

Mr. Marsh
American History II
Unit 1- The Great American West

- **Wednesday Jan. 25- Syllabus, Introduction etc**
- **Thursday Jan. 26- Westward Migration Notes, Annotate primary source readings, Opening the West Map Activity**
- **Friday Jan. 27- Finish Opening West map activity, finish first section of notes, Homestead Act video and gallery walk, Primary Source reading on Oklahoma Land Rush and video**
- **Monday Jan. 30- Start Native American notes, Little Bighorn Activity, Begin Google Classroom activity**
- **Tuesday Jan. 31- Dawes Act (notes, reading gallery walk), Continue Google Classroom activity**
- **Wednesday Feb. 1- Video (questions in packet), Finish google classroom activity**
- **Thursday Feb. 2- Review and work on google classroom (if needed)**
- **Friday Feb. 3- Unit 1 test**
- **Monday Feb. 6- Review test, Begin Unit 2**

American History II- Unit 1 Review Sheet

1. What was the purpose of the Homestead Act?
2. What was the purpose of the Morrill Land Grant Act?
3. What role did Chinese and Irish Immigrants play in building the Transcontinental Railroad?
4. What pull factors led many immigrants West?
5. What caused many African Americans to migrate West?
6. What was life like for homesteaders? Explain 3 hardships.
7. What was the effect of the Dawes Act?
8. How did the destruction of the buffalo affect the Native Americans?
9. Who wrote a Century of Dishonor?
10. Who were the leaders of the Sioux Indians at the battle of Little Bighorn?
11. Why was the Battle of Wounded Knee so important?
12. Discuss the significance of the battles of Little Bighorn and Wounded Knee.
13. What was the goal of assimilation?
14. What was the main cause of Indian Wars between 1860 and 1890?
15. Discuss the main goals of the Dawes Act.
16. Explain the impact of the following technological advances:
 - a. Barbed Wire
 - b. Cotton Gin
 - c. Mechanical Reaper
 - d. Steel Plow
 - e. Windmill
17. Where was the final stake driven to complete the Transcontinental Railroad?
18. How did the transcontinental railroad impact westward expansion?
19. What is Manifest Destiny?
20. Why did the Mormons move to Utah? Who led them to Utah?
21. Discuss what happened in the Credit Mobilier Scandal.
22. What impact did the Credit Mobilier Scandal have on relations between the government and the people?
23. Discuss the role and importance of cowboys.
24. How did expansion of the railroad impact the meat packing industry?
25. What is a cattle drive?
26. What was the court ruling in *Worcester v. Georgia*?
27. What was the Trail of Tears?
- 28.

US History- Goal 4

Westward Migration

- Push Factors-
- Pull Factors-
- Mormons-
- Acts to Encourage Expansion
 - Homestead Act-
 - Morrill Land Grant Act-

Problems for Farmers

- What were some problems farmers faced?
- Explain each solution
 - Sod Homes-
 - Windmills-
 - Steel Plow-
 - Barbed Wire-
- Which invention will put an end to the open range?

Transcontinental Railroad

- Who provided the labor to build the railroad?
- Where did the two railroads meet and connect?
- What impact will the transcontinental railroad have?

Credit Mobilier Scandal

- Briefly explain what happened in the Credit Mobilier Scandal.
- What impact will this have?



S-

P-

A-

M-

Indians and the Buffalo

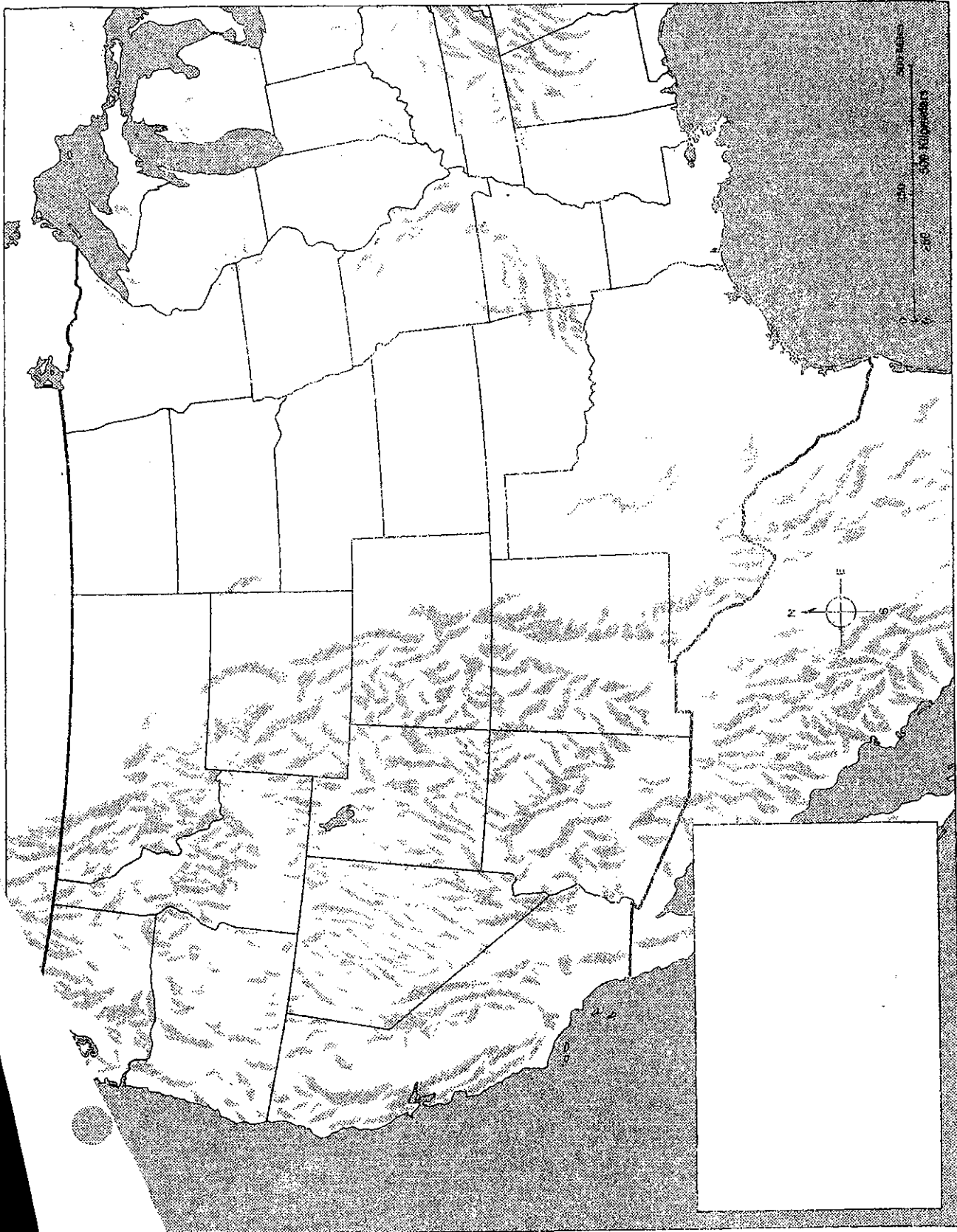
- How did the Indians rely on the Buffalo?
- What impact will the destruction of the Buffalo have on the Indians?

