

some of the first being James Keegan, S. H. Sutton, J. M. Carothers, E. M. Kane, Tuck Lambert, E. Mann, C. D. Ladd, Stephen Pierce, Charles Higby, Michael Powers, F. B. Rafferty, Silas Beachly, J. C. Barker, Jim Chamberlain and others. The hills became dotted with claims. Cabins sprang up like mushrooms and the settlers decided the town must have a name. April 7, 1882, the first town meeting was held, at which time the camp was christened Nelhart in honor of James LeRoy.

Dec. 14, 1889, Mr. Nelhart married Mrs. Sarah E. Sutton, mother of three children, Ida, Mae and Henry. Feb. 25, 1891, their daughter, Myrtle Eva, was born. She is now Mrs. C. W. Woodward of Los Angeles, and has two sons, Kenneth and Philip. Kenneth is a senior at the State university of Montana and Philip is a sophomore in a California college and is specializing in mining engineering.

The camp continued to grow and during the summer of 1891 was incorporated. Mr. Nelhart was elected as the first mayor and served in that capacity for two terms.

In 1891 the Great Northern completed its branch into Nelhart and a large celebration was held Nov. 15. The silver spike, which was driven by Miss Mabel Brennan, daughter of one of the first families, was made from silver taken from the Queen of the Hills mine and was presented to Mr. Nelhart. It is now in possession of his daughter, Myrtle.

Principal mines at that time were the Queen of the Hills, Moulton, Ingersoll, Mountain Chief, Benton group and Florence.

Bank Organized

The year 1891 seems to have been one of the busiest in Mr. Nelhart's career. Aside from the foregoing activities, he helped organize the first bank, which was called the First National bank of Nelhart and had a capital of \$50,000. Officers and principal stockholders were T. E. Collins, president; James L. Nelhart, vice president; Gold T. Curtis, cashier; C. D. Ladd, D. J. Condon, Henry W. Cannon, president of the Chase National bank of New York, and George Budge.

The bank bought two lots on Main street, paying \$2,500 for the one and \$1,500 for the other. They built the bank and installed what was considered a first class banking plant.

While the price paid for the lots seems high to those who know Nelhart now, it is true that some lots were held even higher. A large number of lots were held by two men known as Meyer and Wilson and about this same time they were offered \$50,000 cash money for their holdings. This they refused and spent the remainder of their days in a cabin at Nelhart, renting a few old houses to summer campers.

This bank prospered until the panic of 1893, when it was changed to the State bank, the old stockholders being paid 50 percent in cash and 50 percent in stock in the new bank. Officers were Harry Skinner, president; C. D. Ladd, vice president; Dan Condon, cashier. In 1907 the bank was liquidated and Dan Condon started a private bank known as D. J. Condon, Banker.

In 1892 Mr. Nelhart, accompanied by his wife and daughter, made a trip to his old home in Indiana to visit his sisters and brothers, this being the first time he had been east since coming to Montana.

Toured Yellowstone

The most interesting vacation Mr. Nelhart took was through Yellowstone park in the summer of 1895. His party was composed of Mr. and Mrs. Nelhart and daughter, Ida Sutton, Mae Sutton, now Mrs. J. Leonard Larson; Miss Mamie Hamilton, now Mrs. Dan Lenney; Miss Maude Ogden, now Mrs. J. W.

George Catlin Came West to Study Native Tribes

By GRACE STONE COATES
Tribune Historical Writer

SO LONG AGO that Wisconsin, spelled Ouisconsin on the maps, stretched from the Great lakes to the Mississippi river, a traveler came from Pennsylvania into the far west to study the North American Indian in his native environment.

The man was George Catlin. He came with credentials from the secretary of war and the commander in chief of the army and he carried personal letters to every commandant of an army post and every Indian agent on the west frontier. He spent eight years, from 1832 to 1839, observing, painting and recording Indian life.

