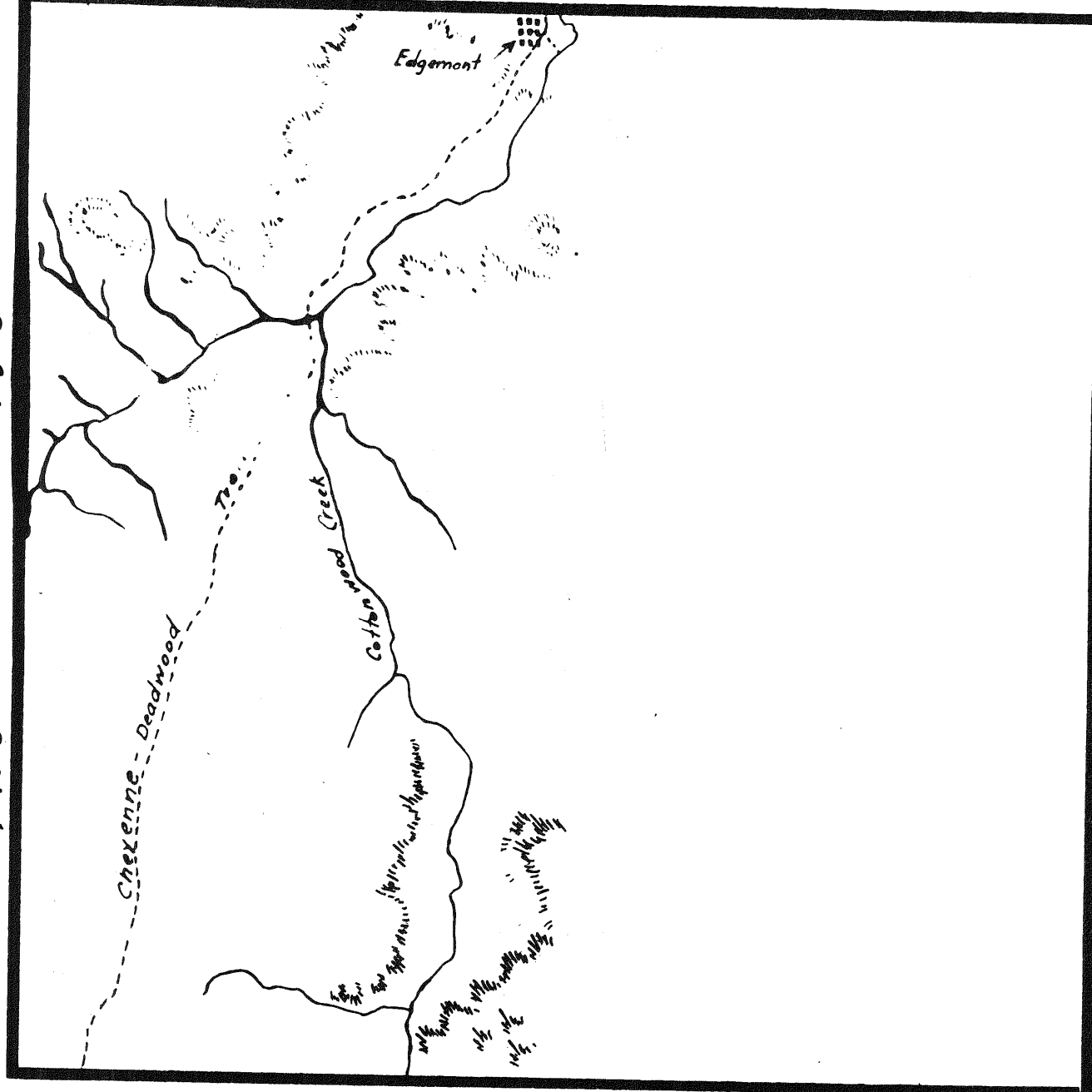
[Having carried one line of the Cheyenne - Deadwood Trail through to its northernmost Wyoming destination, we now turn to map the South Dakota branches of this route from the points where we left them on Maps 35, 38, 39 and 42 (above).]



In this southwest corner of South Dakota converge from the south and southwest both the Sidney-Deadwood trail (from Map #59) and the Indian Creek line of the Cheyenne Trail from Hat Creek (Map #35). These united trails now strike over a high barren divide toward the heads of Cottonwood Creek which flows into the South Cheyenne at Edgemont, S.D. On the Cheyenne Trail, about seven miles from Indian Creek a point known as "Robbers".

T 9-S

T-10-S



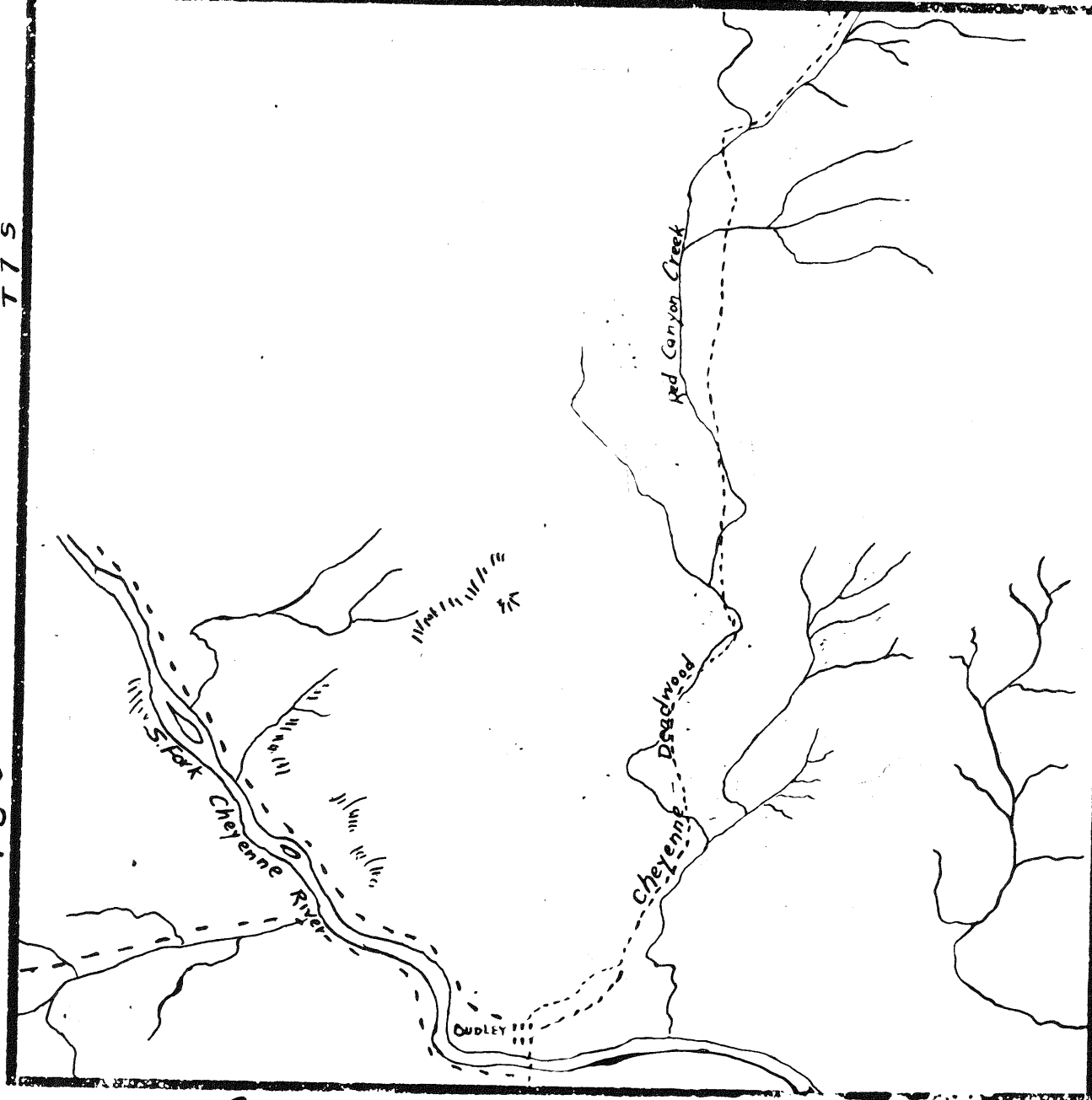
R-2 E

R 3 E

"Roost" was notorious for its numerous attacks on stages and wagon trains by bandits red and white (Brown 252, 255, 261). General Dodge (108), however, pays high tribute to the lawabiding characteristics of these first South Dakotans under circumstances which would have (and did) tempt weaker men. Holding the dividing ridge the trail drops down to the old Cheyenne River Stage Station in the Edgemont-Budley region.