Mining and Cattle Boom

- What is a boomtown? Give some examples.
- What is a ghost town?
- What impact will this have on the United States?
- Where did cattle drives take place?
- Who were the Cowboys? What was their life like?

Name _____ Date _____

56 Opening the West



– Opening the West Map Activity

Directions: Use the maps in the Americans text book to complete the labeling of the American West Map.

Part I – Use the map on page A32 to locate and label the following cities: Portland, San Francisco, Los Angeles, Salt Lake City, Boise, Denver, Cheyenne, New Orleans, Chicago, Houston, Dallas, Dodge City, St. Louis, Seattle, Minneapolis, Promontory Point.

Part II – Use the map on page A32 to create a symbol and use it to locate the following mining centers: Virginia City, Butte, Placerville, Durango, Deadwood, Coeur d' Alene,

Part III – Reference the map on page 445 and use different colored pencils to draw the following Railroad lines: Central Pacific, Union Pacific, Southern Pacific, Great Northern, Atcheson-Topeka-Santa Fe, Northern Pacific

Part IV – Reference the map on page 415 and draw and label the following cattle trails: Goodnight-Loving Trail, Western Trail, Chisholm Trail, Sedalia and Baxter Springs Trail

Part V – Reference the map on page A32 to create a symbol for and locate the following Indian War Battles: Sand Creek, Little Big Horn, Wounded Knee,

Part VI – Create a key in the blank box

Part VII – Answer the following True/False questions, correct the incorrect statements.

1. Cattle ranchers on the Goodnight-Loving Trail could ship their cattle on the Union Pacific Line
2. Promontory Point was the meeting place of the Central Pacific and Union Pacific RR lines.
3. The Southern Pacific RR went from New Orleans to San Antonio and then to Denver
4. Most of the RR traveled east-west, while most of the cattle trails went north-south.
5. The Rocky Mountains prevented the construction of the transcontinental railroad.
6. The Central Pacific went through California, Nevada, and Utah.
7. Cattle ranchers who used the Chisholm Trail could use the Union Pacific RR to ship their cattle.

Critical Thinking Questions:

1. Explain how the growth of the cattle industry was dependent on the development of the railroad industry.
2. How might the movement of RR, farmers (homesteaders), miners and cattlemen to the American West have impacted the Native tribes who lived there.

Crossing the Plains, 1865

It took approximately 300 years from 1500 to 1800 for European population to extend from the East Coast of America to the Mississippi River. Popular wisdom at the beginning of the 19th century hypothesized it would take at least another 300 years, or most likely longer, to fill the area between the Mississippi and the Pacific coast.

Of course, it didn't take 300 years to settle the West. A number of factors accelerated the pace of change. Beginning with the Louisiana Purchase in 1803, the US government acquired domain over the land to the west of the Mississippi through war, treaty or purchase. The discovery of gold in California and the promise of fertile land lured an estimated 300,000 to the Pacific Coast prior to 1860. In the midst of the Civil War, Congress enacted the Homestead Act entitling any head of family, anyone over the age of 21, or any veteran of military service to 160 acres of land. With the end of the war, many took advantage of the offer filling the westward trails with wagon trains loaded with all their worldly possessions. Before the end of the century America's frontier had been extended to the Pacific and then officially declared closed.

The decision to make the trek could not have been an easy one - motivated no doubt by hard times at home and the promise of better times to the west. Sarah Raymond was one of those who made the journey along with her father, mother and brothers. Her diary doesn't reveal her age, but we can assume she was young, probably a teenager. The family began their journey on May 1, 1865 in Missouri and arrived at their destination in Virginia City, Montana Territory on September 6. Sarah details each day's adventures - accidents, sickness, river crossings, Indian encounters, mud, dust, monotony, and terror. We don't know much about Sarah beyond what appears in her journal except that she married and stayed in Virginia City the rest of her life. She first published her journal at the request of friends in a local newspaper, the "Rocky Mountain Husbandman," in the early 1880s. Her diary was published in book form in 1902.

Eleven Graves

On June 12, 1865 - about 6 weeks after leaving Missouri - Sarah's group of wagons arrives at Fort Kearney, Nebraska Territory, a major way station on the road west. There, the pioneers are confronted with evidence of the hazards of their journey:

"Monday, June 12

We stood by the graves of eleven men that were killed last August by the Indians. There was a sort of bulletin-board about midway and at the foot of the graves stating the circumstances of the frightful tragedy. They were a party of fourteen, twelve men and two women, wives of two of the men. They were camped on Plum Creek, a short distance from where the graves are. They were all at breakfast except one man who had gone to the creek

for water, he hid in the brush, or there would have been none to tell the tale of the massacre.

There had been no depredations committed on this road all Summer, and emigrants had become careless and traveled in small parties. They did not suspect that an Indian was near until they were surrounded, and the slaughter had commenced. All the men were killed and scalped, and the women taken prisoners. They took what they wanted of the provisions burned the wagons and ran off with the horses.

The one man that escaped went with all haste to the nearest station for help. The soldiers pursued the Indians, had a fight with them and rescued the women. One of them had seen her husband killed and scalped and was insane when rescued and died at the station. The other woman was the wife of the man that escaped. They were from St. Joe, Missouri."

