

CIVIL WAR }
 RECONSTRUCTION } Montana
 Bozeman

- peoples
 - Native Americans treaty or non-treaty
 - incl. recent arrivals: Chippewa-Cree
 - Métis (French-Canadian-Cree-...)
 - Euro-Americans
 - Unionists
 - Southerners
 - Chinese
 - African-Americans
- Bureau of Indian Affairs
 - in Dept. of War: 1824-49
 - in Dept. of the Interior: 1849 →
 - late 1860s — (returned^{??}) to Dept. of War
 - 23 Jan 1870 — Eugene M. Baker
- Indian-white conflicts
 - in Black Hills, Powder River Basin
 - Wallowa Mountains — northern Idaho
 - culminated in Montana 1876-77
- corporate power
 - Northern Pacific RR
 - Yellowstone Nat'l Park
 - land grants mineral lands
 - property taxes to territorial government
 - (ACMCo)
 - (MPCo)
- gold & silver
 - for US finances, money
 - "hard money" for Civil War
 - post war financial reconstruction
- Bozeman streets
 - 16th, 18th - 23^d Presidents
 - 1869-1893
 - (how many blocks from Hayes to Arthur?)
 - [Henry] Villard St. Pres of NP 1881-83
- further national expansion, into Canada?
 - Fort Benton northward, into western prairies
 - Canada responds NWMP — (RCMP)

Montana remote from deep waters
metropolitan centers: 19th-20th centuries
* 3^d-to-last Territory in contiguous U.S. (48 states)

CONNECTIONS TO, INTEGRATION INTO UNITED STATES

U.S. government

- * * DECENNIAL CENSUS 1860 Bitter Root Valley... 278 residents
1870, 1880, ...
- * * MILITARY expeditions 1805-06, 1825, 1853, 1859-60
exploration
- * permanent posts: 1866 → (Fort Ellis: 1867)
- * POST OFFICE
- * INDIAN RESERVATIONS, AGENCIES
- * U.S. GENERAL LAND OFFICE (GLO) [now BLM]
public lands survey (prerequisite for homesteads)
homestead laws 1862, [1909, 1912]
Bozeman: 2^d U.S. Land Office in Montana 1874
- * MONEY bimetallicism — gold + silver — coinage, backing paper
Civil War
resumption of specie ("hard money") Jan. 1879
CALIFORNIA, NEVADA, MONTANA, IDAHO, COLORADO (end 1860s)
- * YELLOWSTONE NATIONAL PARK 1872
1st gateway: Bozeman, (Fort Ellis)
↳ until 1883 [NP: Livingston — Cinnabar]
(until 1908: most tourists reached Yellowstone)
Park through either Bozeman or Livingston
- * STANDARD TIME ZONES Nov. 1883, (U.S. law 1918)
- * NORTHERN PACIFIC RAILROAD YELLOWSTONE PARK LINE
Congressional charter 1864
land grants 40 sections/route mile (1900: 1/7 of Montana)
"Main Street of the Northwest"

from Bozeman east over the Belt Range

to:

- opportunity
 - national integration
 - threats
- Yellowstone River Valley
 - * one of only two portions of L&C route to become and still remain a major transport corridor *
 - road, rail, (water) =
 - Crow Reservation
 - open-range livestock
 - Lakota Nation (role of Fort Ellis)
 - coal on both sides of Bozeman Pass (coal → heat (less O₂) → coke)



- ⇒ gold-rush settled southwest Montana was far from main east-west routes across the Great Plains and Rocky Mountains
- ~ 250 miles north of southeast Idaho, on Oregon Trail
 - ~ 400 miles north of Corinne, Utah, on CP-UP rail line (1869)
 - > 200 miles south of Fort Benton, on Missouri River "world's innermost port"
- ↳ these distances required extra { days for stagecoaches
weeks for freight wagons
and associated costs

- ⇒ if routes east of Bozeman could be developed and sustained:
- southwest Montana would be days or weeks closer to the middle and eastern U.S.
 - Bozeman, at the western base of the best pass over the Belt Range, could become the primary gateway into southwest Montana from the east
 - NOT ACHIEVED ON A MAJOR SCALE IN ERA OF ANIMAL-PULLED ROAD TRANSPORT AND STEAMBOATS
 - * opposition of Indians, too-shallow Yellowstone River, Panic of 1873 [→ 1879]
 - RAILROAD ERA (1883→) NP created Livingston as transport hub of south central Montana
- Bozeman: county seat, valley's main market town, MSC of A&MA