T 7 S

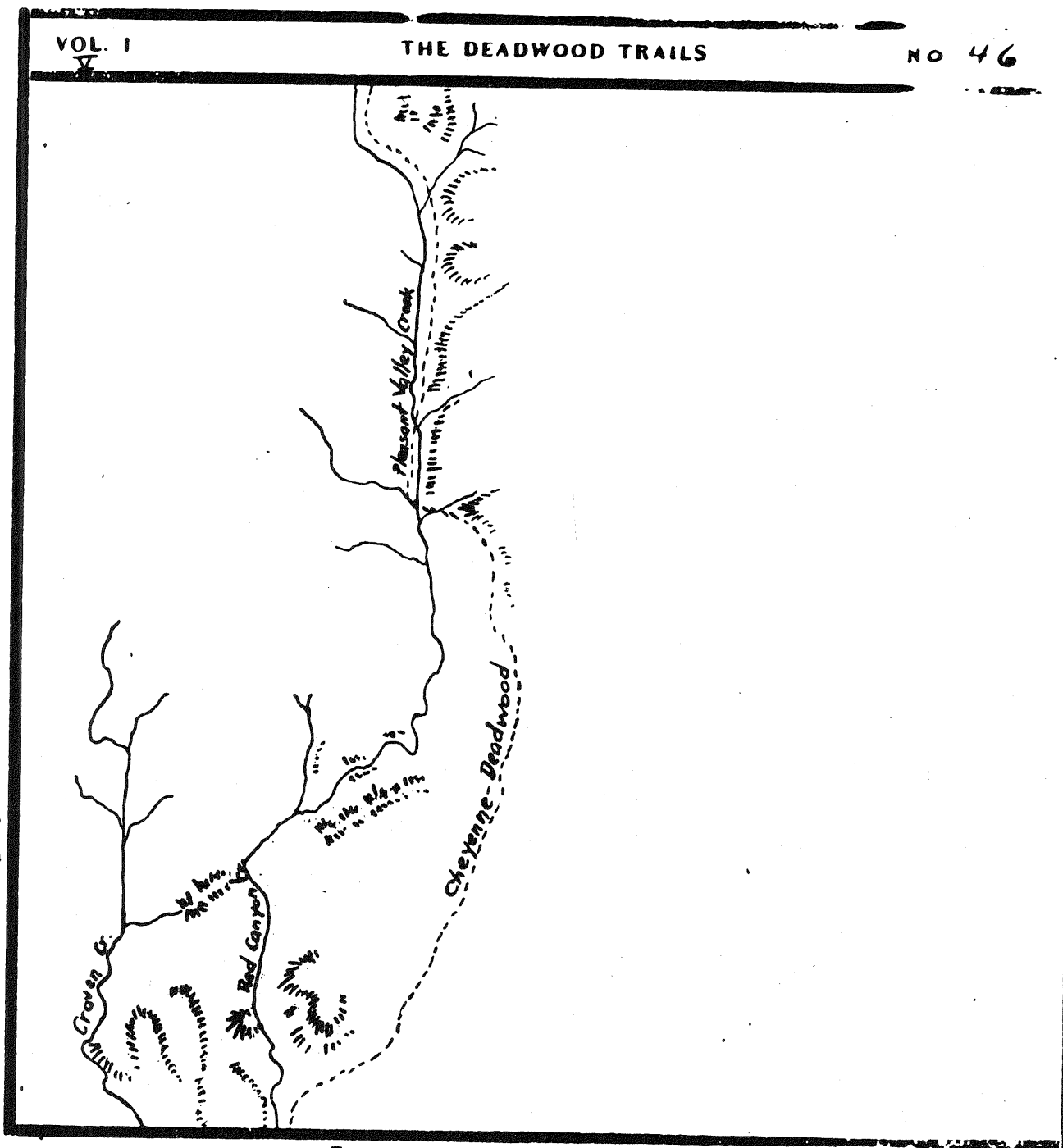
T 8 S



Here another branch of the Cheyenne Trail (from Map # 39) joins the Cottonwood route. The telegraph line office here at the Cheyenne River station was especially strategic in its position between the brigand-infested Robbers Roost section of the road to Hat Creek and the equally dangerous Red Canon section of the trail up Red Canon Creek toward Custer, S.D. to the north; Tallent, 379. Red Canon Creek offered one of the most practicable

