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United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Fort Buford Stage Road

Other names/site number: 32ML1347

Name of related multiple property listing:

N/A

(Enter "N/A" if property is not part of a multiple property listing)



2. Location

Street & number: _____

City or town: Washburn State: North Dakota County: McLean

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national statewide local

Applicable National Register Criteria:

A B C D

<u><i>Clara J...</i></u> , Director & SHPO	<u>9.9.19</u>
Signature of certifying official/Title:	Date
<u>State Historical Society of ND</u>	
State or Federal agency/bureau or Tribal Government	

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

_____	_____
Signature of commenting official:	Date
_____	_____
Title :	State or Federal agency/bureau or Tribal Government

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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:)

FW *James K. ...*
Signature of the Keeper

10/25/2019
Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
_____	_____	structures
_____	_____	objects
_____	_____	Total

Number of contributing resources previously listed in the National Register _____

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION/road-related

Current Functions

(Enter categories from instructions.)

LANDSCAPE/unoccupied land

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7. Description

Architectural Classification

(Enter categories from instructions.)

N/A

Materials: (enter categories from instructions.)

Principal exterior materials of the property: _____ N/A _____

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Fort Buford Stage Road is a well-preserved historic two-track site consisting of a main track and parallel track. It is located near the community of Washburn. The site is situated in native prairie. While the site is surrounded by cultivated agricultural fields, the stage road segment has never been plowed. It remains in excellent condition and retains several aspects of integrity.

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Narrative Description

Physical Context

The geological and geographical contexts of the site evidence the integrity of setting. The site is within the Coteau Slope geological region which provides a view distance of several miles, alerting people to arriving parties and inclement weather.¹

A query of the site area in the Natural Resources Conservation Service web soil survey indicates that: 1) the geology of the site is Williams-Bowbells loams, at 3 to 6 percent slopes; 2) the parent material is fine-loamy till; and 3) the soil profile is loam from 0 to 6 inches and clay loam from 6 to 79 inches.²

The stewardship of the landowner provides for preservation of the historic site, as it has never been plowed. A professional botanist surveyed the area and concluded:

The site was an example of native grassland in good condition in terms of species composition, due at least in part to prior management. Species composition did not indicate a history of overgrazing/overuse, notably, no Canada thistle, leafy spurge, or absinthe wormwood were seen, noxious weeds that are typical on poorly managed grasslands in the region....The presence and overall cover of needlegrasses, both green needlegrass and needle-and-thread, at about 10 to 25 percent cover, indicate a healthy prior grazing regime.³

The native prairie setting, landowner stewardship, and stable soils allow for excellent integrity and preservation of the site.

Archaeology

An archaeological pedestrian survey of the property was conducted by staff of the State Historical Society of North Dakota on October 16, 2018. The significant archaeological features of the site comprise Fort Buford road segments. No surface artifacts were observed, however, ground visibility was poor due to vegetation cover.

The site features are road tracks trending northwest/southeast in the southwest quarter of the section (see attached maps). The main track extends from a plowed field edge on the northwest end to a plowed field edge on the southeast end. At the approximate mid-point, the main track bifurcates and a second track runs parallel. The dimensions of the features are:

¹ John P. Bluemle *North Dakota's Geologic Legacy: Our Land and How it Formed* (Fargo: North Dakota State University Press, 2016), 24-35.

² "Web Soil Survey," Natural Resources Conservation Service (NRCS), accessed February 14, 2019, <https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm>.

³ Sarah Simmers, "Plant Community Survey, Schulz Heritage Farm Native Prairie," July 2, 2018.

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- site length approximately 0.12 miles
- main track: maximum width is 7.5 feet; mid-rut to mid-rut is 4.9 feet; rut width is 15.7 to 19.7 inches; rut depth is 3.9 to 5.9 inches
- parallel track: maximum width is 7.5 feet; mid-rut to mid-rut is 5.6 feet; rut width is 15.7+ inches; rut depth is 3.9 inches
- maximum width of both tracks is 17.4 feet

In May 2019, after a prescribed burn of the field, State Historical Society of North Dakota staff and the property owner walked the ruts of the site with a metal detector. Findings included one modern threaded bolt and one spent rifle cartridge. The rifle cartridge, most likely produced during the period of significance of the Fort Buford Stage Road, appears to have been shot be from a .44-caliber Henry repeating rifle.⁴ While .44-caliber cartridges could be fired from multiple firearms, the firing pin was distinctive to each weapon. The rifle cartridge found at the site shows marks of a double firing pin and a raised “H” headstamp. Both are identifiers of spent ammunition from Henry rifles in the late 1800s.⁵

Burials of human remains dating to the historic period may be present along the road segment. Death due to illness, injury, conflict, or weather likely occurred, as has been documented for other regional trails.⁶

It is possible that the road may have served as a trail during the pre-contact period (before the eighteenth-century arrival of Europeans). Native groups traveled this region hunting animals, including bison and other game, gathering plants, and journeying between permanent villages and temporary campsites.

Integrity

The site retains integrity of location, setting, feeling, and association. It meets several criteria previously proposed for similar site types (i.e., trails)⁷: 1) the tracks lead to other road segments within the larger transportation network; 2) the tracks are of sufficient length to indicate the travel route and direction; 3) the immediate setting is undeveloped; and 4) the integrity of the features are strengthened by their proximity to the Missouri River and known association with military forts established along that river.

⁴ W. Reid McKee and M. E. Mason, Jr., *Civil War Projectiles II: Small Arms and Field Artillery with Supplement* (Orange, Virginia: Publisher's Press, Inc., 1980), 79 and 90.

⁵ J. Brett Cruse with Martha Doty Freeman and Douglas D. Scott, *Battles of the Red River War: Archaeological Perspectives on the Indian Campaign of 1874* (College Station: Texas A&M University Press, 2008), 25 and 163.

⁶ Jesse Brown, A.M. Willard, and John T. Milek, *The Black Hills Trails: A History of the Struggles of the Pioneers in the Winning of the Black Hills* (Rapid City: Rapid City Journal Company, 1924), 67-68.

⁷ Demian Hess, “Minnesota Red River Trails,” Multiple Property Documentation Form, Hess Historical Consultant, Minneapolis, for the Minnesota Historical Society, St. Paul, 1989.

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A generalized map (Map 1) shows the site in relation to other roads mentioned in this nomination. It closely follows the Missouri River between Bismarck and Fort Buford, Dakota Territory. At the local level, the General Land Office (GLO) map and the aerial images from 1950s and 2018 show that the road segments have changed little since they were traveled in the 19th century.⁸

⁸ “North Dakota Geographic Information Systems,” North Dakota Geographic Information Systems (ND GIS), accessed March 6, 2019, <https://www.nd.gov/itd/statewide-alliances/gis>.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

ARCHAEOLOGY/HISTORIC-NON-ABORIGINAL
MILITARY
TRANSPORTATION
COMMERCE
ETHNIC HERITAGE/EUROPEAN

Period of Significance

1865-1895

Significant Dates

N/A

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

Euro-American

Architect/Builder

N/A

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

This segment of the Fort Buford Stage Road is a well-preserved site that demonstrates statewide historic significance of the military frontier in the Dakota Territory, the growth of a complex military fort system, the development of commerce within the fort system, the evolution of transportation methods in the area, and the effect the military frontier had on the migration of Euro-American settlers to what is now North Dakota. The road is significant through Criteria A and D. The historical period of 1865-1895 was particularly impactful for the creation of a unified region and a complex settled infrastructure that allowed for Euro-American settlement in the area. Without the roads intertwining the forts and aiding in the transport of men, supplies, and information, the settlement of the territory would not have been as efficient or effective. This segment of the road has been well preserved and retains integrity of location, setting, feeling, and association. This portion of the Bismarck to Fort Buford Stage Road has never been plowed and has been located on the property of the same family since 1910.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

This segment of the Fort Buford Stage Road in McLean County, North Dakota is part of the larger military road system that connected a network of forts across Dakota Territory in the late-nineteenth century. With the discovery of gold in modern-day Montana and Idaho in the early 1860s, westward expansion progressed and increased travel across Dakota Territory. Several overland expeditions crossed present day North Dakota to find suitable routes to the gold mines of the west. In 1865, Congress appropriated a sizeable sum of money for the construction of roads and bridges to “facilitate rapidly growing travel to the gold fields.”⁹ Steamboats also traveled the Missouri River to the gold fields near Fort Benton, Montana. The influx of emigrants to these areas and the importance of the routes themselves created a need for protection and supplies. The forts and military presence were meant to contain the Sioux and protect commerce on the Missouri River. In 1864, Fort Rice was the first in a chain of forts constructed at strategic locations across Dakota Territory to provide protection for the northern transportation routes. In the next few years, a complex system of forts and roads was constructed to create a military network across Dakota Territory. The Fort Buford Stage Road was a major artery in the military network.