Audubon, the naturalist, was his contemporary and friend. But Audubon didn't see eye to eye with Catlin in the matter of Indians. As a trained scientist, Audubon looked first and described accurately what he saw. He accuses Catlin of expecting to see certain things and seeing what he was looking for. In other words, Catlin is a romanticist. He had a romantic attitude toward Indians and painted romantic pictures of them. The trouble was not that he did not observe closely, but that he had a faulty technique of painting, which made each object an imaginary type rather than a realistic individual.

Catlin was born at Wyoming, Pa., in the early 1800's. As a young man he studied law but, being bored with it, he impetuously sold his law books and everything else he possessed except his rifle and fishing tackle, bought himself brushes and paint pots "and thereupon," he says, "commenced his career as an artist without teacher or advice."

Saw Some Indians

Being wrapped up in his new voca-

Schmidt of California; Henry Sutton, and others.

The girls rode horseback, Mr. and Mrs. Nelhart drove a surrey and the cook followed the party in a covered wagon with provisions and the camp outfit. The trip required exactly six weeks. Mr. Nelhart purchased one of the finest teams he could get.

Mr. Nelhart disposed of his interest in the Queen Mining company to W. G. Conrad about 1896. The family home stood on company ground and was included in the deal. He purchased the C. D. Ladd home, which to this day is owned by Mrs. Nelhart.

When the silver crash hit the town, like many old-timers, Mr. Nelhart was a staunch believer that the price would soon return and he retained many of his mining interests. In politics he was a democrat and a firm believer in the 16 to 1 issue.

He was of a quiet, mild disposition and yet commanded a dignity that caused all with whom he was associated to respect and admire him. Different men with whom he was associated tell me he was always fair and square in all his business dealings.

Died in 1904

In February, 1904, he contracted a cold that gradually developed into pneumonia and caused death on March 4. At that time he had been contemplating further mining activities in the vicinity of Libby.

tion, he was keen to find a field to which he could devote an entire lifetime of enthusiasm. At that period he got his first glimpse of Indians. Ten or 12 western Indians were visiting the east in full regalia. Catlin describes them as dressed with "shield and helmet, tunic and manteau, tinted and tasseled off, exactly for a painter's palette."

It is just this trick of seeing a war bonnet as a helmet and leggings and blanket as tunic and manteau that marks Catlin as a romantic. His snow always looked 50 feet deep and his buffaloes 10 feet high.

Nevertheless, he did work of inestimable value. He foresaw that the natural Indian was doomed. "You must start with the living Indian," he said, "or he will die while you are making your preamble." He longed to study the prehistoric Indian, but dared not consume time in research.

"I set to work with the determination of reaching every tribe of Indians on the continent of North America," he asserted, "and of bringing home faithful portraits of principal personages, men and women, from each tribe; with views of games, villages and reports of character, history, costumes, manufactures and weapons for a gallery unique to instruct future ages." He published a great deal on Indians during 1832-33 and actually visited 48 tribes of approximately 40,000 people. He painted 310 oil portraits of Indians in native dress around native wigwams and 200 other views of games, dances, ceremonies, ball-play and buffalo hunts.

3,000 Figures

He produced more than 3,000 life-size figures, ranging from tepees to quills and rattles.

"True to my prediction," he says, "I found those Indians most entirely in a state of nature, with the least idea of civilized society, to be the most cleanly in person, elegant in dress and manners, and enjoying life to greatest degree. . . . The Crows and the Blackfeet surpassed all other tribes in richness, elegance and taste."

Catlin was deeply interested in the domestic life of the Indians and their attitude toward children. He describes a mourning cradle and includes a sketch of one among his papers.

"If an infant dies during the time allotted to it to be carried in its cradle, it is buried, and the disconsolate mother fills the cradle with black quills and feathers, in the parts which the child's body occupied, and in this way carries it around with her wherever she goes for a year or more, with as much care as if her infant were alive and in it. And she often lays or stands it leaning against the side of the wigwam where she is engaged in her needlework, chatting and talking to it as affectionately as if it were her own infant. So great is a bereaved mother's affection, that no matter how rough the way or how toilsome the day, she performs her duties toward it more strictly than if her baby were alive."