Killed on the Road

"Sunday, July 16

Just after we crossed the bridge, and where there is a sudden turn in the road, as it winds around the mountain, we saw where two men had been killed and two wagons burned last week. The tire became loose on a wheel of the next to the last wagon in a freight train, the men stopped to tighten it, while the rest of the train moved on, not thinking of danger, and was out of sight in a few minutes. An hour later some of the men came back to see what kept them. There they were - dead and scalped - horses gone, and wagons on fire. The Indians had taken all the freight they could use, piled wood under the wagons, and set it on fire. We saw quantities of white beans scattered over the ground, also the irons from the wagons."

The Dust

"Wednesday, July 26

...I did not awake this morning until everything was ready for a very early start. Mother had kept my breakfast warm by keeping the stove until the last minute. I sat in the wagon and ate my breakfast after the train had started. When through, I climbed out and went to see how Neelie [Sarah's friend] was. I found her feverish and restless; her symptoms unfavorable.

Oh, the dust, the dust; it is terrible. I have never seen it half as bad; it seems to be almost knee-deep in places. We came twenty miles without stopping, and then camped for the night. We are near a fine spring of most excellent water - Barrel Spring it is called. I do not know why; there are no barrels there. When we stopped, the boys' faces were a sight; they were covered with all the dust that could stick on. One could just see the apertures where eyes, nose and mouth were through the dust; their appearance was frightful. How glad we all are to have plenty of clear cold water to wash away the dust."

Murder in Camp

As Sarah rides along with the wagon train she is approached by a friend - Frank - from a portion of the train that had split off to travel on its own. Her friend has news:

"Saturday, August 5

'Frasier was shot and killed day before yesterday evening.'

'Oh Frank; how did it happen?'

'Hosstetter did it, but I think he was not much to blame'

Frasier is the man who spoke to Cash, Neelie and I, as we were watching the wagons ferried across the Missouri River, whose son ran away from his mother, and home, to come to his father, and go with him to Montana. Frasier had teams and wagons for freighting and Hosstetter some capital to invest in freight, to take to Montana. Frasier advised the purchase of flour, and he would freight it to Virginia City for fifteen dollars per cwt. He said flour was worth fifty and sixty dollars per hundred in Virginia City. (So it was in the Spring of 1864, and as high as seventy-five and one hundred dollars per one hundred, which was the cause of a bread riot in Virginia City.)

No doubt Frasier was honest in his advice, and would have invested in flour for himself. He charged more freight than was right, for ten and twelve cents is the prevailing price, but then Hosstetter should have found that out himself.

When he found he had been imposed upon and learned that flour is retailing at Virginia City for \$15 per hundred, he was angry, dissatisfied, and perhaps quarrelsome. Frasier was no doubt very aggravating. They had quarreled several times, and the evening of the 3d, Frasier was heard to say to Hosstetter in a threatening tone:

'You may consider yourself lucky if you ever see Montana. You need not expect to get any of this flour. It will take it all to pay the freight.'

It was getting dark, and Fraser stood with one hand on a wheel as he talked. He then got into the wagon and out again, with something in his hand, which Hosstetter thought was a revolver in the gathering darkness. He came back to the wheel where he had been standing when he made the threat, and Hosstetter thought he had come to shoot him, and fired twice, as he thought, to save his own life, Frasier fell, shot through the brain, and died instantly.

Then it was found he had a hatchet in his hand and had come to tighten a tire on the wheel, which he had found loose when he laid his hand on it. Frasier's eldest son of fourteen years is here. There are five children and their mother at home. Hosstetter has three children and a wife. Eleven innocent persons to suffer, no one knows how intensely, for that rash act.

Frasier's son knelt beside his father's dead body and placing his hand on his breast, he swore a fearful oath that he would have but one purpose in life until his father's death is avenged. Oh, what a shocking ambition for so young a boy."

Later in her diary, Sarah describes the trial of Hosstetter:

"...The men from these four trains elected judge, jury, prosecuting attorney and lawyer for the defense, and have tried Hosstetter for murder. The jury brought in a verdict of 'Not guilty.' He shot in self-defense, as Frasier had threatened to kill him."

Sarah's diary entry a day later notes that a squad of soldiers came and took Hosstetter to a fort near Green River (Wyoming) for an official trial. However, she does not reveal the outcome of that trial.

River Crossing

"Thursday, August 24

We came to a toll bridge over the Blackfoot this morning, where the toll was one dollar per team and fifty cents for horseback riders. There had been an excellent ford just below the bridge. The men collecting the toll had spoiled it by digging ditches on both sides near the bank. The water was clear, and they were plainly visible. Hillhouse [Sarah's brother] mounted Dick [Sarah's horse] to see if we could ford it. One of the men screamed out at him: 'You will mire your horse if you try that.'

'I'll risk it.' And he rode in below where the ditches were dug. The pony's feet were not muddy. Hillhouse found we could easily ford the creek below the ditches, which we did without accident.

It does seem a shame that we should have to pay toll for crossing a stream like that, after fording South Platte, North Platte and Green River.

The Missourians refused to pay the exorbitant price, and offered them fifty cents per wagon. They swore they would not take a cent less than one dollar. But the travelers were too many for them, and they drove over and did not pay a cent. The toll men were fearfully angry, and made great threats, but the men dared them to do their worst and laughed at them.

I do hope we will get ahead of these people to-morrow. They are not the kind of people I like to travel with."

References:

Hernon, Sarah Raymond, *Days On The Road (1902)*.

How To Use The Article:

"Crossing the Plains, 1865," *EyeWitness to History*, www.eyewitnesstohistory.com (1999).

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Completing the Transcontinental Railroad, 1869

Driving the Golden Spike

A railroad linking America's east and west coasts had been a dream almost since the steam locomotive made its first appearance in the early 1830s. The need for such a link was dramatized by the discovery of gold in California in 1848 that brought thousands to the West Coast. At that time only two routes to the West were available: by wagon across the plains or by ship around South America. Traveling either of these could take four months or more to complete.

Although everyone thought a transcontinental railroad was a good idea, deep disagreement arose over its path. The Northern states favored a northern route while the Southern states pushed for a southern route. This log jam was broken in 1861 with the secession of the Southern states from the Union that allowed Congress to select a route running through Nebraska to California.

Construction of the railroad presented a daunting task requiring the laying of over 2000 miles of track that stretched through some the most forbidding landscape on the continent. Tunnels would have to be blasted out of the mountains, rivers bridged and wilderness tamed. Two railroad companies took up the challenge. The Union Pacific began laying track from Omaha to the west while the Central Pacific headed east from Sacramento.