T. 5 S

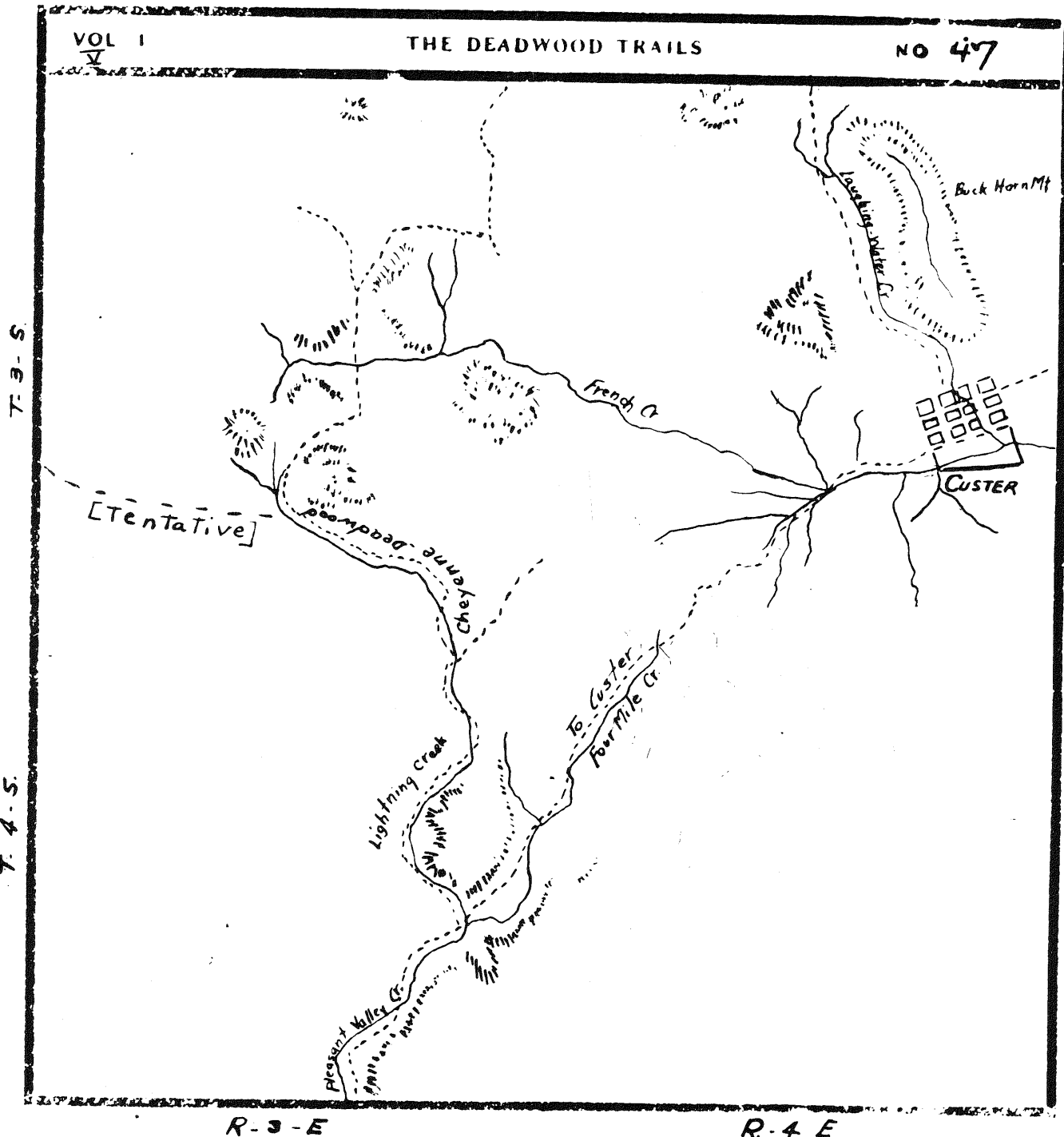
T. 6 S



R. 3 E

R. 4 E

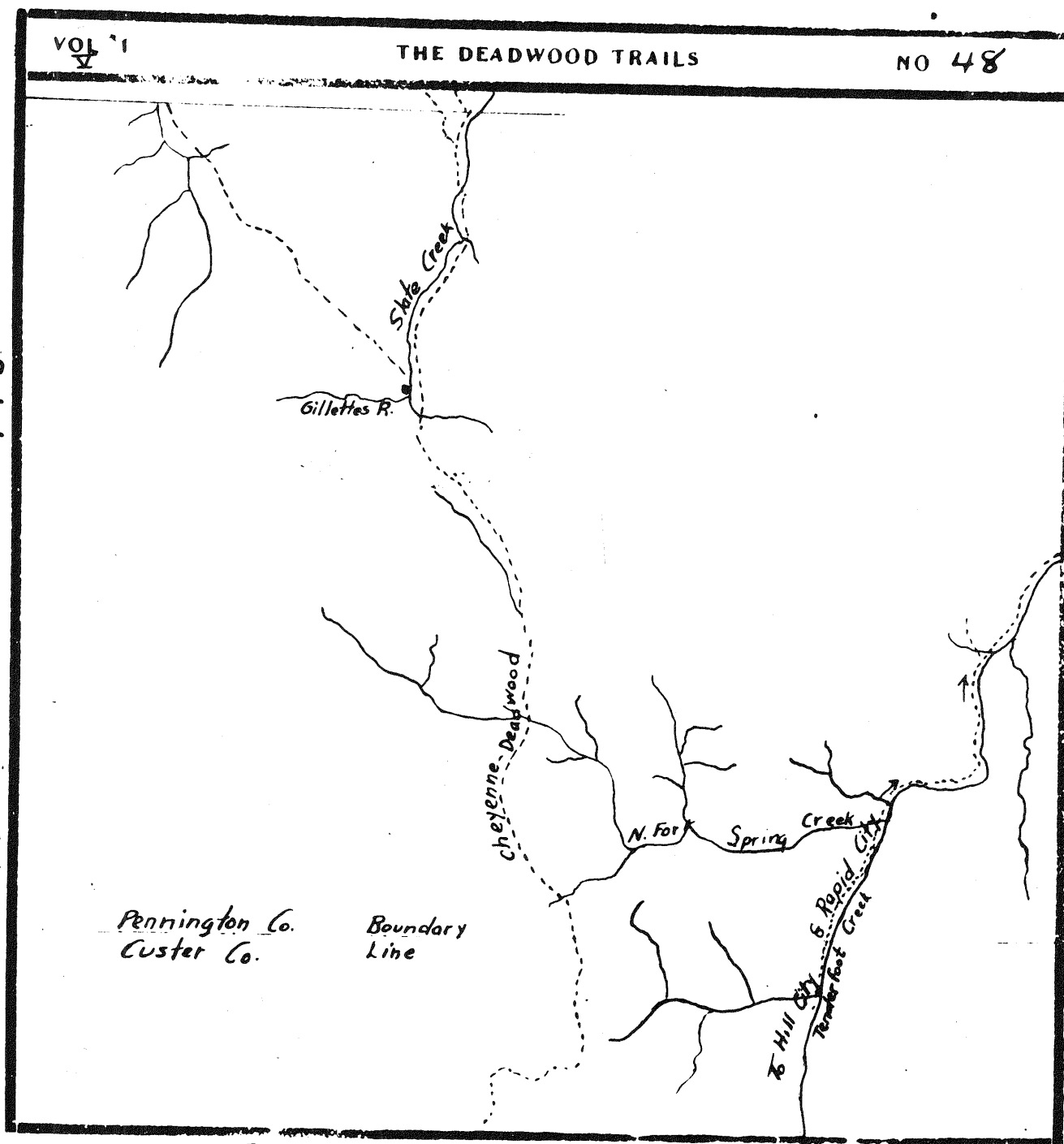
passageways through the strange "outer rampart" of geological days - that "reef around the island now called the Black Hills" (Dodge, 53). The story of Red Canon in the days of the "Deadwood Treasure Coach" (for illustration see Tallent, 257; Brown, 49) can, in part, be written appropriately in red - signifying both blood and deficits; cf. Tallent, 293-4; Brown 75, 96. North of Red Canon charming Pleasant Valley was threaded by the old



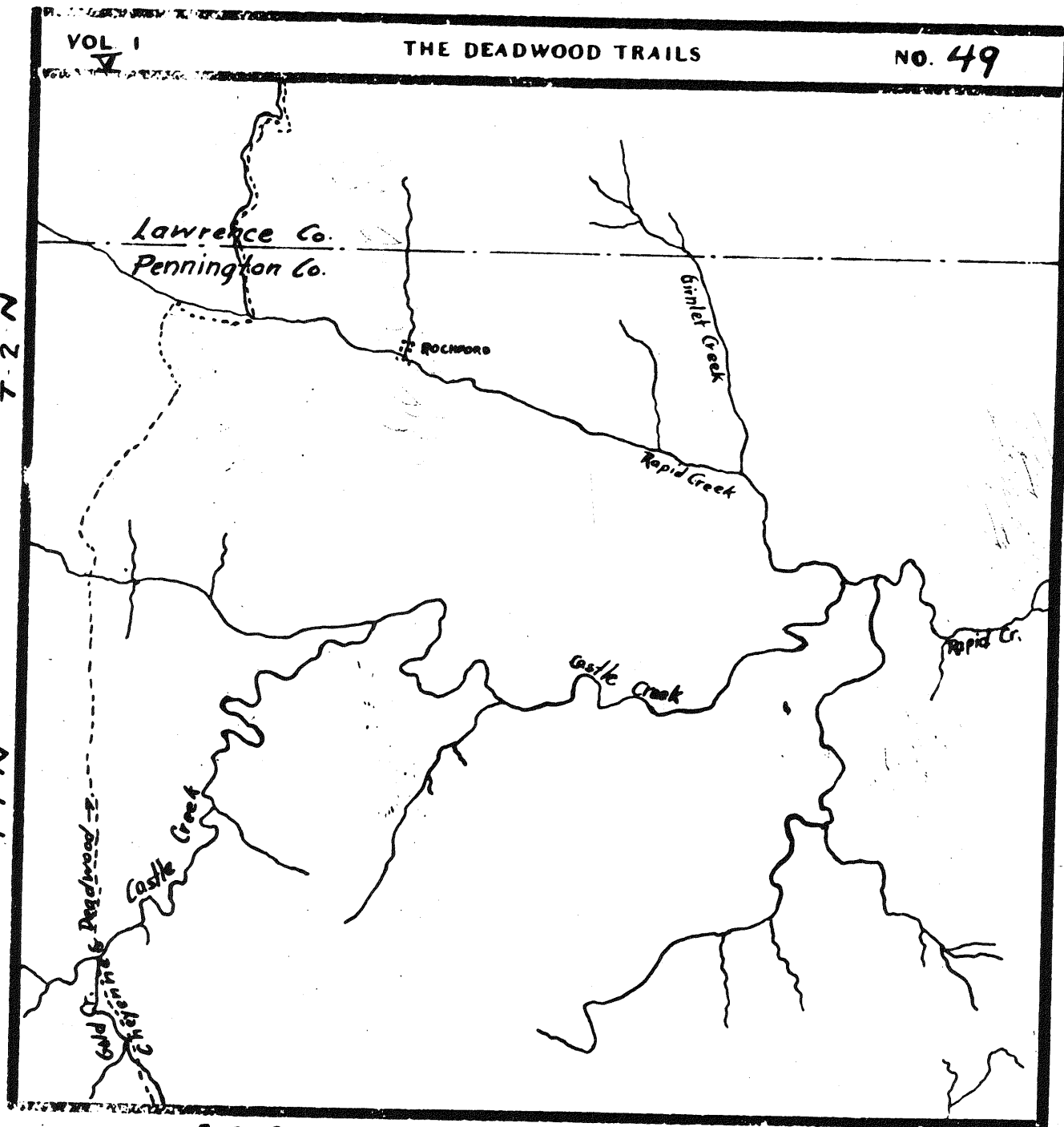
Trail, one of the typical beauty spots in the Black Hills. The Four Mile Creek Valley led to the historic Custer Section where, on Dec. 23, 1874, the first (Gordon) party camped on French Creek; "the boys", wrote an eyewitness, "rushed to the wagons for shovels and gold pans and . . . found particles of gold in the bottom of each pan" - Tallent, 60. The pathway through the "outer rampart" from the west, known as "Custer's Trail", comes in here (from Map #41) from Jenny's

