

lies in that section of country, and that there is a camp somewhere about O'Fallon Creek for the purpose of annoying trains. The men and officers did, all of them, exceedingly well, and it is due to them that the train came off as well as it did. The wagon-masters were the only men that I had available as scouts, and were invaluable to me in that capacity in looking over the country in my front.

Very respectfully, your obedient servant,

CHARLES W. MINER,  
Captain Twenty-second Infantry.

POST ADJUTANT.

#### HEADQUARTERS BATTALION TWENTY-SECOND INFANTRY.

Station near Glendive Creek, Montana, October 27, 1876.

SIR: I have the honor to report that, as communicated in my letter of the 13th instant to the headquarters of the department, I commenced the trip to Tongue River with the supply-train upon the morning of the 14th instant. Forty-one of the citizen teamsters, having become too greatly demoralized to continue service upon the road, were discharged and the necessary places filled with enlisted men. The train consisted of eighty-six wagons and the escort of Companies C and G, Seventeenth Infantry, and G, H, and K, Twenty-second Infantry. Details were made from these companies and left behind with Captain Clarke, commanding Company I, Twenty-second Infantry, who was directed to remain at Glendive; and his command, thus re-enforced, consisted of four officers and ninety-seven enlisted men. The train escort consisted of eleven commissioned officers (myself included) and one hundred and eighty-five enlisted men. We proceeded the first day 12 miles and encamped upon the broad bottom of the Yellowstone River, without discovering a sign of the presence of the Indians. During the night a small thieving party was fired upon by the picket, but the party escaped, leaving behind a single pony with its trappings, which was killed. At dawn of day upon the 15th the train pulled out in two strings and proceeded quietly to Spring Creek, distant from camp about three miles. Then I directed two mounted men (Scout Robert Jackson and Sergeant Kelly, Company F, Twenty-second Infantry) to station themselves upon a hill beyond the creek and watch carefully the surrounding country until the train should pass through the defile. The men advanced at swift pace in the proper direction, and, when within 50 yards of the designated spot, they received a volley from a number of concealed Indians, when suddenly men and Indians came leaping down the bluff. The men escaped without injury to person, although their clothing was riddled with bullets. I quickly advanced a thin skirmish-line to the bluffs, which drove out forty or fifty Indians, and, making a similar movement on the opposite flank, the train passed through the gorge and gained the high table-land. Here three or four scouts, sent out by Colonel Miles from Tongue River, joined us. They had been driven into the timber on the previous evening, then corralled; had lost their horses and one of their number, and escaped to the bluffs under cover of the darkness. The dead scout was found and buried. The train proceeded quietly along the level prairie, surrounded by the skirmish-line, and the Indians were coming thick and fast from the direction of Cabin Creek; but few shots were exchanged and both parties were preparing for the struggle, which it was evident would take place at the deep and broken ravine of Clear Creek, through which the train must pass. We cautiously entered the ravine, and from one hundred and fifty to two hundred Indians had gained the surrounding bluffs to our left. Signal fires were lighted for miles around, and extended far away on the opposite side of the Yellowstone. The prairies to our front were fired and sent up vast clouds of smoke. We had no artillery and nothing remained to do except to charge the bluffs. Company G, Seventeenth, and Company H, Twenty-second Infantry, were thrown forward upon the run, and gallantly scaled the bluffs, answering the Indian yell with one equally as barbarous and driving back the enemy to another ridge of hills. We then watered all the stock at the creek, took on water for the men, and the train slowly ascended the bluffs. The country now surrounding us was much broken, the Indians continued to increase in numbers, surrounded the train, and the entire escort became engaged. The train was drawn up in four strings and the entire escort enveloped it by a thin skirmish-line. In that formation we advanced, the Indians pressing every point, especially the rear, which was only enabled to follow by charging the enemy and then retreating rapidly toward the train, taking advantage of the knolls and ridges in its course. The flanks were advanced about a thousand yards, and the road was opened in the front by repeated charges. In this manner we advanced several miles and then halted for the night upon a depression of the high prairie, the escort holding the surrounding ridge. The Indians had now attempted every artifice. They had pressed every point of the line; had run their fire through the train, which we were compelled to cross with great rapidity; had endeavored to approach under the cover of the smoke when they found themselves overmatched by the officers and men, who, taking advantage of the cover, moved forward and took them at close range. They had met with considerable loss; a good number of their saddles were emptied and several ponies wounded. Their firing was wild in the extreme, and I should consider them the poorest of marksmen. For several hours they kept up a brisk fire and wounded but