Mentions Cradles

He mentions the fine cradles of the Sioux Indians, the baby's back lashed to a straight board with bandages laced behind, the feet resting on a broad hoop at the foot of the cradle and the cradle supported on

the mother's back by a strap around her forehead. Catlin bought one of the cradles and made a sketch of it. The bandages are beautifully embroidered with colored porcupine quills and with ingenious figures of men and horses. A broad hoop of elastic wood in front protects the child's face should it fall. On the hoop hang embroidered toys to shine or tinkle. Inside the rattle, Catlin, one thing is always found: the dried umbilical cord, rolled to a small ball. This is never lost, although he bought many cradles and many separate rattles, each rattle opened and this "medicine" extracted before the mother parted with the rattle.

Among the many dances he described and painted was the "g dance." Two dogs were killed and their hearts and livers stripped to pieces an inch wide and placed in the crotch of a tree at the height of a man's head. Then began a spirited dance, while each dancer sang of his deeds in deafening chorals. Then, two at a time, they danced to the hanging meat, each a piece in the mouth and swallowed it, all without losing step in time to the music. This continued until the meat was consumed except two pieces, when a dancing couple carried these in their mouths to the musicians.

Traveled Abroad

Catlin described an episode of another dance, which carried the history of romance. Into the midst of dancing warriors a woman threw herself, saving the air and boasting of her deeds. Apparently the brave gave credence to her story, for thereupon he rewarded her with gifts of a kettledrum of his eastern travels. Originals cradle beads and embroidered bands of his paintings are in the museum. She carried the gifts to another Indian's woman on the outer circle and in the midst of the dance pulled off her woman's dress, and

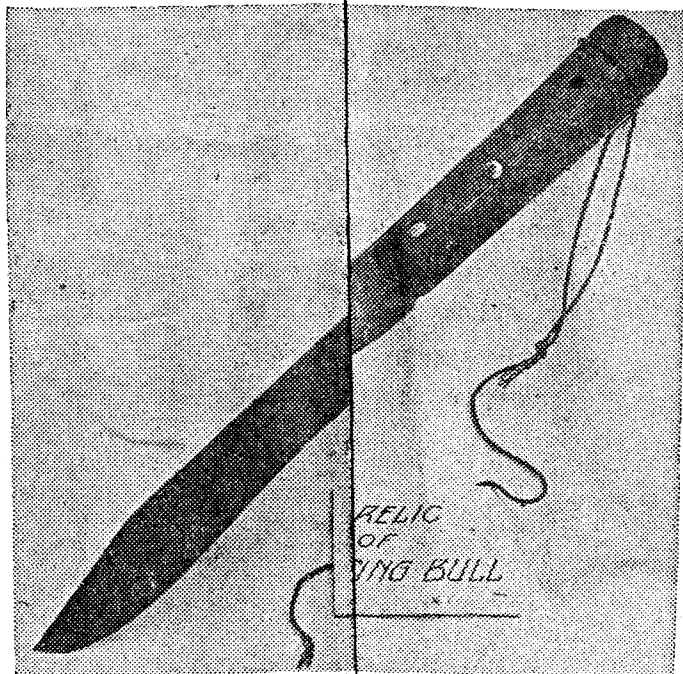
disclosed herself dressed in soldier's coat and pantaloons. She laughed and taunted the warriors, who bestowed on her a gun, horse, tobacco and warclub. Thereupon, she threw off the soldier's garb and appeared in beautiful woman's garments. The chief then crowned her with an eagle's quill rising from a crest of swan's down.

Catlin returned east and exhibited his "gallery unique" at New York, Boston and Philadelphia. On display were his paintings, sketches and printed accounts, thousands of Indian curios and often groups of living Indians. He crossed the Atlantic and spent four years at London and Paris. At London he established a museum. On three different dates parties of North American Indians came across the water and it was natural that they should make his museum their headquarters.