T-1-S

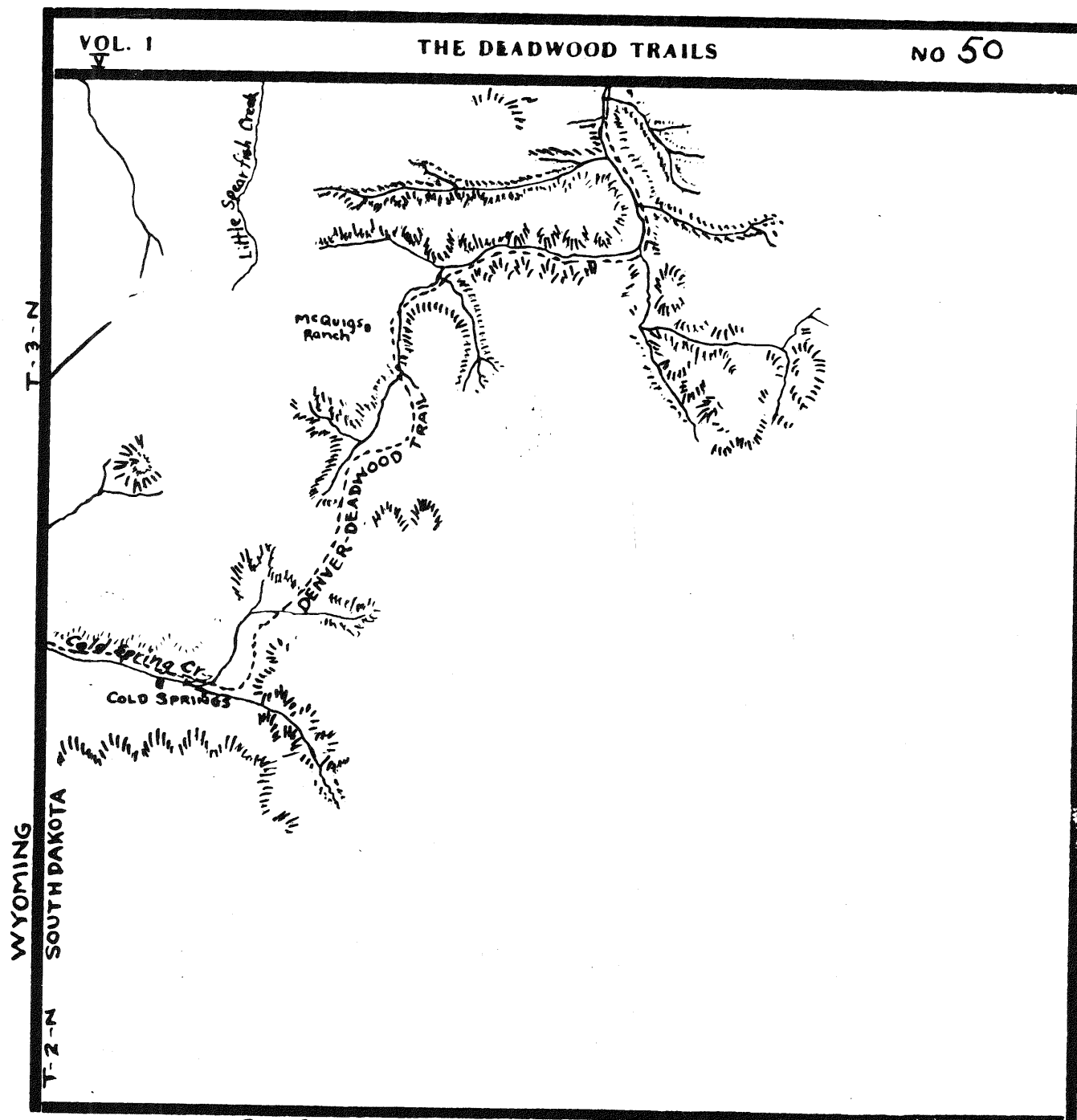
T-2-S



Stockade. From these diggings, and Spring Creek which the Deadwood Trail now crosses — once deemed the richest part of the field (Dodge, 72) — The Gordon and Mitcher outfit started back to Civilization Feb. 6, 1875 with the gold which so largely set in motion the rush to the Hills in ensuing months. Spring Creek was found to have twice as many miners' inches of water as French Creek and therefore more suitable to successful placer mining. The Gordon party



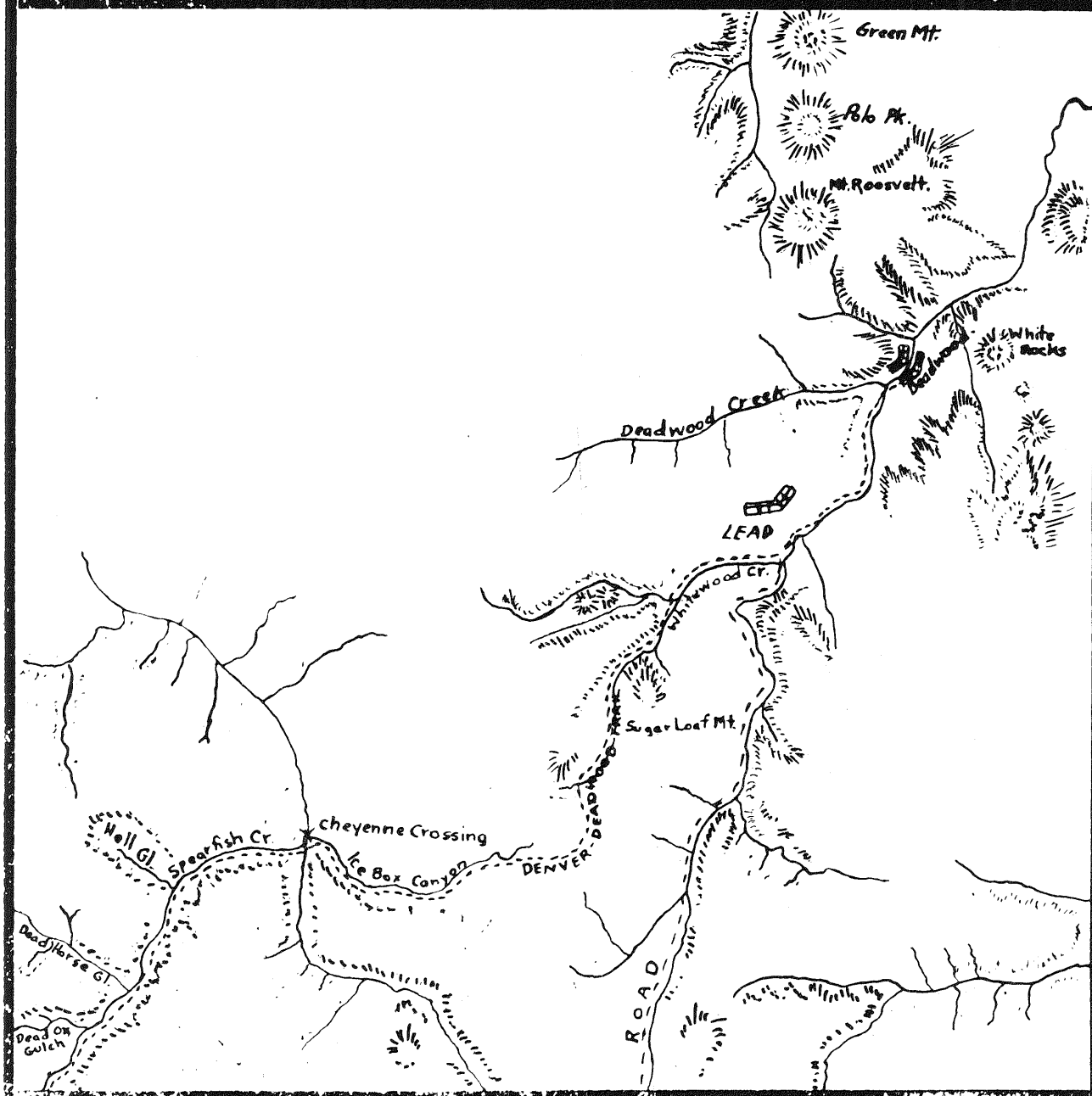
Came into the Hills by Custer's "coming out trail" (Dodge, 115) over the divide between Spring and Rapid creeks from the east. The wide-spreading Gillette and Reynolds prairies at the heads of Spring, Castle and Rapid creeks through which the Deadwood Trail winds (in part along the present day country road from Lead to Rockford and Hill City) held out agricultural prospects to the nine out of ten of gold seekers who failed to find gold. Springs in these meadows were found to have



a temperature of 39° in midsummer. The Beaver Creek route of the Cheyenne Trail comes in here (from Map #42); Cold Springs (see illustration, Brown, 49) on the creek of that name saw its full share of brigandage; Brown, 2-3; 556. From the Canon (see illustration Dodge, opp. 54) the Beaver Creek-Cold Spring Canon branch of the trail crosses the divide to Spearfish Creek. With judgement almost uncanny General Dodge (106) rather correctly estimated the failure of nineteenth of