The military occupation of this territory brought a large region under the Army’s control and was not met without conflict from tribes in the area. The forts eventually became important supply centers during the plains wars in the 1870s. Fort Buford, a vital fort constructed at the confluence of the Yellowstone and Missouri rivers, was an important supply point for the Great

⁹ Harold E. Briggs, “Early Freight and Stage Lines in Dakota,” *North Dakota Historical Quarterly*, Vol. 3, No. 4 (1929): 236.

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Sioux War. The Army needed a constant supply of men, livestock, and weaponry. The forts also provided a sense of security and a symbol of safety for pioneers who settled the plains of Dakota Territory.

While steamboat travel on the Missouri River could carry large cargo, there were many obstacles to traveling on the river. River transport was seasonal and the navigation period could be short. The Missouri River was shallow and required special boats to navigate without difficulty. The river also did not connect all forts in the territory. Because of this, the river forts became “break-in-bulk” points for other forts.¹⁰ Cargo would be shipped to posts along the river and then transferred via roads to the inland forts. The army employed civilian stagecoach, riverboat, freight wagon, and railroad carriers to get their imports to a destination. According to Moses H. Sydenham, a freighter in 1865, a contractor would “do all the hauling for certain named forts for a stated length of time, at a stated price per pound of freight.”¹¹ Supplies were frequently carried from the “break-in-bulk” point to a final destination by enlisted men. Philippe Régis de Trobriand, commander at Fort Stevenson, described a “convoy of 110 wagons or carts pulled by oxen” arriving to “transport to Fort Totten” in an August 18, 1867 journal entry.¹²

The overland roads were generally a more direct way of travel from one fort to the next. River travel had to follow the path of the waterway, so it often added many miles to the journey. While overland road travel could often be long and slow, there was benefit to using it in place of river travel. Trobriand, in an 1868 journal entry, found the overland men and wagons that left Fort Stevenson for Fort Berthold at the same time as him already working when he arrived via steamboat.¹³ Overland roads were used to facilitate the movement of military activities from fort to fort. Men were relocated to perform various tasks or to aide in the movement of supply trains. Cattle, hay, and other grains were also efficiently relocated via the direct overland routes.

Transport to and from the forts was necessary year round. In the early years of the military frontier period, the railroad had not extended far enough west to provide for the forts, so overland roads became the means to move men, supplies, and information during the river offseason. Certain provisions could be stocked up, but others needed delivery during the course of the entire year. Fresh vegetables were a rarity during the hard, long winter months and were needed to help prevent scurvy amongst soldiers. A steamboat captained by Grant Marsh was intending to provide vegetables to the western garrisons but could not make it all the way to Fort Buford because of ice. A wagon train from the fort escorted the wagons carrying vegetables the

¹⁰ Gary S. Freedom, “Moving Men and Supplies: Military Transportation on the Northern Great Plains, 1866-1891,” *South Dakota History: South Dakota State Historical Society and Board of Cultural Preservation Quarterly* Vol 14, No. 2 (1984): 123.

¹¹ Richard E. Jensen, *Here You Have My Story: Eyewitness Accounts of the Nineteenth-Century Central Plains*. (Lincoln: University of Nebraska Press, 2009), 215-216

¹² Philippe Régis de Trobriand, *Military Life in Dakota: The Journal of Philippe Régis de Trobriand*, trans. Lucile M. Kane (Reprinted by Fort Stevenson Foundation, 2005), 41-42.

¹³ *Ibid*, 301.

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final twenty-five miles to their end destination.¹⁴ Along with vegetables and other goods, the mail also had to travel year-round to provide military information and news from “the states.”

Military forts housed garrisons of various sizes, often hundreds of people. Outside supplies that could not be provided or cultivated on site were needed to sustain life at the forts. Military gear, medical supplies, building materials, food, information, and other goods had to be shipped or carried overland to these posts. The paymaster also had to make his rounds to the forts throughout the year. The garrisons were composed of soldiers and staff unfamiliar with the frontier. Both immigrants and emigrants were left isolated by the vast expanse of the prairie and the supplies being trekked into the fort, especially the mail, were important for the morale of many men and women. Important news soldiers anticipated included results of presidential elections and impeachments. John Victor Bean, a soldier at Fort Stevenson, wrote to his mother about the anticipation of election results that were delayed by snow.¹⁵ Philippe Régis de Trobriand, in an April 6, 1868 journal entry, wrote of the delayed news of the impeachment process of Andrew Johnson. He received February newspapers with updates in April, after a mail contract had been abandoned and transport was delayed.¹⁶ Even general news from home was eagerly anticipated. Bean, Trobriand, and others often noted in their letters and journals the arrival or delay of the mail and expressed frustration when it was overdue. Fort leadership also received orders to lead their garrisons through the mail.

The military frontier and the complex system of transportation that sprung up in the Dakotas created commercial ventures that could be very profitable for those involved and local economies. Edward Hall established a trading post near White Earth Creek in the early 1880s. His business depended on steamboats and the Bismarck to Fort Buford stage that passed near the establishment.¹⁷ A *Grand Forks Evening Times* article from 1910 claimed Hall was “the first stage driver between Bismarck and Fort Buford” and was currently one of the wealthiest men in the area.¹⁸ A courier contracted for two trips (Fort Buford to Fort Stevenson and back) was to be paid two hundred dollars in 1868.¹⁹ Inflation calculators estimate that to be over three thousand dollars in 2019. In 1885, for the hauling of freight by stage, the Department of Dakota quartermaster spent \$10,297 which benefitted private commerce.²⁰ Hunting and trapping that provided game for the forts and woodcutting operations that sprung up along the shore to provide fuel to the numerous steamships traveling up and down the river were other commercial ventures during the period.

¹⁴ Bob Dambach, Prairie Public Television (Fargo, N.D), and State Historical Society of North Dakota, “Fort Buford: Splendid Isolation,” YouTube video, 56:46, August 29, 2016, <https://www.youtube.com/watch?v=ix0OFvVoGpM>.

¹⁵ Correspondence from John Victor Bean to his mother, November 24, 1868, John Victor Bean Papers and Correspondence, 1868-1869, Collection #10013, Box 1, Folder 1, State Historical Society of North Dakota Archives, Bismarck, North Dakota.

¹⁶ Trobriand, *Military Life in Dakota*, 261.

¹⁷ Mountrail County Historical Society, *Tales of Mighty Mountrail: Volume I: A History of Mountrail County, North Dakota* (Stanley, ND: Mountrail County Historical Society, 1986), 9.

¹⁸ “Squaw Men are Rich.” *The Grand Forks Evening Times* (Grand Forks, ND), January 6, 1910.

¹⁹ Trobriand, *Military Life in Dakota*, 244.

²⁰ Freedom, *Moving Men and Supplies*, 121.