Progress was slow initially, but the pace quickened with the end of the Civil War. Finally the two sets of railroad tracks were joined and the continent united with elaborate ceremony at Promontory, Utah on May 10, 1869. The impact was immediate and dramatic. Travel time between America's east and west coasts was reduced from months to less than a week.

"It was a very hilarious occasion; everybody had all they wanted to drink."

The ceremony at Promontory culminated with Governor Stanford of California (representing the Central Pacific Railroad) and Thomas Durant (president of the Union Pacific Railroad) taking turns pounding a Golden Spike into the final tie that united the railroad's east and west sections. As the spike was struck, telegraph signals simultaneously alerted San Francisco and New York City, igniting a celebratory cacophony of tolling bells and cannon fire in each city.

Alexander Toponce witnessed the event:

"I saw the Golden Spike driven at Promontory, Utah, on May 10, 1869. I had a beef contract to furnish meat to the construction camps of Benson and West.

On the last day, only about 100 feet were laid, and everybody tried to have a hand in the work. I took a shovel from an Irishman, and threw a shovel full

When the railroad opened, a First Class ticket from Omaha to Sacramento cost \$111, a Second Class ticket \$80 and Third Class \$40. (Equivalent to approximately \$1489, \$1073, and \$536 respectively in today's money.)

of dirt on the ties just to tell about it afterward.

A special train from the west brought Sidney Dillon, General Dodge, T. C. Durant, John R. Duff, S. A. Seymour, a lot of newspaper men, and plenty of the best brands of champagne.

Another train made up at Ogden carried the band from Fort Douglas, the leading men of Utah Territory, and a small but efficient supply of Valley Tan.

It was a very hilarious occasion; everybody had all they wanted to drink all the time. Some of the participants got "sloppy," and these were not all Irish and Chinese by any means.

California furnished the Golden Spike. Governor Tuttle of Nevada furnished one of silver. General Stanford [Governor Safford?] presented one of gold, silver, and iron from Arizona. The last tie was of California laurel.

When they came to drive the last spike, Governor Stanford, president of the Central Pacific, took the sledge, and the first time he struck he missed the spike and hit the rail.

What a howl went up! Irish, Chinese, Mexicans, and everybody yelled with delight. 'He missed it. Yee.' The engineers blew the whistles and rang their bells. Then Stanford tried it again and tapped the spike and the telegraph operators had fixed their instruments so that the tap was reported in all the offices east and west, and set bells to tapping in hundreds of towns and cities. Then Vice President T. C. Durant of the Union Pacific took up the sledge and he missed the spike the first time. Then everybody slapped everybody else again and yelled, 'He missed it too, yow!'

It was a great occasion, everyone carried off souvenirs and there are enough splinters of the last tie in museums to make a good bonfire.

When the connection was finally made the Union Pacific and the Central Pacific engineers ran their engines up until their pilots touched. Then the engineers shook hands and had their pictures taken and each broke a bottle of champagne on the pilot of the other's engine and had their picture taken again.

The Union Pacific engine, the, 'Jupiter,' was driven by my good friend, George Lashus, who still lives in Ogden.

Both before and after the spike driving ceremony there were speeches, which were cheered heartily. I do not remember what any of the speakers said now, but I do remember that there was a great abundance of champagne."

References:

Alexander Topence's account first appeared in Topence, Alexander, Alexander Topence, Pioneer (1923) republished in Botkin, B.A. and Alvin Harlow (eds.) A Treasury of Railroad Folklore (1953); Bain, David Harward, Empire Express, Building the First Transcontinental Railroad (1999).

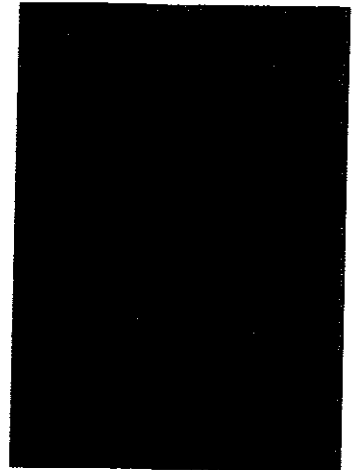
How To Cite This Article:
"Completing the Transcontinental Railroad, 1869" EyeWitness to History,
www.eyewitnesstohistory.com (2004).

In June 1876 the Transcontinental Express set a record of 83 hours and 39 minutes to make the trip from New York City to San Francisco.

Homestead Act and Westward Movement

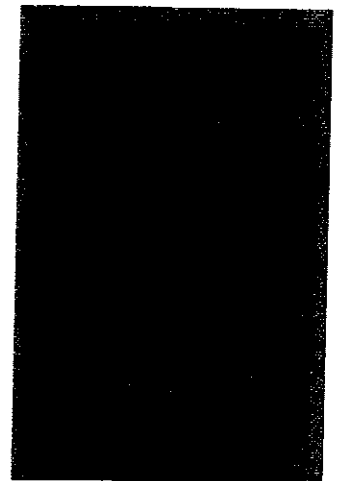
Primary Source 1

1. What do you see?
2. Who was the author?
3. Why was this created/written?
4. Who was the audience?



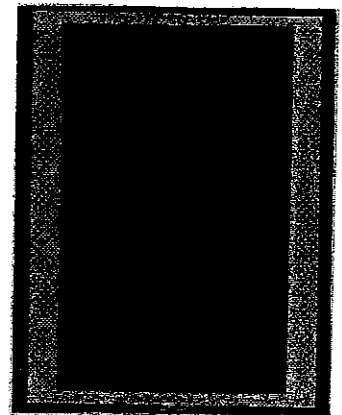
Primary Source 2

1. What do you see?
2. What do you know about the author and his motives for writing this?
3. What was the climate (happening) in the US at the time of this letter?
4. What questions do you have?