T 5 N

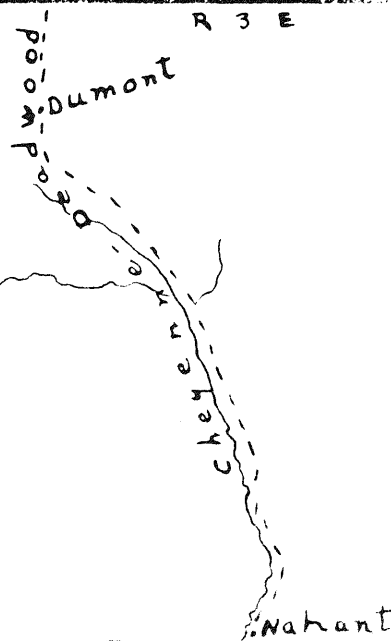
T 4 N



R-2-E

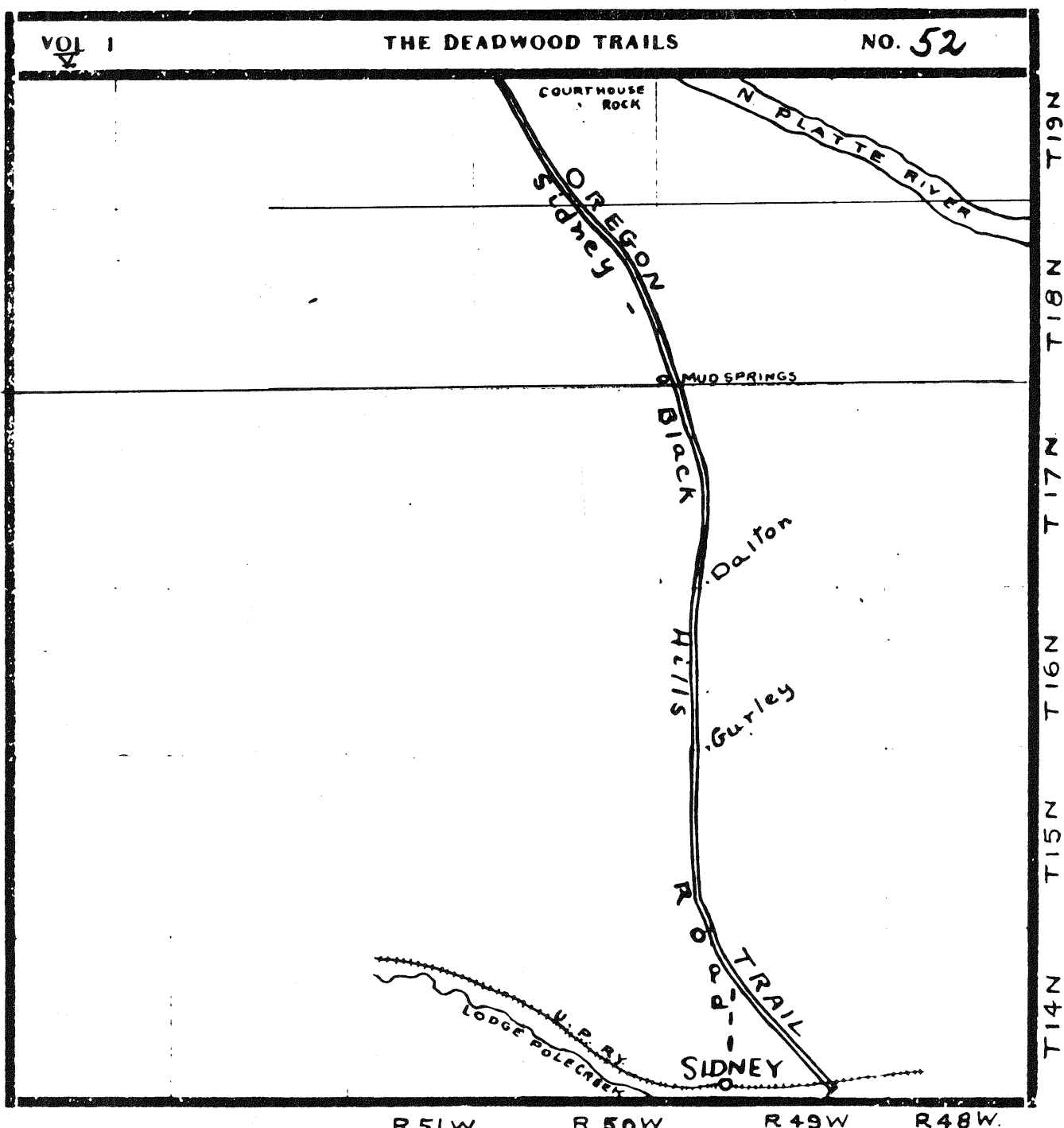
R 3 E

prospectors and yet said that "it is hard to believe that the Black Hills will not yet furnish its 'Big Bonanza'". This was found at Lead, where our trails unite, where is found the largest and most easily-worked mass of low-grade ore in the world, producing annually upwards of 3,000,000 of gold since 1876.

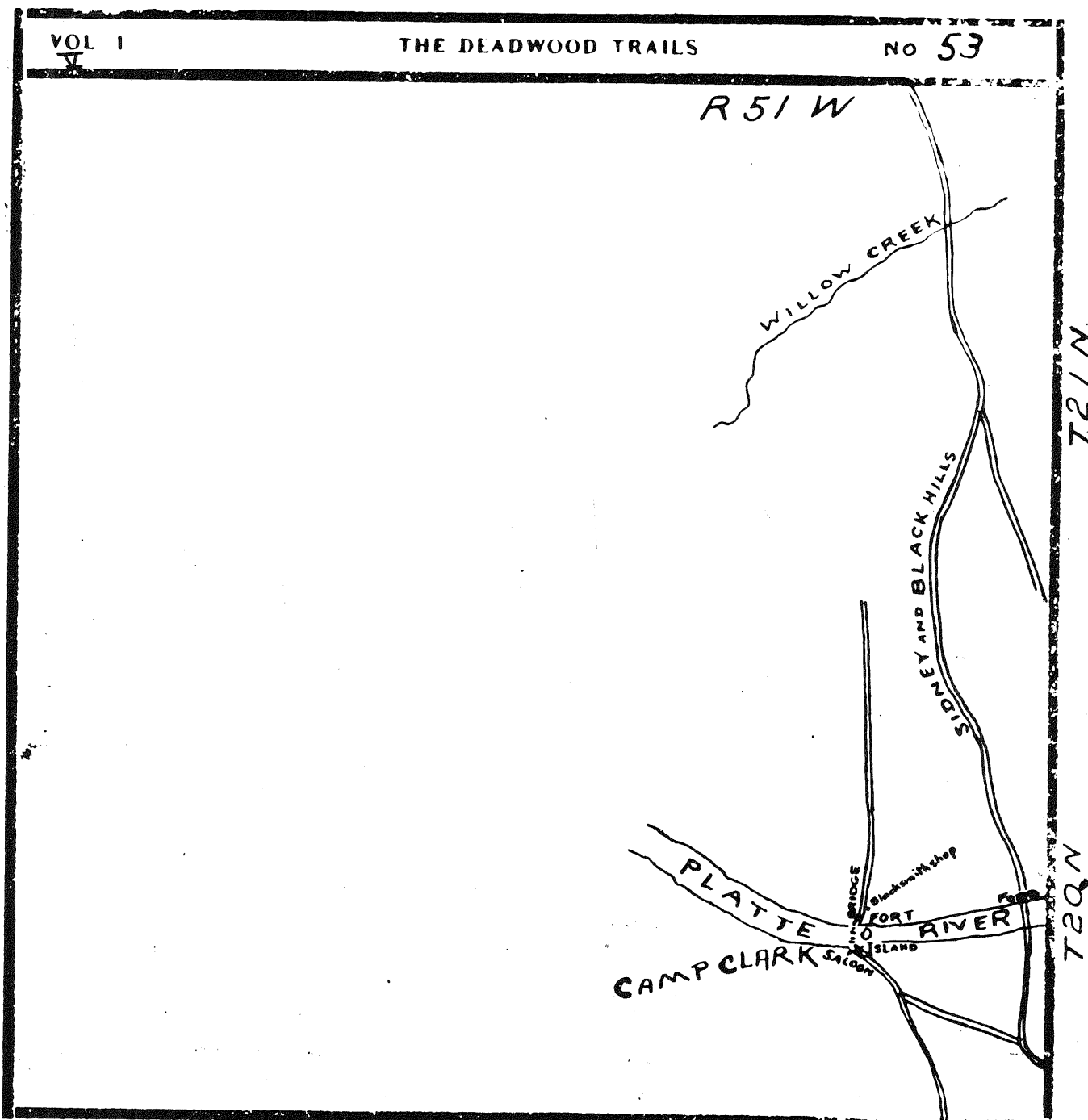


THE SIDNEY-DEADWOOD
TRAIL*.
(maps 52-59)