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While necessary, overland travel on military roads was frequently dangerous. Weather, particularly winter, could put a wagon train in peril. Dr. B.F. Slaughter wrote about participating in a detachment to build mounds along the road from Fort Rice to Painted Woods. The mounds were meant to mark the road as mail carriers and travelers on the routes often got lost during the winter.²¹ “These mounds were built of sod, six feet at the base, and seven feet high, ballasted with stone when available, and were placed at close intervals along the trail,” Linda W. Slaughter later recounted in her *Fortress to Farm* newspaper serial.²² Notes and news in an 1875 *Bismarck Tribune* issue also remarked “Lt. Day has been ordered from Fort Rice to Fort Buford with his company of the 6th Infantry. They will march to their new station, and as they pass will repair the mounds on the route from Bismarck to Buford, in order that the road may be properly marked in winter.”²³ Stations were also built along the road to be rendezvous points. The stations were log cabins that could be used as a shelter at night or during hazardous weather. Mail carriers routinely met at a halfway point station to exchange mail and return to their respective posts.

Travelers were also concerned about Indian hostility along the route. Often noted in diaries and journals of those serving within the network of forts was the possibility of ambush. Trobriand wrote in his journals of couriers being captured or killed on their mail routes and warnings from those set free that aggression would continue.²⁴ When leaving the fort, guards were often tasked with protecting the wagon trains. Large companies were organized to suppress any possible threats or the illusion of weakness. Other dangers along the routes included prairie fires, overworked mule or oxen teams, inaccessibility of drinkable water, and stagecoach robbery. Aquilla Coonrod, for example, was a soldier at Fort Buford. While escorting a payroll detail, bandits tried to rob them of their shipment and he was killed in the holdup attempt.²⁵

As railroad construction moved west, the fort system served to protect railroad surveyors and construction crews. The Northern Pacific route had a gap between Bismarck and Bozeman that was left unsurveyed, as rumors swirled that there would be hostilities towards surveyors. A military escort was called upon to accompany the crew that would survey the gap.²⁶ Laura Trowbridge remembered, “In 1873 when the Northern Pacific Railroad reached Bismarck, a wagon freight line was started to the various posts and forts along the Missouri traveling on the East bank of the river. Except for what was hauled by steamboat, all supplies were sent in this way to Fort Buford.”²⁷ Frequent stages from Bismarck to Fort Buford became available. The advancement of the railroad across the Dakotas did not stop the use of the military roads. They continued to operate as routes for communities that were not on a railroad line. Wagon movement on roads also continued with use from farmers, ranchers, homesteaders, trappers, and

²¹ Journal of Dr. B.F. Slaughter, 1871, Box 1, Folder 5, Benjamin and Linda Slaughter Papers circa 1850-1992, State Historical Society of North Dakota Archives, Bismarck, North Dakota.

²² Linda W. Slaughter, “Fortress to Farm; Or, Twenty-three Years on the Frontier,” *Bismarck Weekly Tribune* (Bismarck, ND), November 10, 1893.

²³ “Notes and News.” *Bismarck Tribune* (Bismarck, ND), September 8, 1875.

²⁴ Trobriand, *Military Life in Dakota*, 171-172, 192-193, 287-289.

²⁵ Dambach, *Prairie Public*, State Historical Society of North Dakota, “Fort Buford: Splendid Isolation.”

²⁶ John M. Lubetkin, *Jay Cooke’s Gamble: The Northern Pacific Railroad, the Sioux, and the Panic of 1873* (Norman: University of Oklahoma Press, 2006), 80.

²⁷ Laura Trowbridge, *Since 1887: The Story of Williston and Area* (publisher not identified, 1962), 4.

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others. In his book *Recollections*, Dr. John W. Robinson remembered several citizen uses of the old Bismarck-Fort Buford Military Trail including moving cattle to Bismarck for shipment to St. Paul markets via the railroad and moving freight overland from Bismarck during the closed river season. He also recalled use “by our friendly Indians of the Fort Berthold Reservation” for trade with merchants in old Coal Harbor.²⁸ Mail routes also followed the former military trail as stations or stopping places provided shelter for the driver and the team.

From the 1860s through the 1890s roads were constantly in use by the Army. With the end of the Indian Wars, development of the railroad across the state, expansion of settlement, and eventual abandonment of the forts, use of the once important military passageways declined. As Gary Freedom described, “The efficiency of the railroads in populating the region, supplying the military posts, and hastening the defeat of the Indian tribes led ultimately to a decreased need for a complex fort network.”²⁹ Many parts of the roads were destroyed as fields were plowed, planted, and fenced. Eventually, travel stuck to section lines, and as Nina Farley Wishek, in her essay “Trails,” wrote only “the oldest settlers told of long cavalcades of army wagons, loaded with supplies, going thru to the Fort.”³⁰

The Fort Buford Stage Road segment is significant for several reasons. First, it is an extant and visible portion of a major transportation network in Dakota Territory. Second, the road system allowed for the transportation of military personnel and freight and everyday people and goods, such as mail and commodities. The historic significance of other military trails in North Dakota that have been listed on the National Register of Historic Places relates to specific military expeditions or campaigns. The Fort Buford Stage Road, however, was a major part of the infrastructure of fort life in the Dakotas and significance connects to daily life and business during the military period. People also used the road network to travel hundreds of miles and, presumably, commuted locally to visit neighbors. Finally, the road provided a means of travel, before the railroads, for the military and immigrants settling in this rural area of Dakota Territory.

Further Research

The Fort Buford road site has the potential to yield archaeological information about the pre-contact and historical periods on the northern Plains. Future investigations may be conducted using various approaches.

The use of LiDAR or other remote-sensing imaging data may locate portions of the road network that are not readily visible to a ground surveyor. Also, these data may reveal if there are other unrecorded segments on or near this property.

Geophysical techniques, such as magnetometry, may provide information about subsurface deposits at the property. Remote sensing has been successfully used in the northern Plains to

²⁸ Dr. John W. Robinson, *Recollections* (Bismarck: Tumbleweed Press, 1975), 59.

²⁹ Freedom, *Moving Men and Supplies*, 133.

³⁰ Nina Farley Wishek, “Trails,” Box 1, Folder 2, Nina Farley Wishek Papers 1923-1939, State Historical Society of North Dakota Archives, Bismarck, North Dakota.

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determine placement of formal test excavations. In turn, testing may reveal the presence of archaeological features and cultural material, such as deposits related to temporary campsites and refuse associated with transportation and early Euro-American settlement.

Extensive review and spatial analysis of historical maps and previous investigations of similar sites in the broader region of the Missouri and Yellowstone rivers may inform researchers of probable site locations and corresponding depths of cultural deposits.

Research Questions

Are there significant subsurface deposits, features, or cultural material which may refine the site chronology, including pre-contact through early settlement periods?

Are there corresponding archaeological deposits adjacent to the historic features that may provide information regarding transportation, military, and immigration activities?

Are other archaeological remains present along the road segments? Do such remains indicate types of occupations or activities for any specific time period?

Preservation

The property owner, and his descendants, plan to preserve the Fort Buford Stage Road. They plan to add interpretive signs and partner with the local community to increase outreach and education about the site. Public access is available.

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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

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Fort Buford Stage Road
Name of Property

McLean County, ND
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Fort Buford Stage Road
Name of Property

McLean County, ND
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Fort Buford Stage Road
Name of Property

McLean County, ND
County and State

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository: State Historical Society of North Dakota

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreeage of Property 0.5 acres

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|--------------|-----------------|-------------------|
| 1. Zone: 14N | Easting: 347669 | Northing: 5241488 |
| 2. Zone: 14N | Easting: 347804 | Northing: 5241346 |

Verbal Boundary Description (Describe the boundaries of the property.)

A linear site, trending northwest to southeast, in the NE¹/₄ of the NE¹/₄ of the SW¹/₄ of Section 12 in T. 144 N., R. 82 W. It is approximately one-half mile northeast of the city of Washburn.

Fort Buford Stage Road
Name of Property

McLean County, ND
County and State

Boundary Justification (Explain why the boundaries were selected.)

The northwest and southeast site boundaries are established by the extent of the road features. Agricultural fields extend beyond the northwest and southeast ends of the site. The site was recorded by GPS.