On his first trip, he was accompanied by an old Mississippi river traveler, C. A. Murray, who had been his companion in the upper Missouri territory. By special arrangement, Catlin was relieved of all customs interference. He took with him over eight tons of freight, including two caged grizzly bears. He had captured those in the west and raised them from cubs. During the voyage a storm arose and in the excitement word was passed round that the bears were loose. Everybody tumbled for the hatches and in the excitement Catlin was locked in the steerage. The bears were safely caged, but the captain was not averse to having the decks cleared of passengers.

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Inflicted Fatal Wound



This is a picture of the knife wounded Sitting Bull in his last clash with whites.

Helena Was Highly Elated When First Trains Arrived

By MARTHA EDGERTON PLASSMANN
Tribune Historical Writer

THE elation manifested by citizens of Helena at the advent of the Northern Pacific railroad gave no signs of diminution with the passage of the days. On the contrary, this frame of mind, to all appearance, threatened to be permanent. It was the principal subject of conversation on the streets and in the homes and the Herald filled its columns with accounts of what the railroad was doing or what it was about to do.

It furnished a favorite amusement to drive down to the station, watch the trains roll in, comment on the size of the engine and the number of the cars and note the appearance of passengers who alighted.

All this would have been incomprehensible to residents of older communities far removed from memories of pioneer days. There was nothing strange about it to those living here. Gone now forever were the covered wagon and the stagecoach that had heretofore furnished the connecting link between this mountain city and the east, or "the states," as it was generally termed, and to intervening points. It seemed almost too good to be true that now trips in that direction could be made at an unprecedented rate of speed as compared with old modes of travel, and the reader may be sure that those living at Helena were quick to observe the difference. I quote from the Herald of Aug. 30 in proof of the statement: "The trip to the Geysers which the local of the Herald and a party of ladies and gentlemen made on horseback and with pack mules from Fort Ellis in 1873, when it took them four days over a bridge trail from that point to reach the Mammoth Hot Springs, is now made from Helena to the springs by rail and coach in less than 18 hours."

People Well Traveled

This information regarding the coach trip was given the Herald reporter by Mike Renig, who had just returned from there. His reminder of the past was the stagecoach that carried passengers from Gardiner to the springs.

A stranger visiting Helena at this time might have thought enthusiasm of its citizens at the coming of the Northern Pacific arose from their lack of knowledge of railroads. In this supposition he would have been mistaken. Residents of Helena were great travelers, even when it took two weeks of stage journeying by day and night to reach a railroad. They were quite familiar with railroads elsewhere, but not at Helena. One in the Rockies was still a novelty.

Many years had elapsed since a transcontinental road had been built and the first one came in the nature of a compromise. The route selected was determined upon, not as the best, but as lying midway between north and south.

The Stevens survey demonstrated desirability of a more northern route. This the south, then in power, was not willing to grant. Jefferson Davis, McClelland and Lander opposed it.

Now, after a wearying period of long-ing, Montana had found a place on the railway map and not through a branch line. Helena would become an important way station when the gap closed between eastern and western divisions at spike driving ceremonies.

Already, from New York, the railroad company had issued formal invitations to a favored few to be present at this event, which was expected to take place the first week of September. Private cars were to be attached to trains along the way for accommodation of guests and an extended program for their entertainment prepared, as for example:

"Leave Billings at 10:30 a. m., reaching Graycliff at 1 p. m. Here about two hours will be devoted to witnessing a war dance by the tribes of Indians inhabiting the Crow reservation. Leave Graycliff at 3 p. m., crossing the Belt range of mountains, over the Bozeman tunnel, at 6 p. m. and arrive at Helena at 1 p. m. and remain over night."

Line Finished Early

Then followed a whole day in "Visiting Helena, the Capital of Montana, the United States Assay Office, the neighboring gold mines and Mullan Tunnel, sleeping in the cars at night."

No wonder Helena was excited! For two nights and a day it would entertain the great of the land. And those who knew the Helena of that day would have no doubt as to the entertainment afforded. Helena never did anything by halves. We may presume there was little sleeping in the cars during those two nights.