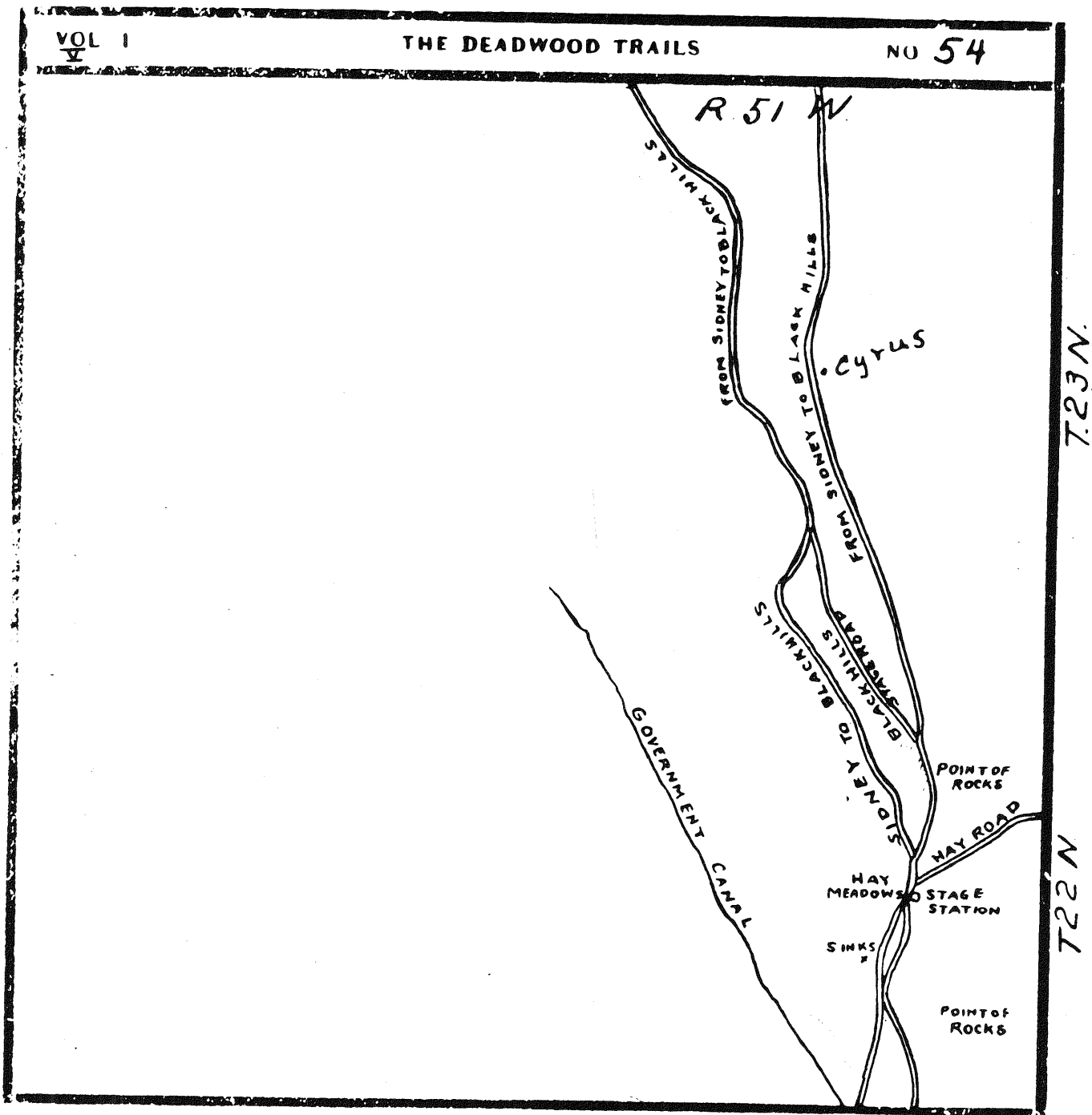
* Connecting with the Cheyenne - Ft. Laramie -
Deadwood Trail on Map No. 43.



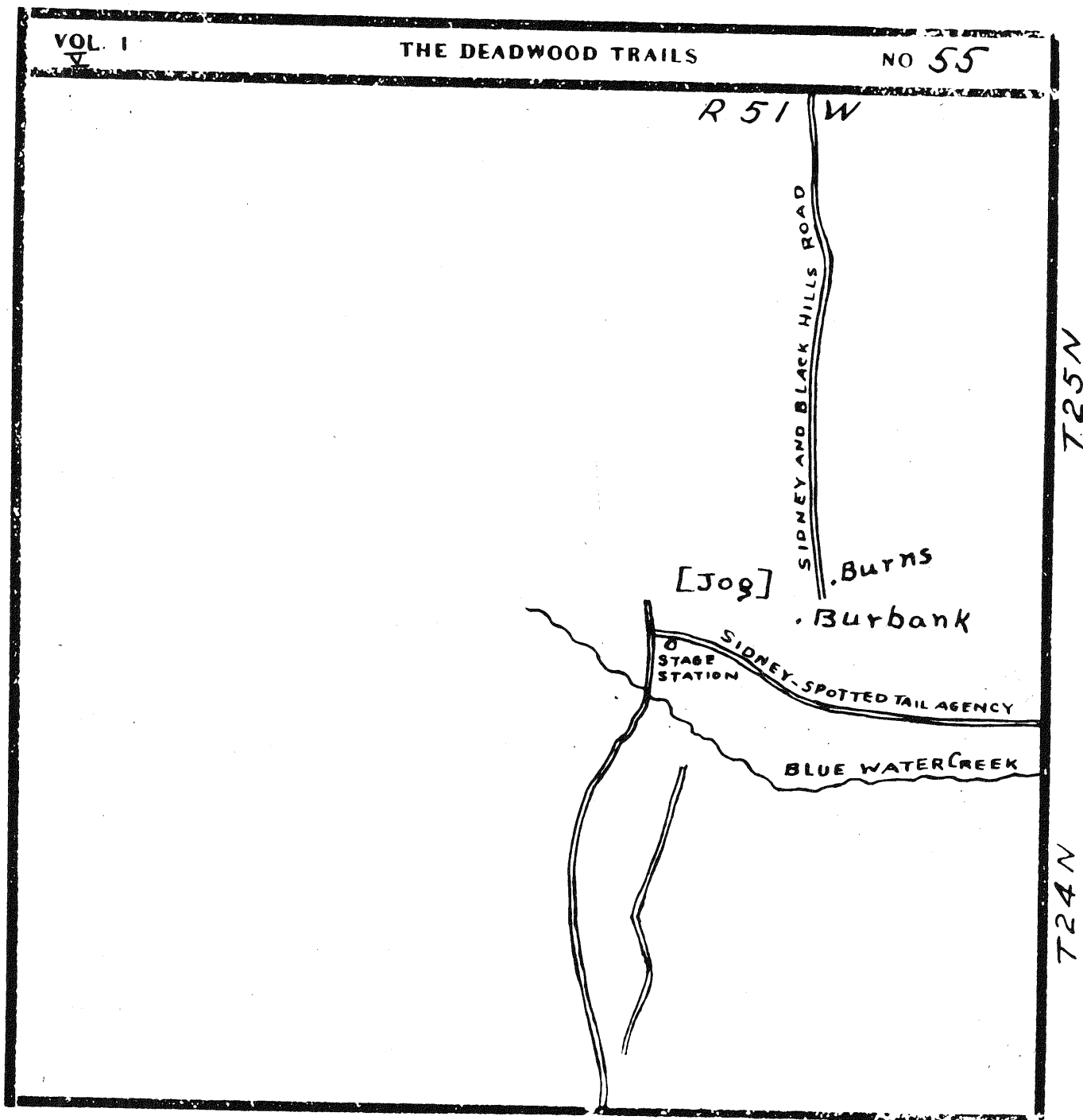
The founding of Sidney, Neb. in 1867 on the newly built Union Pacific Railway and scarcely two miles from the old track of the California-Oregon Trail (See Series IV Vol. 2, Pt. 1 Map No. 7) soon threatened to divert government and other traffic from Cheyenne, Wyo. to Indian agencies in n.w. Nebraska (cf. Maps 26-31, 58). With the discovery of gold in the Black Hills the "Sidney and Black Hills Road" became vitally important with the completion (June, 1876) of "Clark's Bridge" (Clark, 307-8) at the "Sidney Crossing" of