Primary Source 3

1. What do you see?
2. What questions do you have?



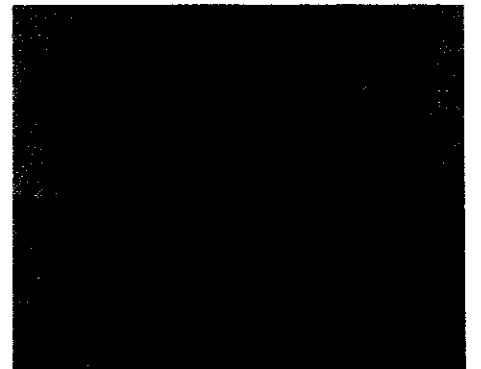
Primary Source 4

1. What do you see?
2. What do you know?
3. What questions do you have?



Primary Source 5

1. What do you see?
2. What do you know?
3. What questions do you have?

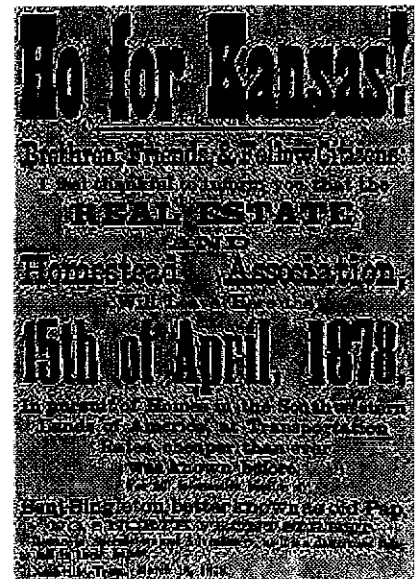


Compare primary sources 4 and 5.

1. How are the pictures similar and different?

Primary Source 6

1. What do you see?
2. Who was the author?
3. Why was this created/written?
4. Who was the audience?



Compare primary sources 1 and 6.

1. Where are the texts similar and where are they different? Think of audience, word choice, lay-out, language

The Oklahoma Land Rush of 1893

At precisely twelve noon on September 16, 1893 a cannon's boom unleashed the largest land rush America ever saw. Carried by all kinds of transportation - horses, wagons, trains, bicycles or on foot - an estimated 100,000 raced to claim plots of land in an area of land in northern Oklahoma Territory known as the Cherokee Strip. There had been a number of previous land rushes in the Territory - but this was the big one.

In 1828 Congress designated the land that would become Oklahoma as Indian Territory. White settlers were required to leave, and a number of tribes from the East and South were forcibly moved into the area from their ancestral lands. Chief among these were the Five Civilized Tribes - the Cherokee, Choctaw, Chickasaw, Creek and Seminole - who allied themselves with the South during the Civil War. Following the war, the US government looked upon these tribes as defeated enemies. This animosity combined with increasing pressure to open up the Indian Territory to white settlement prompted the first land rush in 1885, a second followed in 1889.

By the time of the Oklahoma land rush of 1893, America was in the grip of the worst economic depression it had ever experienced. This was one of the factors that swelled the number of expectant land-seekers that day. Many would be disappointed. There were only 42,000 parcels of land available - far too few to satisfy the hopes of all those who raced for land that day. Additionally, many of the "boomers" - those who had waited for the Cannon's boom before rushing into the land claim - found that a number of the choice plots had already been claimed by "Sooners" who had snuck into the land claim area before the race began. The impact of the land rush was immediate, transforming the land almost overnight.

"...the rifles snapped and the line broke with a huge, crackling roar."

Choosing to ride their bicycles, Seth Humphrey and his brother joined the mad rush that day - not to race for land, but just for fun. We join his story in the moments just before the starting guns unleash a mad dash for land:

"At last the eventful morning broke, a day exactly like all the rest, hot and dry, a south wind rising with the sun dead ahead, and a hard proposition for bicyclists. We had stayed overnight in the little hotel of a town within a mile of the border, several of us in one room; but at least we two of the bicycle cops did not have to mix up with the jam of horses about the place. And we had another decided advantage in not having horses to look after in a hot prairie wilderness where there was not a well, scarcely a stream not gone to a dry bed, and only an occasional water tank on the one railroad running south to Texas. This water would be of service only to the comparative few who could locate near by.

...A quarter to twelve. The line stiffened and became more quiet with the tension of waiting. Out in front a hundred yards and twice as far apart were soldiers, resting easily on their rifles, contemplating the line. I casually wondered how they would manage to dodge the onrush; perhaps they were

wondering that too. The engine, a few hundred feet away, coughed gently at the starting line; its tender and the tops of its ten cattle cars trailing back into the state of Kansas, were alive with men. Inside the cars the boomers were packed standing, their arms sticking out where horns ought to be...

Five minutes. Three minutes. The soldiers now stood with rifles pointing upward, waiting for the first sound of firing to come along their line from the east. A cannon at its eastern end was to give the first signal; this the rifles were to take up and carry on as fast as sound could travel the length of the Cherokee Strip.

All set!

At one minute before twelve o'clock my brother and I, noticing that the soldier out in front was squinting upward along his rifle barrel and intent on the coming signal, slipped out fifty feet in front of the line, along the railroad embankment. It was the best possible place from which to view the start. It has been estimated that there were somewhere around one hundred thousand men in line on the Kansas border. Within the two-mile range of vision that we had from our point of vantage there were at least five thousand and probably nearly eight.

Viewed from out in front the waiting line was a breath-taking sight. We had seen it only from within the crowd or from the rear. The back of the line was ragged, incoherent; the front was even, smooth, solid. It looked like the line-up that it was. I thought I had sensed the imminency of the spectacle, but that one moment out in front gave me the unmatched thrill of an impending race with six thousand starters in sight.

First in the line was a solid bank of horses; some had riders, some were hitched to gigs, buckboards, carts, and wagons, but to the eye there were only the two miles of tossing heads, shiny chests, and restless front legs of horses.

While we stood, numb with looking, the rifles snapped and the line broke with a huge, crackling roar. That one thundering moment of horseflesh by the mile quivering in its first leap forward was a gift of the gods, and its like will never come again. The next instant we were in a crash of vehicles whizzing past us like a calamity...

The funniest of all the starters was the engine with its ten carloads of men. From our stand fifty feet directly in front of it I was contemplating it as the chief absurdity of the race when the rush began. The engine tooted incessantly and labored hard, but of course she could not get under way with anything like the quickness of the horses...

Of course everybody on the train was mad with excitement, particularly since they were packed in without a chance to vent their emotions in any but some noise-making way. With the first toots of the engine came revolver shots from the crowds all along the tops of the cars, and at least a few from those penned up inside. The fusillade, which kept up all the while the train was pulling out past us, had a most exhilarating effect; my old gun, I suddenly noticed, was barking with the rest of them...

A little before midnight, we woke to a distant clatter of hoofs, shouting, and shooting. 'Number - section - township - range -. Keep off and get off!' Then

crack! crack! went the rifles, after each call, from the pretty country we had been admiring at sundown...