As I have stated, the spike driving had been set for the first week in September. The company underestimated the ability of its employees, for the work reached completion Aug. 22, 1883. Commenting on this, the Herald calls attention to the fact in these words:

"It is certainly remarkable for a railroad, or anything else, to finish on time, but here we have the greatest railroad on the continent and in the world, in many respects, actually finishing and at work two weeks and a half before the time officially announced for driving the last spike which would hold to its place the last rail completing the continuous line not simply from sea to sea but from every side and portion of the continent through the heart of our Territory."

And let me add that this concluding sentence but feebly expresses the feelings of Helenaites, who would, most of them, have required a larger vocabulary for the purpose and a longer sentence.

Again the Herald remarks:

"Our people who travel will no longer be restricted to 40 pounds of baggage, with 20 cents per pound for every additional pound, and though he pays this extra has to walk up every hard and long hill to enable the coach to haul his extra baggage, for which he was made to pay such heavy extra. Nor will men who travel in Montana hereafter be compelled to take robes, blankets, overalls, etc. and undergo the constant peril of roasting, freezing and breaking his neck, if oppressed with sleep on top

the Winchester model of 1873, .44 caliber, W. C. F., and bears the factory number of 329,499-B.

Homemade Knife

A picture of the knife with which Red Tomahawk stabbed Sitting Bull was taken by the writer to accompany this sketch and the affidavits. The knife has the appearance of having been made from a carriage spring and its wooden handle seems to have been made from part of a spoke of a carriage wheel. Much labor must have been expended in making the knife, which seems to be of Indian manufacture. The knife is 15½ inches long.

Dec. 15 will be the 43d anniversary of the death of Sitting Bull and also that of securing of the three relics which are the subject of this sketch. Sitting Bull was suspected of having had a part in Sioux troubles of 1889 and 1890, known as the Messiah craze, or the Indian ghost dance affair of Standing Rock Indian reservation. His alleged part, coupled with his general reputation as an organizer, led to the attempt to arrest him.

Much has been said and written about the life of Sitting Bull. His exploits, deeds, adventures, wars, travels with William F. Cody and other incidents of his life have been greatly publicized. But whatever aspect his life story takes and whatever interpretation is given to his actions, Sitting Bull was a prominent figure in his day. His biography may be variously written and interpreted and has often been discussed in printed works.

Sitting Bull's Death

Events centering about his death have been recorded by Red Tomahawk, the slayer of Sitting Bull. Red Tomahawk offers his testimony in the accompanying affidavits and tells how he obtained the two rifles and knife from Sitting Bull.

Sitting Bull, who was suspected of being up to mischief, was living in his cabin on Grand river, when his arrest was ordered by Maj. James McLaughlin, Indian agent. Serpts. Bull Head, Shave Head and Red Tomahawk were sent from Fort Yates by Major McLaughlin to arrest Sitting Bull. The attempt to arrest him led to his death Dec. 15, 1890, about 5 o'clock in the morning.

According to Red Tomahawk's affidavit of Sept. 2, 1924, and later testimony of March 3, 1932, by other Indians, the knife here pictured was Sitting Bull's and the same knife welded by Red Tomahawk when he "during the fight stuck the knife into Sitting Bull."

of a stagecoach, or clinging desperately to the ropes that held a pyramid of mail sacks and express goods to the frail body of a dead-ax wagon."

Good Description

Old timers will appreciate this description of the joys of stagecoaching and agree that it is not overdrawn. The sledge, coach, jerky and wagon all used as weather or roads dictated. The dead-ax wagon, tolerable when drawn by oxen, became an instrument of torture because of its lack of springs as it jolted over rough roads behind two or four trotting horses. I have tried in one journey all four methods of locomotion, making my first entrance into Helena on a rainy night of early March, 1873, in the aforesaid dead-ax wagon. It should be remembered that the comfort of the passenger was not then considered. The coaches ran to carry mail.

While the Herald's editorial gives Tuesday as the day of the spike driving, its lengthy account of the ceremony cites Wednesday correctly as the date. It appears that no special cars carried to the end of the track those from Helena who attended the

(Continued on Page 11, Column 5)