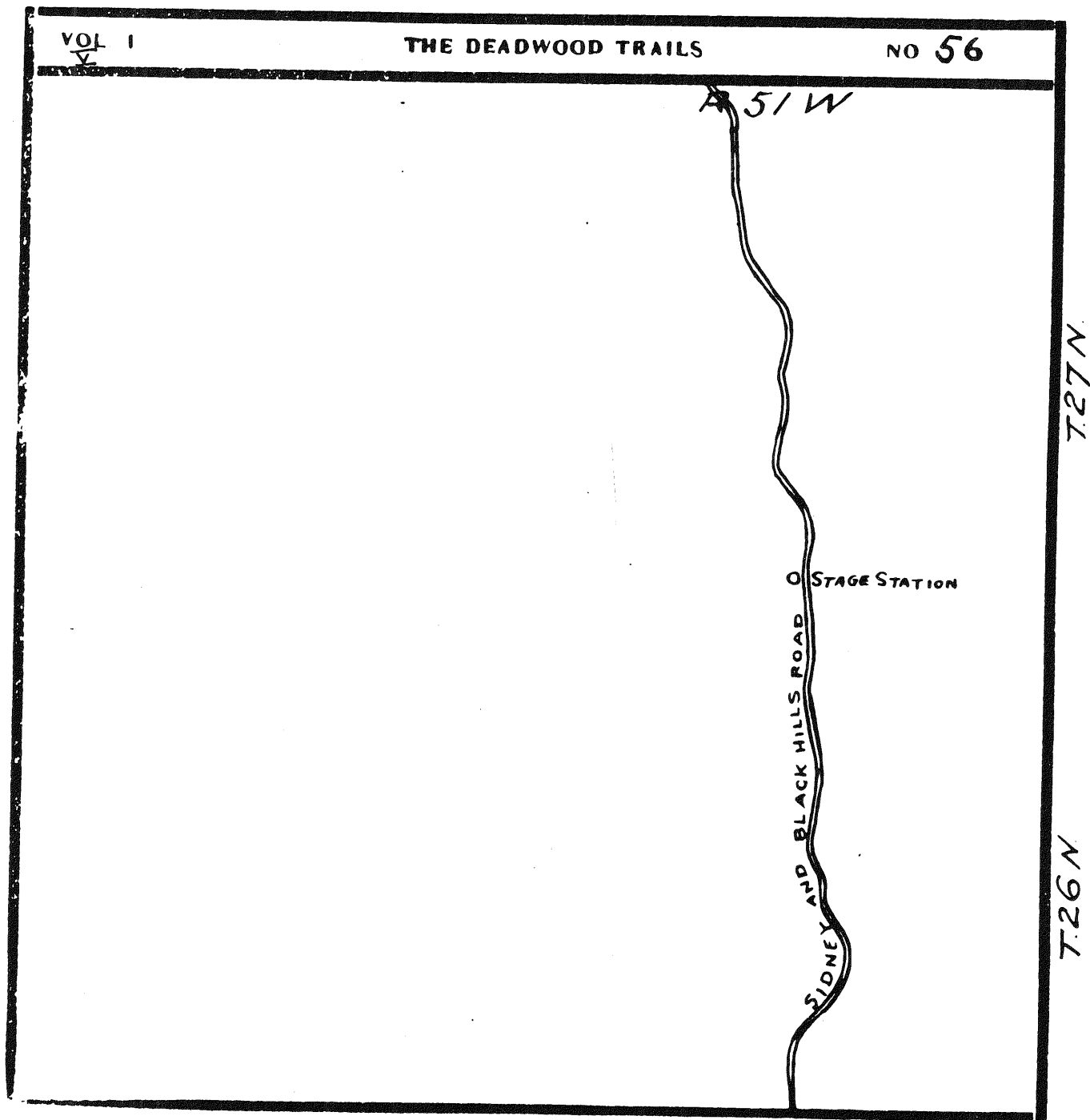
Platte River Through Omaha influences (cf. Sidney Telegraph Feb. 5, Jan. 19 + 29, Feb. 19, 1876; Omaha Herald, Jan 15 and Bee Jan. 21, 27, 1876). The iron for bridge came from Milwaukee (Clark op. cit). For logs and place names, Sidney to Platte River, see Hooker, 54, 122, 135-6; R. M. News, May 1, 1875; Sidney Telegraph, Feb 5, 1876. The first water north of the Platte was Willow Creek; from here Indians brought to a parley those historic willow switches to symbolize what white men might expect if the Black Hills were invaded (Sidney Telegraph Dec 2 1876)



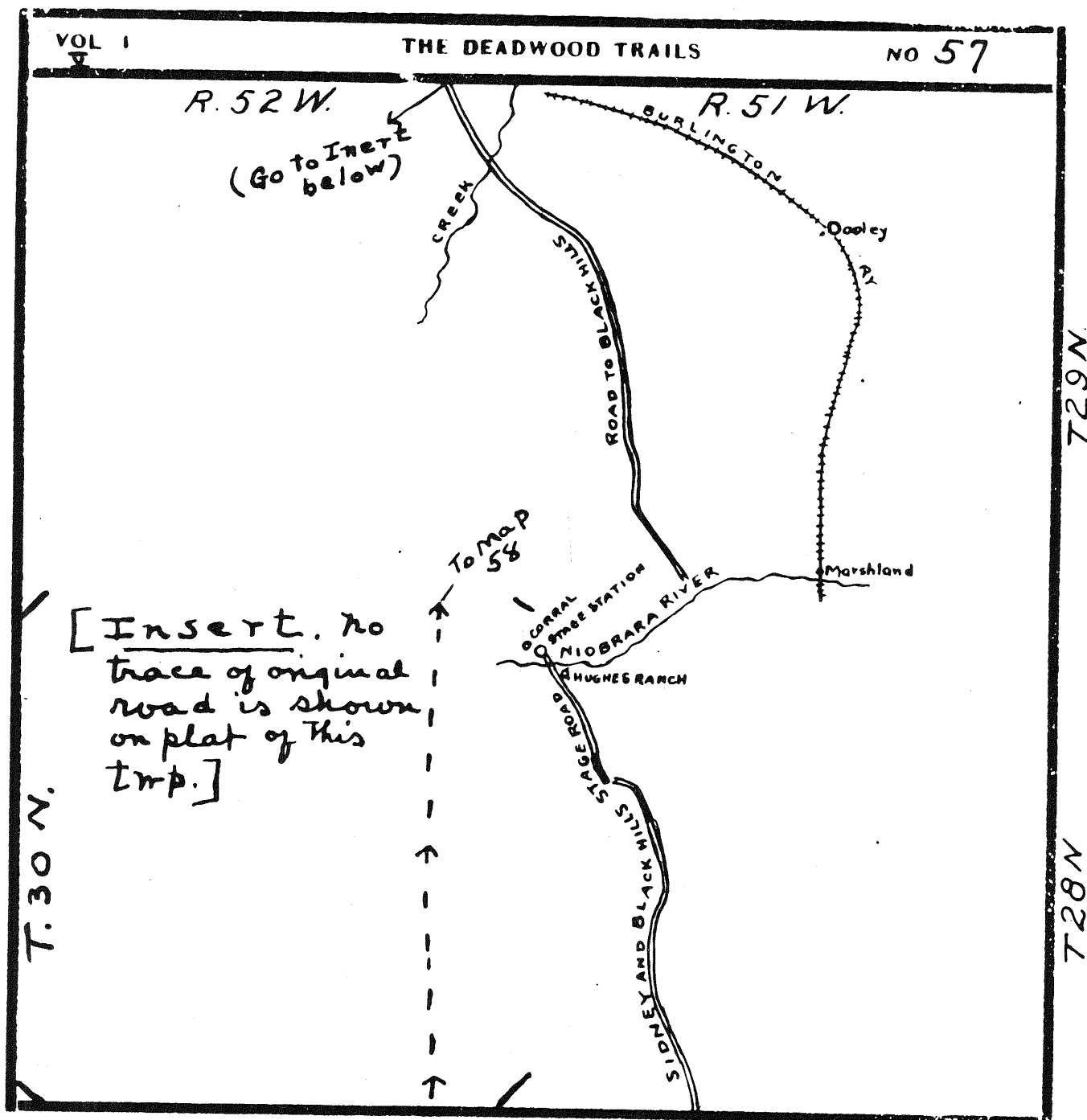
Breaking out into many branches (with only a fraction of them showing on the original township plats) as the notorious Sand Hill country was reached, the Sidney - Black Hills trail sifted northward by various points of rocks toward Blue Water Creek. If Nebraskans decried the "louger" Cheyenne route as made desolate by alkali, Wyoming partizans pointed with alarm to these "bottomless" stretches of the Sidney road in the Sand Hills - R. M. News May, 1875