After a hearty breakfast we pumped up our sorry tires and packed up to start south for the town sites. Ever since daybreak boomers had been straggling northward, bound for Kansas and all points east. One young fellow who stopped for a moment while we were eating breakfast was a fair sample of this crowd... He had staked a claim in our nice little valley, along with a half dozen others on the same tract; and of course, as in such cases all over the Strip, nobody under heaven could know who had arrived first. But for him the delicate question had been settled by the gay horsemen. In the pitch darkness of the night before. By the time they were through with him he felt assured that he must have arrived about a week late.

'I wouldn't live here next to such neighbors, anyway,' he told us with considerable heat. At this safe distance and in the daylight his feelings had turned to indignation, but he was still trembling a little."

References:

This eyewitness account appears in Humphrey, Seth King, *Following the Prairie Frontier* (1931); Davis, William C., *The American Frontier* (1992).

How To Cite This Article:

"The Olanona Land Rush of 1893," EyeWitness to History, www.eyewitnesstohistory.com (2006).

Westward Migration and the Indians

Review

- What was the Indian Removal Act of 1830?
- What did the US Supreme Court rule in the *Worcester v. Georgia* case?
- What was the Trail of Tears?

Life of the Plains Indians

- How did life for the Indians change after the Spanish introduced the horse?

- How will the destruction of the Buffalo impact the Indians?

Battle	Description and Significance
Sand Creek Massacre	
Battle of Little Bighorn	
Nez Perce and Geronimo	

Battle of Wounded Knee	

Other Events

- What was the Bureau of Indian Affairs?
- Who wrote Century of Dishonor? Explain what it was about.
- What was the purpose of the Dawes Act?
- Name 3 ways the Dawes Act will try to accomplish this purpose.



S-
P-
A-
M-

The Little Horn Massacre

Latest Accounts of the Charge

A Force of Four Thousand Indians in Position Attacked by Less Than Four Hundred Troops--Opinions of Leading Army Officers of the Deed and Its Consequences--Feeling in the Community Over the Disaster

Special Dispatch to the New York Times

The dispatches giving an account of the slaughter of Gen. Custer's command, published by the Times of yesterday, are confirmed and supplemented by official reports from Gen. A. H. Terry, commanding the expedition. On June 25 Gen. Custer's command came upon the main camp of Sitting Bull, and at once attacked it, charging the thickest part of it with five companies, Major Reno, with seven companies attacking on the other side. The soldiers were repulsed and a wholesale slaughter ensued. Gen. Custer, his brother, his nephew, and his brother-in-law were killed, and not one of his detachment escaped. The Indians surrounded Major Reno's command and held them in the hills during a whole day, but Gibbon's command came up and the Indians left. The number of killed is stated at 300 and the wounded at 31. Two hundred and seven men are said to have been buried in one place. The list of killed includes seventeen commissioned officers.

It is the opinion of Army officers in Chicago, Washington, and Philadelphia, including Gens. Sherman and Sheridan, that Gen. Custer was rashly imprudent to attack such a large number of Indians, Sitting Bull's force being 4,000 strong. Gen. Sherman thinks that the accounts of the disaster are exaggerated. The wounded soldiers are being conveyed to Fort Lincoln. Additional details are anxiously awaited throughout the country.

Details of the Battle

Graphic Description of the Fighting--Major Reno's Command Under Fire for Two Days--Every Man of Custer's Detachment Killed Except One Scout--Affecting Scenes When Relief Arrived

Special Dispatch to the New York Times

Chicago, July 6.--A special to the *Times* tonight from Bismarck, recounts most graphically the late encounter with the Indians on the Little Big Horn. Gen. Custer left the Rosebud on June 22, with twelve companies of the Seventh Cavalry, striking a trail where Reno left it, leading in the direction of the Little Horn. On the evening of the 24th fresh trails were reported, and on the morning of the 25th an Indian village, twenty miles above the mouth of the Little Horn was reported about three miles long and half a mile wide and fifteen miles away. Custer pushed his command rapidly through. They had made a march of seventy-eight miles in twenty-four hours preceding the battle. When near the village it was discovered that the Indians were moving in hot haste as if retreating. Reno, with seven companies of the Seventh Cavalry, was ordered to the left to attack the village at its head, while Custer, with five companies, went to the right and

commenced a vigorous attack. Reno felt of them with three companies of cavalry, and was almost instantly surrounded, and after one hour or more of vigorous fighting, during which he lost Lieuts. Hodgson and McIntosh and Dr. Dewolf and twelve men, with several Indian scouts killed and many wounded, he cut his way through to the river and gained a bluff 300 feet in height, where he entrenched and was soon joined by Col. Benton with four companies. In the meantime the Indians resumed the attack, making repeated and desperate charges, which were repulsed with great slaughter to the Indians. They gained higher ground than Reno occupied, and as their arms were longer range and better than the cavalry's, they kept up a galling fire until nightfall. During the night Reno strengthened his position, and was prepared for another attack, which was made at daylight.

The day wore on. Reno had lost in killed and wounded a large portion of his command, forty odd having been killed before the bluff was reached, many of them in hand to hand conflict with the Indians, who outnumbered them ten to one, and his men had been without water for thirty-six hours. The suffering was heartrending. In this state of affairs they determined to reach the water at all hazards, and Col. Benton made a sally with his company, and routed the main body of the Indians who were guarding the approach to the river. The Indian sharpshooters were nearly opposite the mouth of the ravine through which the brave boys approached the river, but the attempt was made, and though one man was killed and seven wounded the water was gained and the command relieved. When the fighting ceased for the night Reno further prepared for attacks.