11. Form Prepared By

name/title: Erica Scherr and Amy Bleier
organization: State Historical Society of North Dakota
street & number: 612 East Boulevard Avenue
city or town: Bismarck state: North Dakota zip code: 58505-0830
e-mail: escherr@nd.gov
telephone: 701-328-3088
date: May 10, 2019

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Fort Buford Stage Road
Name of Property

McLean County, ND
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Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Fort Buford Stage Road
City or Vicinity: Washburn
County: McLean State: North Dakota
Photographer: Paul Picha, State Historical Society of North Dakota (SHSND)
Date Photographed: October 16, 2018
Description: View to the northwest at the mid-point of the stage road.
Photo # ND_McLean County_Fort Buford Stage Road_01
1 of 16

Name of Property: Fort Buford Stage Road
City or Vicinity: Washburn
County: McLean State: North Dakota
Photographer: Paul Picha, State Historical Society of North Dakota
Date Photographed: October 16, 2018
Description: View to the southeast at the mid-point of the stage road.
Photo # ND_McLean County_Fort Buford Stage Road_02
2 of 16

Name of Property: Fort Buford Stage Road
City or Vicinity: Washburn
County: McLean State: North Dakota
Photographer: Paul Picha, State Historical Society of North Dakota
Date Photographed: October 16, 2018
Description: View to the northwest from the southeast end of the stage road.
Photo # ND_McLean County_Fort Buford Stage Road_03
3 of 16

Name of Property: Fort Buford Stage Road
City or Vicinity: Washburn
County: McLean State: North Dakota
Photographer: Paul Picha, State Historical Society of North Dakota
Date Photographed: October 16, 2018
Description: View to the southeast from the northwest end of the stage road.
Photo # ND_McLean County_Fort Buford Stage Road_04
4 of 16

Fort Buford Stage Road
Name of Property

McLean County, ND
County and State

Name of Property: Fort Buford Stage Road

City or Vicinity: Washburn

County: McLean State: North Dakota

Photographer: Paul Picha, State Historical Society of North Dakota

Date Photographed: October 16, 2018

Description: View to the northwest from the southeast end of the stage road.

Photo # ND_McLean County_Fort Buford Stage Road_05

5 of 16

Name of Property: Fort Buford Stage Road

City or Vicinity: Washburn

County: McLean State: North Dakota

Photographer: Paul Picha, State Historical Society of North Dakota

Date Photographed: October 16, 2018

Description: View to the southeast from the northwest end of the stage road.

Photo # ND_McLean County_Fort Buford Stage Road_06

6 of 16

Name of Property: Fort Buford Stage Road

City or Vicinity: Washburn

County: McLean State: North Dakota

Photographer: Timothy Reed, State Historical Society of North Dakota

Date Photographed: October 16, 2018

Description: Aerial photo, taken with the SHSND's quadcopter, of the Fort Buford Stage Road segment (middle of photo; vehicles at northwest end).

Photo # ND_McLean County_Fort Buford Stage Road_07 (altitude is approximately 150 feet)

7 of 16

Name of Property: Fort Buford Stage Road

City or Vicinity: Washburn

County: McLean State: North Dakota

Photographer: Timothy Reed, State Historical Society of North Dakota

Date Photographed: October 16, 2018

Description: Aerial photo, taken with the SHSND's quadcopter, of the Fort Buford Stage Road segment (middle of photo; vehicles at northwest end).

Photo # ND_McLean County_Fort Buford Stage Road_08 (altitude is approximately 150 feet)

8 of 16

Name of Property: Fort Buford Stage Road

City or Vicinity: Washburn

County: McLean State: North Dakota

Photographer: Timothy Reed, State Historical Society of North Dakota

Date Photographed: May 13, 2018

Description: Aerial photo, taken with the SHSND's quadcopter, of the Fort Buford Stage Road segment after a prescribed burn (vehicle at northwest end of stage road).

Photo # ND_McLean County_Fort Buford Stage Road_09 (altitude is approximately 150 feet)

9 of 16

Fort Buford Stage Road
Name of Property

McLean County, ND
County and State

Name of Property: Fort Buford Stage Road

City or Vicinity: Washburn

County: McLean State: North Dakota

Photographer: Timothy Reed, State Historical Society of North Dakota

Date Photographed: May 13, 2018

Description: Aerial photo, taken with the SHSND's quadcopter, of the Fort Buford Stage Road segment after a prescribed burn (view to southeast).

Photo # ND_McLean County_Fort Buford Stage Road_10 (altitude is approximately 50 feet)
10 of 16

Name of Property: Fort Buford Stage Road

City or Vicinity: Washburn

County: McLean State: North Dakota

Photographer: Timothy Reed, State Historical Society of North Dakota

Date Photographed: May 13, 2018

Description: Aerial photo, taken with the SHSND's quadcopter, of the Fort Buford Stage Road segment after a prescribed burn (view northwest).

Photo # ND_McLean County_Fort Buford Stage Road_11 (altitude is approximately 50 feet)
11 of 16

Name of Property: Fort Buford Stage Road

City or Vicinity: Washburn

County: McLean State: North Dakota

Photographer: Timothy Reed, State Historical Society of North Dakota

Date Photographed: May 13, 2018

Description: Aerial photo, taken with the SHSND's quadcopter, of the Fort Buford Stage Road segment after a prescribed burn (vehicles on northwest end of stage road).

Photo # ND_McLean County_Fort Buford Stage Road_12 (altitude is approximately 150 feet)
12 of 16

Name of Property: Fort Buford Stage Road

City or Vicinity: Washburn

County: McLean State: North Dakota

Photographer: Paul Picha, State Historical Society of North Dakota

Date Photographed: May 13, 2018

Description: View to northwest from the southeast end of the stage road.

Photo # ND_McLean County_Fort Buford Stage Road_13
13 of 16

Fort Buford Stage Road

McLean County, ND
County and State

Name of Property

Name of Property: Fort Buford Stage Road

City or Vicinity: Washburn

County: McLean State: North Dakota

Photographer: Paul Picha, State Historical Society of North Dakota

Date Photographed: May 13, 2019

Description: View to southeast from the mid-point of the parallel stage road tracks. Erica Scherr conducts a metal detector survey in the foreground.

Photo # ND_McLean County_Fort Buford Stage Road_14
14 of 16

Name of Property: Fort Buford Stage Road

City or Vicinity: Washburn

County: McLean State: North Dakota

Photographer: Meagan Schoenfelder, State Historical Society of North Dakota

Date Photographed: May 22, 2019

Description: The rifle cartridge appears to have been shot be from a .44-caliber Henry repeating rifle.

Photo # ND_McLean County_Fort Buford Stage Road_15
15 of 16

Name of Property: Fort Buford Stage Road

City or Vicinity: Washburn

County: McLean State: North Dakota

Photographer: Meagan Schoenfelder, State Historical Society of North Dakota

Date Photographed: May 22, 2019

Description: The rifle cartridge found at the site shows marks of a double firing pin and a raised "H" headstamp.