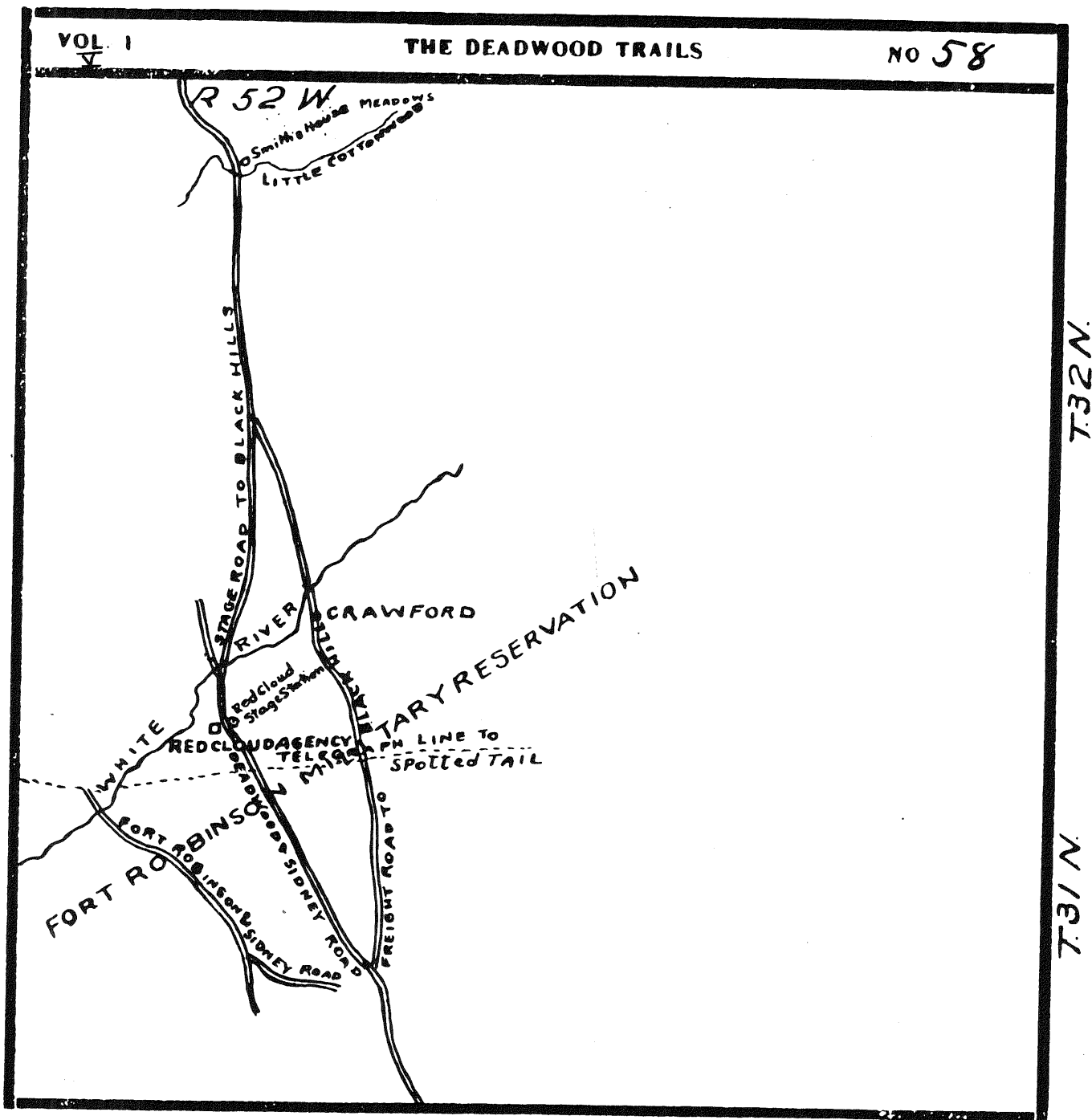
As far as "Snake River", Blue Water Creek, the government had used the Sidney Road to the Spotted Tail Agency near White River to the eastward (Map No. VI). The Stage Station on Blue Water marks the site of the J. W. Bear ranch located by the proprietor of the first Sidney-Black Hills stage line, stocked with eastern horses. The first stage for the Hills left Sidney Feb. 22, 1876 - Sidney Telegraph, Feb. 19, 1876. For government route Id. Feb. 26, 1876; Cf. Id. Jan. 22, 1876.



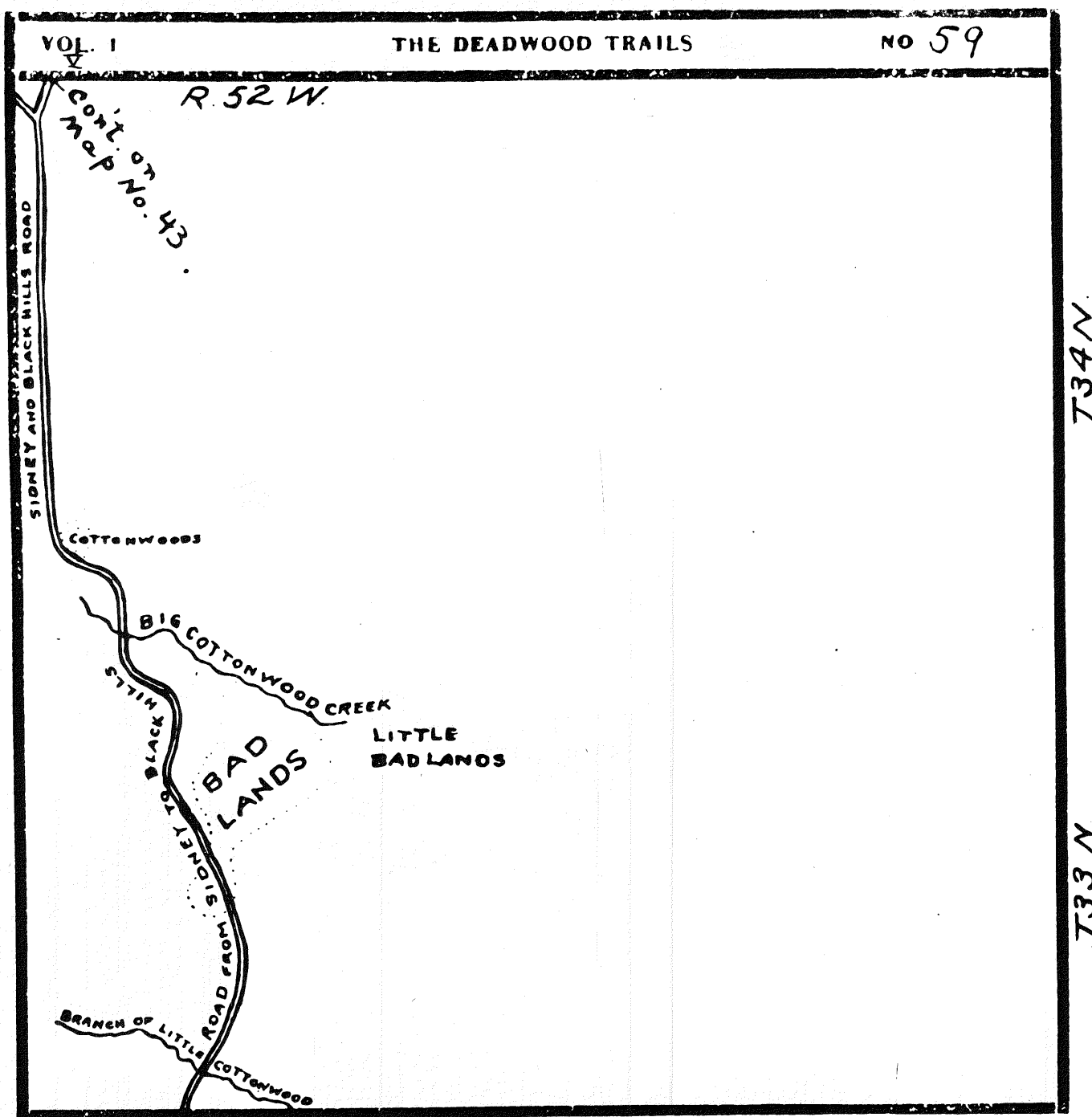
While every passageway through these sandy "Bad Lands", as they were sometimes called (Hooker, 54), was doubtless followed by some branch of this Deadwood Trail, the charted road does not seem to coincide with modern Highway #19. As far as Angola, Neb. the modern route lies about two miles east of the old. The space then widens as Alliance is the destination of the former. Near Marshland, in Dawes Co. (Map No. 57) and near Crawford, the old Black Hills route and Highway #2 come near each other or coincide.



At twenty to twenty-five miles, depending on track chosen, from "Snake River" the Sidney wagon trains came down into the Niobrara Valley - the "Running Water" of pioneer days. From dreary sand hills the traveller in summer entered a new country remarkable for its birds. "Nowhere in our whole expedition [to the Black Hills and return] did we find such an abundance of singing birds as welcomed us to the valley of the Niobrara" - Dodge, 13. On the Hughes Ranch was a stage station. Insert shows road in T. 30 R. 52.



On White River the Sidney road reaches its first important objective at Red Cloud Agency on Fort Robinson Reservation. The various crossing-places of the White are indicated by the three differently-named prongs of the road. Here the ancient pathways from the Missouri to the Rockies (Cf. Maps Nos. 1, 9, 26-31) are crossed. The Sidney road closely parallels Highway #2 north from Crawford. Five miles northward the old Smith house and ranch on the little Cottonwood stood a mile and a half n.e. of Horn, Neb.



Twisting Through the forbidding tip of the South Dakota Bad Lands, known in Dawes Co., Neb. as the "Little Bad Lands", the Sidney Road strikes straight north to intersect the Indian Creek route of the Cheyenne - Ft. Laramie - Deadwood trail just over the Nebraska - South Dakota line; see Map No. 43. For a picturesque description of these section of the Bad Lands, and this route through them, see Dodge, 146-7.