There had been forty-eight hours' fighting, with no word from Custer. Twenty-four hours more of fighting and the suspense ended, when the Indians abandoned their village in great haste and confusion. Reno knew then that succor was near at hand. Gen. Terry, with Gibbon commanding his own infantry, had arrived, and as the comrades met men wept on each other's necks. Inquiries were then made for Custer, but none could tell where he was. Soon an officer came rushing into camp and related that he had found Custer, dead, stripped naked, but not mutilated, and near him his two brothers, Col. Tom and Boston Custer, his brother-in-law, Col. Cathoun, and his nephew Col. Yates. Col. Keogh, Capt. Smith, Lieut. Crittenden, Lieut. Sturgis, Col. Cooke, Lieut. Porter, Lieut. Harrington, Dr. Lord, Mack Kellogg, the Bismarck *Tribune* correspondent, and 190 men and scouts. Custer went into battle with Companies C, L, I, F, and E, of the Seventh Cavalry, and the staff and non-commissioned staff of his regiment and a number of scouts, and only one Crow scout remained to tell the tale. All are dead. Custer was surrounded on every side by Indians, and horses fell as they fought on skirmish line or in line of battle. Custer was among the last who fell, but when his cheering voice was no longer heard, the Indians made easy work of the remainder. The bodies of all save the newspaper correspondent were stripped, and most of them were horribly mutilated. Custer's was not mutilated. He was shot through the body and through the head. The troops cared for the wounded and buried the dead, and returned to their base for supplies and instructions from the General of the Army.

Col. Smith arrived at Bismarck last night with thirty-five of the wounded. The Indians lost heavily in the battle. The Crow Scout survived by hiding in a ravine. He believes the Indians lost more than the whites. The village numbered 1,800 lodges, and it is thought there were 4,000 warriors. Gen. Custer was directed by Gen. Terry to find and feel of the Indians, but not to fight unless Terry arrived with infantry and with Gibbon's column. The casualties foot up 261 killed and fifty-two wounded.

**The Battle of Little Bighorn:
An Eyewitness Account by the Lakota Chief Red Horse
recorded in pictographs and text
at the Cheyenne River Reservation, 1881**

Five springs ago I, with many Sioux Indians, look down and packed up our tipis and moved from Cheyenne river to the Rosebud river, where we camped a few days; then took down and packed up our lodges and moved to the Little Bighorn river and pitched our lodges with the large camp of Sioux.

The Sioux were camped on the Little Bighorn river as follows: The lodges of the Umpapas were pitched highest up the river under a bluff. The Santee lodges were pitched next. The Ogilala's lodges were pitched next. The Brule lodges were pitched next. The Minneconjou lodges were pitched next. The Sams Arcs' lodges were pitched next. The Blackfeet lodges were pitched next. The Cheyenne lodges were pitched next. A few Arikara Indians were among the Sioux (being without lodges of their own). Two-Kettles, among the other Sioux (without lodges).

I was a Sioux chief in the council lodge. My lodge was pitched in the center of the camp. The day of the attack I and four women were a short distance from the camp digging wild turnips. Suddenly one of the women attracted my attention to a cloud of dust rising a short distance from camp. I soon saw that the soldiers were charging the camp. To the camp I and the women ran. When I arrived a person told me to hurry to the council lodge. The soldiers charged so quickly we could not talk. (Council). We came out of the council lodge and talked in all directions. The Sioux mount horses, take guns, and go fight the soldiers. Women and children mount horses and go, meaning to get out of the way.

Among the soldiers was an officer who rode a horse with four white feet. [This officer was evidently Capt. French, Seventh Cavalry.] The Sioux have for a long time fought many brave men of different people, but the Sioux say this officer was the bravest man they had ever fought. I don't know whether this was Gen. Custer or not. Many of the Sioux men that I hear talking tell me it was. I saw this officer in the fight many times, but did not see his body. It has been told me that he was killed by a Santee Indian, who took his horse. This officer wore a large-brimmed hat and a deer skin coat. This officer saved the lives of many soldiers by turning his horse and covering the retreat. Sioux say this officer was the bravest man they ever fought. I saw two officers looking alike, both having long yellowish hair.

Before the attack the Sioux were camped on the Rosebud river. Sioux moved down a river running into the Little Bighorn river, crossed the Little Bighorn river, and camped on its west bank.

This day [day of attack] a Sioux man started to go to Red Cloud agency, but when he had gone a short distance from camp he saw a cloud of dust rising and turned back and said he thought a herd of buffalo was coming near the village.

The day was hot. In a short time the soldiers charged the camp. [This was Maj. Reno's battalion of the Seventh Cavalry.] The soldiers came on the trail made by the Sioux camp in moving, and crossed the Little Bighorn river above where the Sioux crossed, and attacked the lodges of the Umpapas, farthest up the river. The women and children ran down the Little Bighorn river a short distance into a ravine. The soldiers set fire to the lodges. All the Sioux now charged the soldiers and drove them in confusion across the Little Bighorn river, which was very rapid, and several soldiers were drowned in it. On a hill the soldiers stopped and the Sioux surrounded them. A Sioux man came and said that a different party of Soldiers had all the women and children prisoners. Like a whirlwind the word went around, and the Sioux all heard it and left the soldiers on the hill and went quickly to save the women and children.

From the hill that the soldiers were on to the place where the different soldiers [by this term Red-Horse always means the battalion immediately commanded by General Custer, his mode of distinction being that they were a different body from that first encountered] were seen was level ground with the exception of a creek. Sioux thought the soldiers on the hill [i.e., Reno's battalion] would charge them in rear, but when they did not the Sioux thought the soldiers on the hill were out of cartridges. As soon as we had killed all the different soldiers the Sioux all went back to kill the soldiers on the hill. All the Sioux watched around the hill on which were the soldiers until a Sioux man

came and said many walking soldiers were coming near. The coming of the walking soldiers was the saving of the soldiers on the hill. Sioux can not fight the walking soldiers [infantry], being afraid of them, so the Sioux hurriedly left.

The soldiers charged the Sioux camp about noon. The soldiers were divided, one party charging right into the camp. After driving these soldiers across the river, the Sioux charged the different soldiers [i.e., Custer's] below, and drove them in confusion; these soldiers became foolish, many throwing away their guns and raising their hands, saying, "Sioux, pity us; take us prisoners." The Sioux did not take a single soldier prisoner, but killed all of them; none were left alive for even a few minutes. These different soldiers discharged their guns but little. I took a gun and two belts of two dead soldiers; out of one belt two cartridges were gone, out of the other five.

The Sioux took the guns and cartridges of the dead soldiers and went to the hill on which the soldiers were, surrounded and fought them with the guns and cartridges of the dead soldiers. Had the soldiers not divided I think they would have killed many Sioux. The different soldiers [i.e., Custer's battalion] that the Sioux killed made five brave stands. Once the Sioux charged right in the midst of the different soldiers and scattered them all, fighting among the soldiers hand to hand.