Photo # ND_McLean County_Fort Buford Stage Road_16
16 of 16

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Fort Buford Stage Road
Name of Property

McLean County, ND
County and State



Figure 1: Archival photo of freighting in the Black Hills ca. 1887-1892. (John C. H. Grabill, photographer, accessed at <https://www.loc.gov/item/99613786/>)

Fort Buford Stage Road
Name of Property

McLean County, ND
County and State



Photo 1: View to the northwest at the mid-point of the stage road.
Photo # ND_McLean County_Fort Buford Stage Road_01



Photo 2: View to the southeast at the mid-point of the stage road.
Photo # ND_McLean County_Fort Buford Stage Road_02

Fort Buford Stage Road
Name of Property

McLean County, ND
County and State



Photo 3: View to the northwest from the southeast end of the stage road.
Photo # ND_McLean County_Fort Buford Stage Road_03



Photo 4: View to the southeast from the northwest end of the stage road.
Photo # ND_McLean County_Fort Buford Stage Road_04

Fort Buford Stage Road
Name of Property

McLean County, ND
County and State



Photo 5: View to the northwest from the southeast end of the stage road.
Photo # ND_McLean County_Fort Buford Stage Road_05



Photo 6: View to the southeast from the northwest end of the stage road.
Photo # ND_McLean County_Fort Buford Stage Road_06

Fort Buford Stage Road
Name of Property

McLean County, ND
County and State



Photo 7: Aerial photo, taken with the SHSND's quadcopter, of the Fort Buford Stage Road segment (middle of photo; vehicles at northwest end of site). Photo # ND_McLean County_Fort Buford Stage Road_07



Photo 8: Aerial photo, taken with the SHSND's quadcopter, of the Fort Buford Stage Road segment (vehicles at northwest end of site). Photo # ND_McLean County_Fort Buford Stage Road_08

Fort Buford Stage Road
Name of Property

McLean County, ND
County and State



Photo 9: Aerial photo, taken with the SHSND's quadcopter, of the Fort Buford Stage Road segment after a prescribed burn (vehicle at northwest end of the site). Photo # ND_McLean County_Fort Buford Stage Road_09



Photo 10: Aerial photo, taken with the SHSND's quadcopter, of the Fort Buford Stage Road segment after a prescribed burn (plowed field at southeast end of the site). Photo # ND_McLean County_Fort Buford Stage Road_10

Fort Buford Stage Road
Name of Property

McLean County, ND
County and State



Photo 11: Aerial photo, taken with the SHSND's quadcopter, of the Fort Buford Stage Road segment after a prescribed burn (vehicles at northwest end of the site). Photo # ND_McLean County_Fort Buford Stage Road_11



Photo 12: Aerial photo, taken with the SHSND's quadcopter, of the Fort Buford Stage Road segment after a prescribed burn (vehicles on northwest end of the site). Photo # ND_McLean County_Fort Buford Stage Road_12

Fort Buford Stage Road
Name of Property

McLean County, ND
County and State



Photo 13: View to northwest of the parallel stage road tracks. Photo # ND_McLean County_Fort Buford Stage Road_13



Photo 14: View to southeast from the mid-point of the parallel stage road tracks. Erica Scherr conducts a metal detector survey in the foreground. Photo # ND_McLean County_Fort Buford Stage Road_14

Fort Buford Stage Road
Name of Property

McLean County, ND
County and State



Photo 15: The rifle cartridge appears to have been shot be from a .44-caliber Henry repeating rifle. Photo # ND_McLean County_Fort Buford Stage Road_15

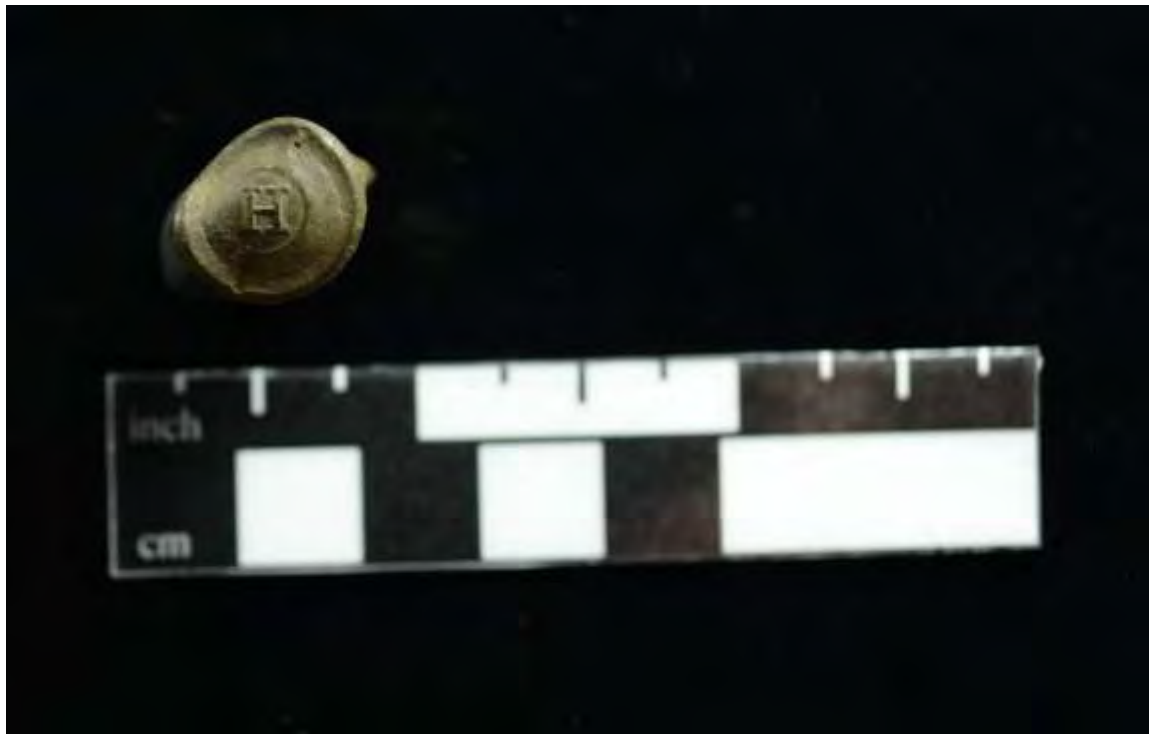
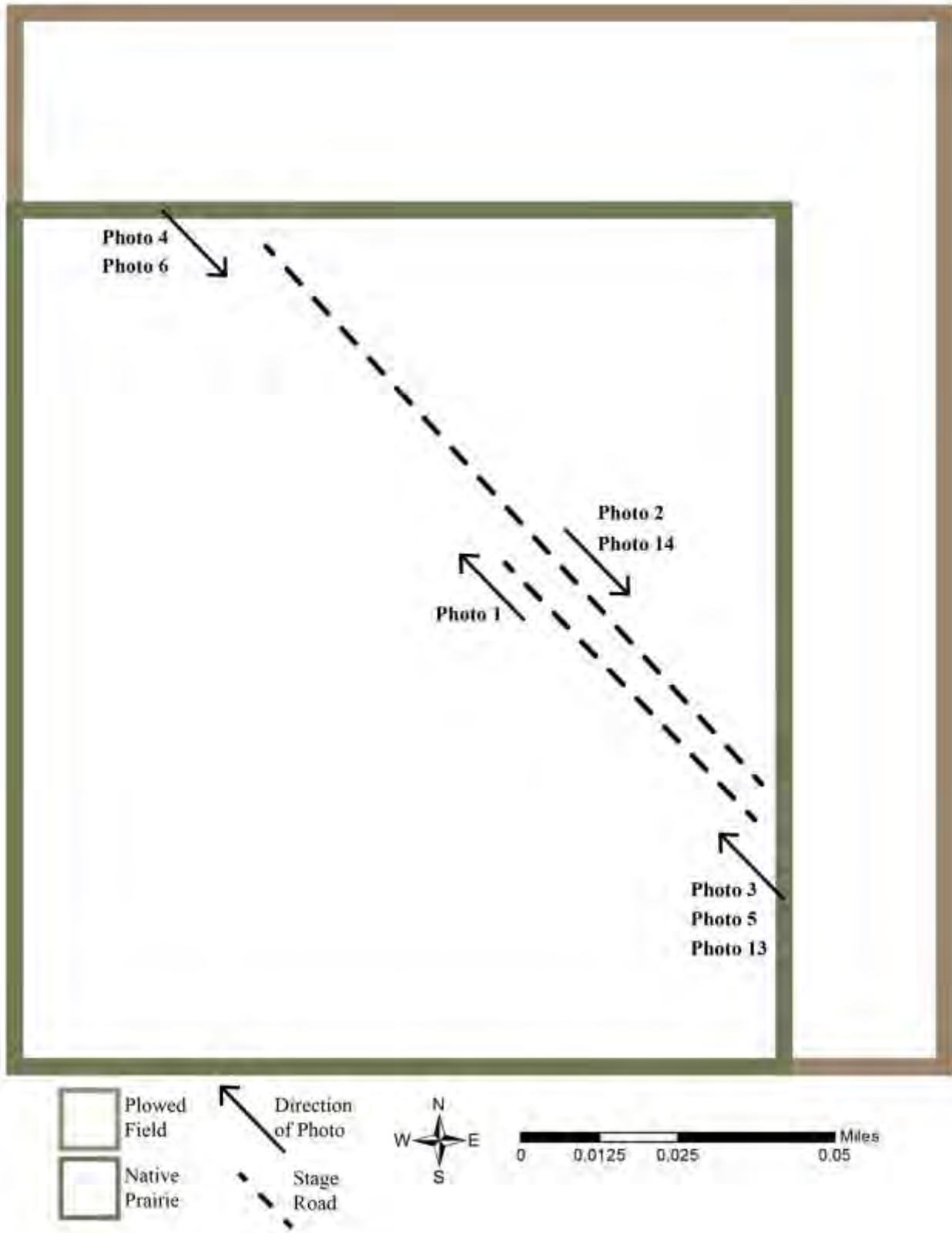


Photo 16: The rifle cartridge found at the site shows marks of a double firing pin and a raised "H" headstamp. Photo # ND_McLean County_Fort Buford Stage Road_16

Fort Buford Stage Road
Name of Property

McLean County, ND
County and State

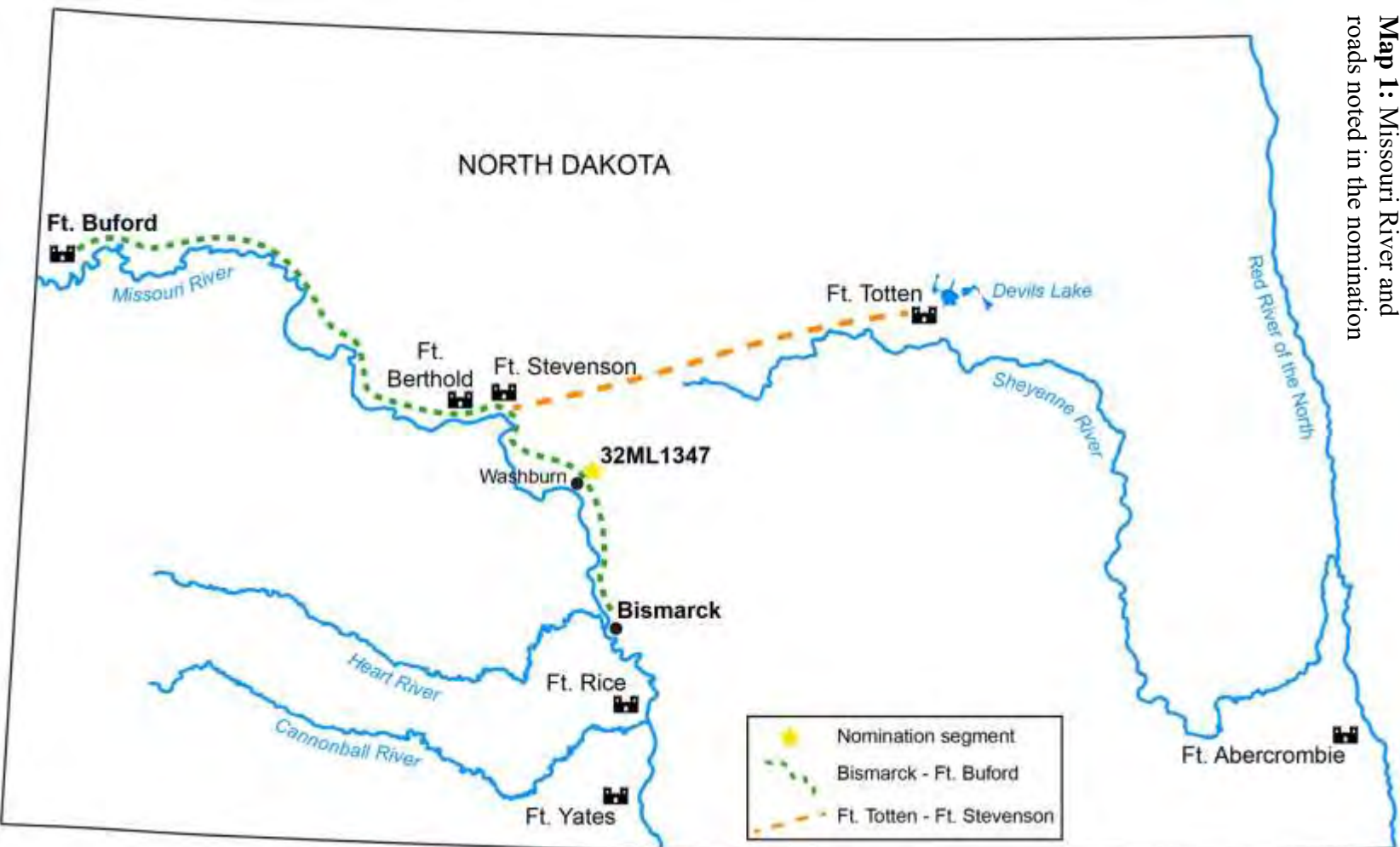
Figure 2: Sketch of photograph locations.