One band of soldiers was in rear of the Sioux. When this band of soldiers charged, the Sioux fell back, and the Sioux and the soldiers stood facing each other. Then all the Sioux became brave and charged the soldiers. The Sioux went but a short distance before they separated and surrounded the soldiers. I could see the officers riding in front of the soldiers and hear them shouting. Now the Sioux had many killed. The soldiers killed 136 and wounded 160 Sioux. The Sioux killed all these different soldiers in the ravine.

The soldiers charged the Sioux camp farthest up the river. A short time after the different soldiers charged the village below. While the different soldiers and Sioux were fighting together the Sioux chief said, "Sioux men, go watch soldiers on the hill and prevent their joining the different soldiers." The Sioux men took the clothing of the dead and dressed themselves in it. Among the soldiers were white men who were not soldiers. The Sioux dressed in the soldiers' and white men's clothing fought the soldiers on the hill.

The banks of the Little Bighorn river were high, and the Sioux killed many of the soldiers while crossing. The soldiers on the hill dug up the ground [i.e., made earth-works], and the soldiers and Sioux fought at long range, sometimes the Sioux charging close up. The fight continued at long range until a Sioux man saw the walking soldiers coming. When the walking soldiers came near the Sioux became afraid and ran away.

As you read both accounts of the Battle of Little Bighorn, take notes on how the two accounts are different. Then answer the question at the bottom on the back of this sheet.

Article from Chief Red Horse

Article from New York Times

Now that you have read both accounts, on the back, explain who you think is right. Should be a well-explained, detailed paragraph.



The Dawes Act February 8, 1887

[Congressman Henry Dawes, author of the act, once expressed his faith in the civilizing power of private property with the claim that to be civilized was to "wear civilized clothes...cultivate the ground, live in houses, ride in Studebaker wagons, send children to school, drink whiskey [and] own property.".]

An act to provide for the allotment of lands in severalty to Indians on the various reservations, and to extend the protection of the laws of the United States and the Territories over the Indians, and for other purposes.

Be it enacted, That in all cases where any tribe or band of Indians has been, or shall hereafter be, located upon any reservation created for their use, either by treaty stipulation or by virtue of an act of Congress or executive order setting apart the same for their use, the President of the United States be, and he hereby is, authorized, whenever in his opinion any reservation or any part thereof of such Indians is advantageous for agricultural and grazing purposes to cause said reservation, or any part thereof, to be surveyed, or resurveyed if necessary, and to allot the lands in said reservations in severalty to any Indian located thereon in quantities as follows:

To each head of a family, one-quarter of a section;

To each single person over eighteen years of age, one-eighth of a section;

To each orphan child under eighteen years of age, one-eighth of a section; and,

To each other single person under eighteen years now living, or who may be born prior to the date of the order of the President directing an allotment of the lands embraced in any reservation, one-sixteenth of a section; . . .

SEC. 5. That upon the approval of the allotments provided for in this act by the Secretary of the Interior, he shall . . . declare that the United States does and will hold the land thus allotted, for the period of twenty-five years, in trust for the sole use and benefit of the Indian to whom such allotment shall have been made, . . . and that at the expiration of said period the United States will convey the same by patent to said Indian, or his heirs as aforesaid, in fee, discharged of such trust and free of all charge or encumbrance whatsoever: . . .

SEC. 6. That upon the completion of said allotments and the patenting of the lands to said allottees, each and every member of the respective bands or tribes of Indians to whom allotments have been made shall have the benefit of and be subject to the laws, both civil and criminal, of the State or Territory in which they may reside; . . . And every Indian born within the territorial limits of the United States to whom allotments shall have been made under the provisions of this act, or under any law or treaty, and every Indian born within the territorial limits of the United States who has voluntarily taken up, within said limits, his residence separate and apart from any tribe of Indians therein, and has adopted the habits of civilized life, is hereby declared to be a citizen of the

United States, and is entitled to all the rights, privileges, and immunities of such citizens, whether said Indian has been or not, by birth or otherwise, a member of any tribe of Indians within the territorial limits of the United States without in any manner impairing or otherwise affecting the right of any such Indian to tribal or other property. . . .

After Reading the Dawes Act, complete the following graphic organizer and answer the questions that follow

Dawes Act- Impact on Native Americans

Possible Positive Ways the Dawes Act will
Impact Native Americans

Possible Negative Ways the Dawes Act will
Impact Native Americans

Final Question- answer on separate paper in a good paragraph.

In your opinion, will the Dawes Act have a positive or negative impact on Native Americans. Explain by using at least 2 reasons in a good paragraph. Make sure you use details and text from the Dawes Act to help you explain your reasons.

American History II
Dawes Act Activity

As you do the gallery walk, answer the questions about each picture or map below

Reservation Map

- What trend do you see in the map from 1850-1990?
- What reasons might cause this trend?
- What impact do you think this will have on Native Americans?

Land for Sale Advertisement

- What is being advertised?
- How does this advertisement depict the Native Americans?
- How will this impact the Native Americans, positive or negative?

Assimilation Pictures

*These pictures depict assimilation of Native Americans

- What do you notice about these pictures? For each picture the left represents the same person before the Dawes Act and the right is the same person after the Dawes Act.
- In your own words, define assimilation?
- How do you think assimilation will negatively impact the Native Americans and their culture?

Dawes Act Political Cartoon

- S- what symbols do you see and what do they represent?
- P- are there any people in this cartoon and who do they represent?
- A- what action is taking place and why is it taking place?
- M- what is the overall message of this cartoon?

America Story of US- Episode 6
Heartland

Answer in complete sentences.

1. How long does it take to get across the United States by wagon? How long is the journey by boat?
2. What groups of men provide the labor for building the transcontinental railroad?
3. What role did Crazy Judah provide in building the transcontinental railroad?
4. What role did men from China provide? Why were so many Chinese workers imported?
5. Why is nitroglycerin so dangerous? But, why is it also so important?
6. With the transcontinental railroad, how long does it take to get across the country?
7. What major driving force west will be given away under the Homestead Act?
8. How will this act impact the west and America?
9. Name 3 problems these new farmers face and how they deal with these problems.
10. Why were locusts such a big problem for these new settlers?
11. What does the author mean when he says the plains become the "breadbasket" of America?
12. Name 3 ways the killing of Buffalo will benefit America.
13. How will killing the Buffalo impact the Plains Indians?
14. What was the main job of the cowboys?
15. What incident will be the final defeat of the Sioux Indians?