Fort Buford Stage Road
Name of Property

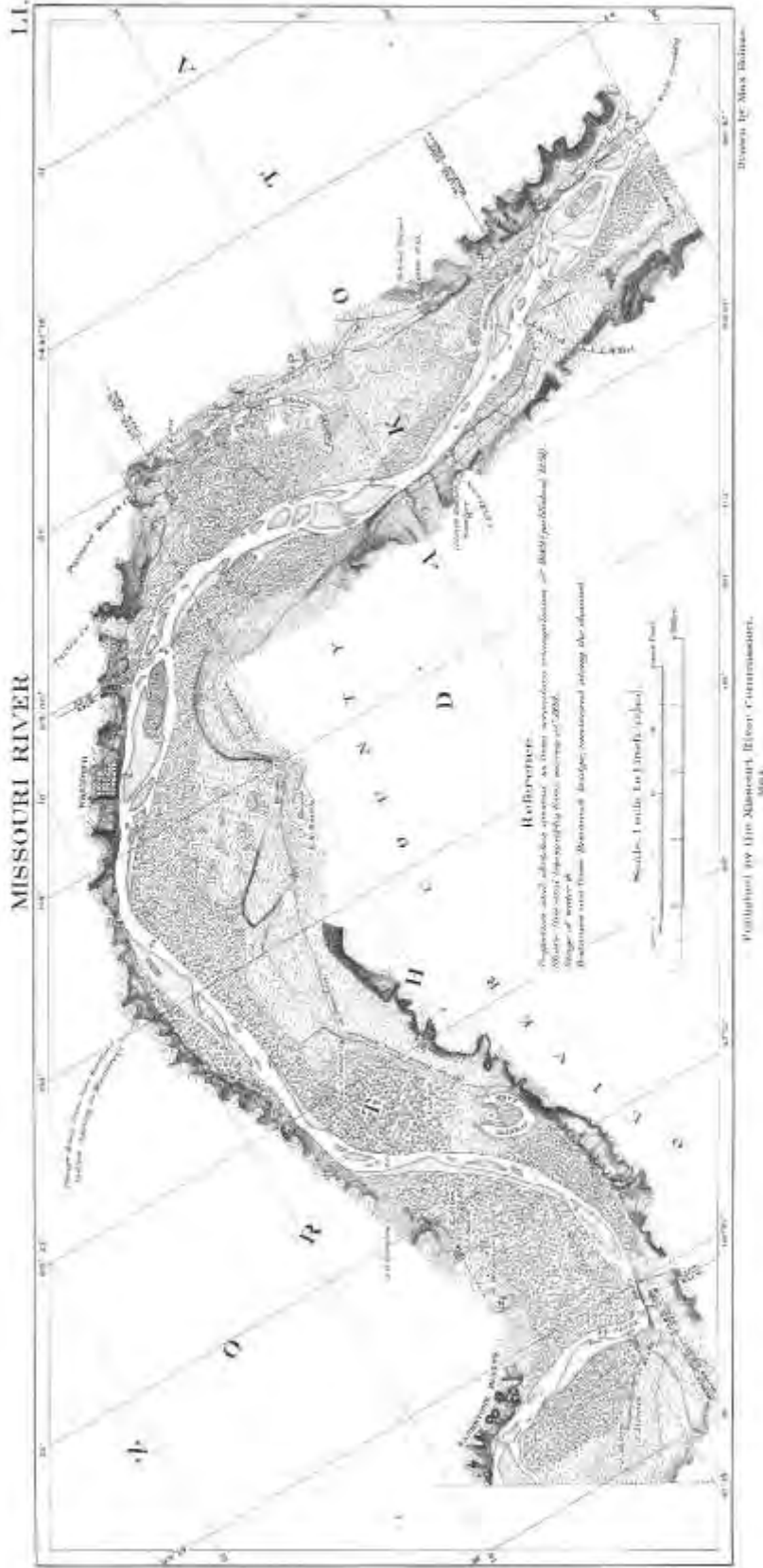
McLean County, ND
County and State

Map 1: Missouri River and roads noted in the nomination



Fort Buford Stage Road
Name of Property

McLean County, ND
County and State

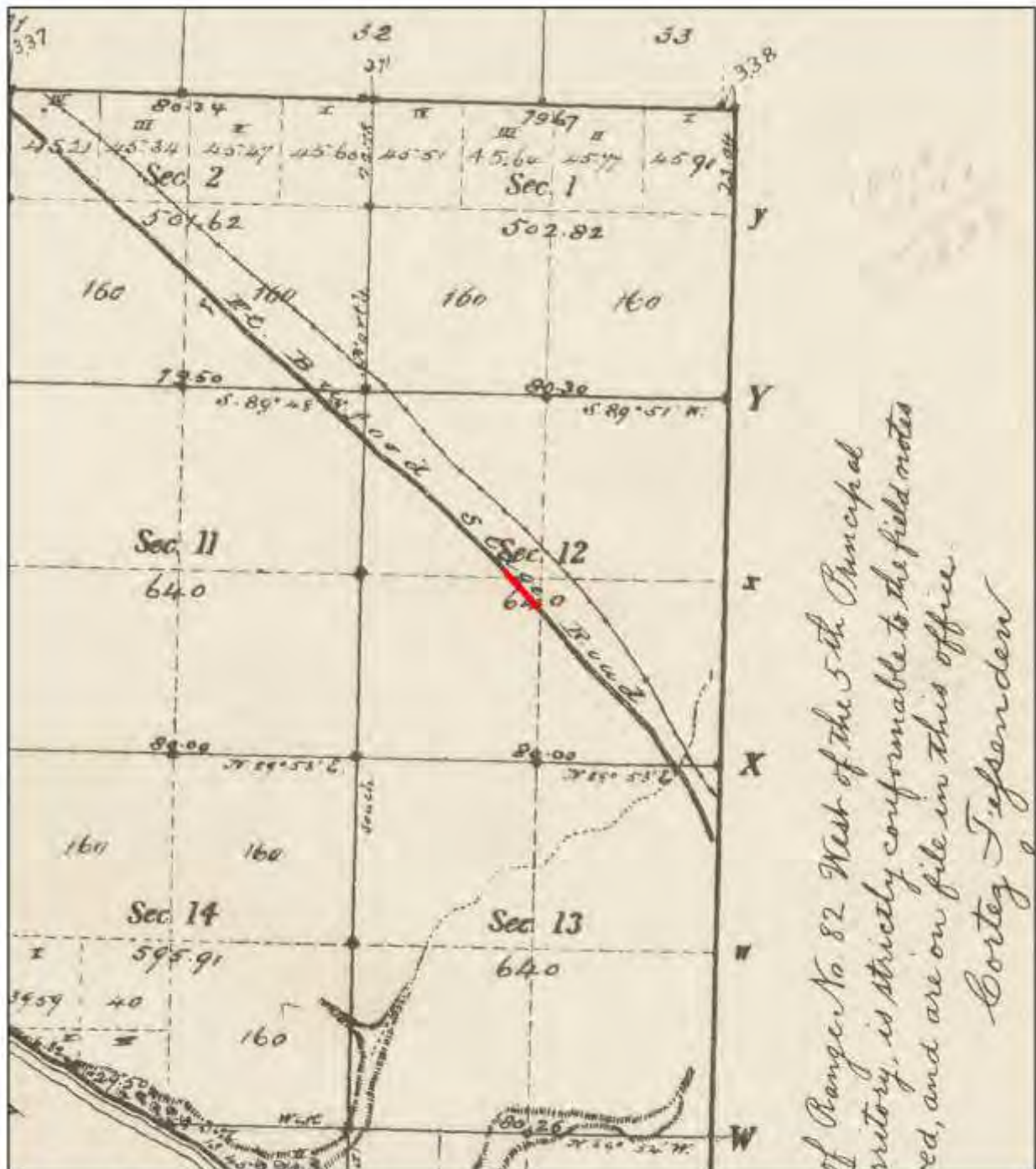


Map 2: The Missouri River at Washburn in 1891

Fort Buford Stage Road
 Name of Property

McLean County, ND
 County and State

Map 3: GLO map, 1:24,000



1:24,000
 NAD 1983, Zone 14N
 GLO map
 Data: SHSND and ND GIS Hub
 A. Bleier, March 7, 2019

N
 W E
 S

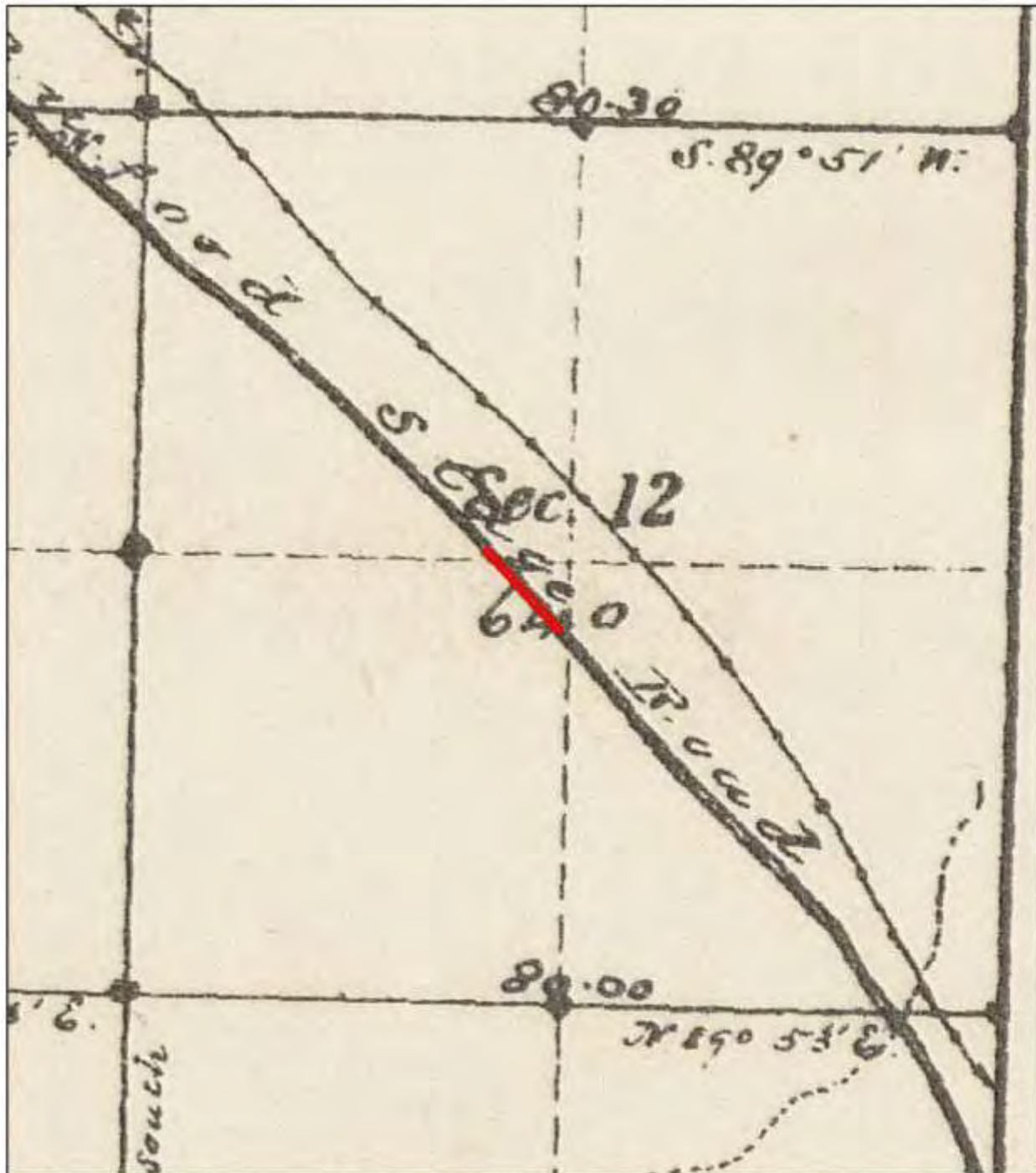
32ML01347

0 0.225 0.45 0.9 Miles

Fort Buford Stage Road
Name of Property

McLean County, ND
County and State

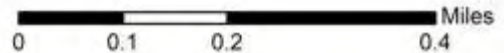
Map 4: GLO map, 1:10,000



1:10,000
NAD 1983, Zone 14N
GLO map
Data: SHSND and ND GIS Hub
A. Bleier, March 7, 2019



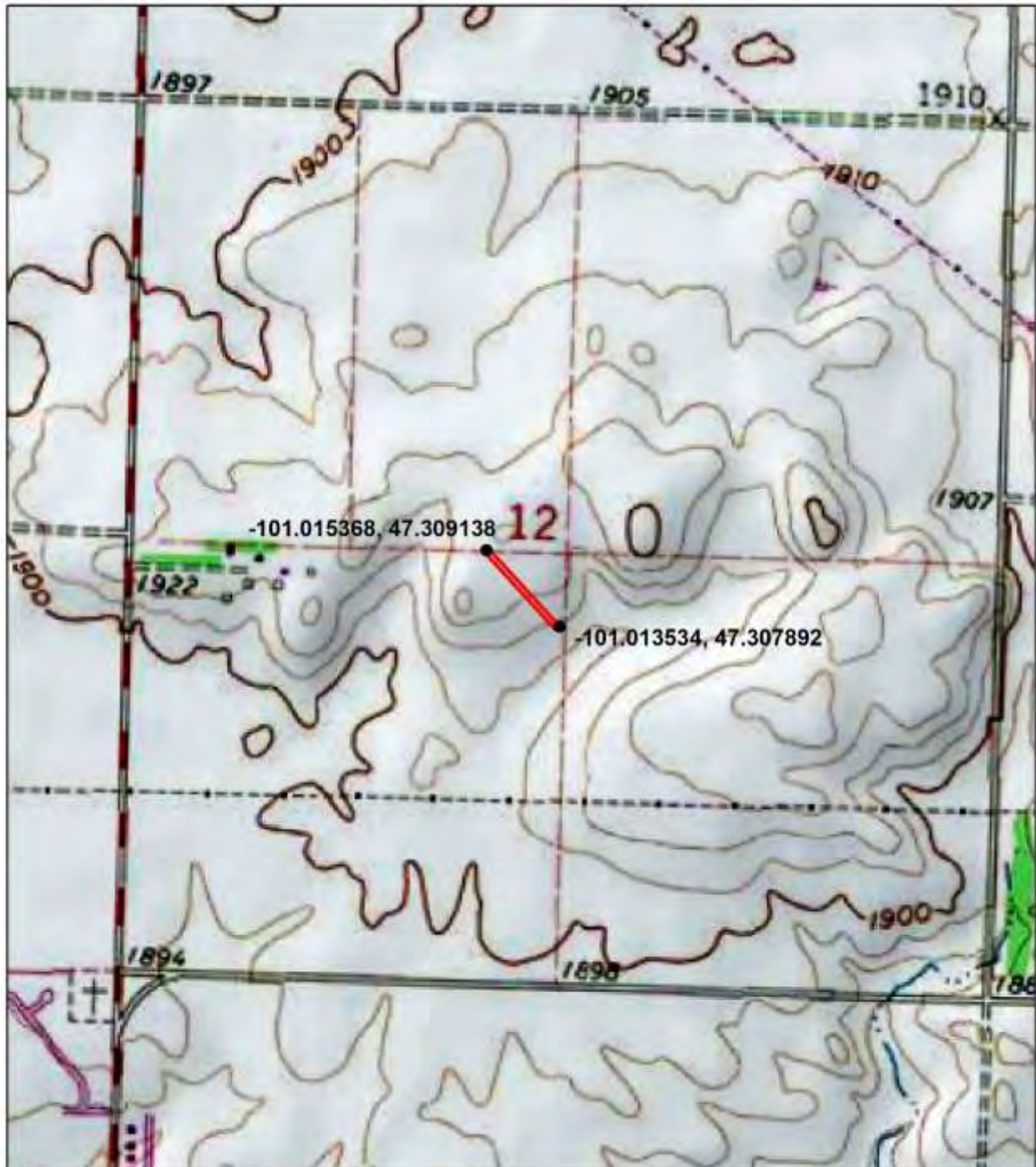
32ML01347



Fort Buford Stage Road
Name of Property

McLean County, ND
County and State

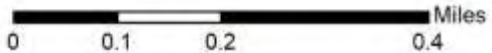
Map 5: Decimal degrees locations on USGS topographic map (Washburn), 1:10,000



1:10,000
NAD 1983, Zone 14N
2018 Aerial Image
Data: SHSND and ND GIS Hub
A. Bleier; March 7, 2019



32ML01347



Fort Buford Stage Road
Name of Property

McLean County, ND
County and State

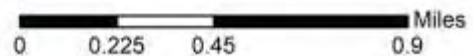
Map 6: USGS topographic map (Washburn), 1:24,000



1:24,000
NAD 1983, Zone 14N
USGS Topographic Map
Data: SHSND and ND GIS Hub
A. Bleier; March 7, 2019



32ML01347



Fort Buford Stage Road
Name of Property

McLean County, ND
County and State

Map 7: 1950s aerial image, 1:24,000



1:24,000
NAD 1983, Zone 14N
1950s Aerial Image
Data: SHSND and ND GIS Hub
A. Bleier; March 7, 2019

W  E

 32ML01347

 Miles
0 0.225 0.45 0.9

Fort Buford Stage Road
Name of Property

McLean County, ND
County and State

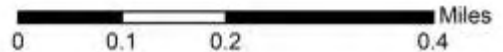
Map 8: 1950s aerial image, 1:10,000



1:10,000
NAD 1983, Zone 14N
1950s Aerial Image
Data: SHSND and ND GIS Hub
A. Bleier; March 7, 2019



32ML01347



Fort Buford Stage Road
Name of Property

McLean County, ND
County and State

Map 9: 2018 aerial image, 1:10,000



1:10,000
NAD 1983, Zone 14N
2018 Aerial Image
Data: SHSND and ND GIS Hub
A. Bleier; March 7, 2019



32ML01347

0 0.1 0.2 0.4 Miles

Fort Buford Stage Road
Name of Property


McLean County, ND
County and State

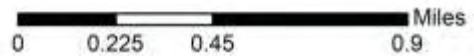
Map 10: 2018 aerial image, 1:24,000



1:24,000
NAD 1983, Zone 14N
2018 Aerial Image
Data: SHSND and ND GIS Hub
A. Bleier; March 7, 2019



 32ML01347

 Miles
0 0.225 0.45 0.9



















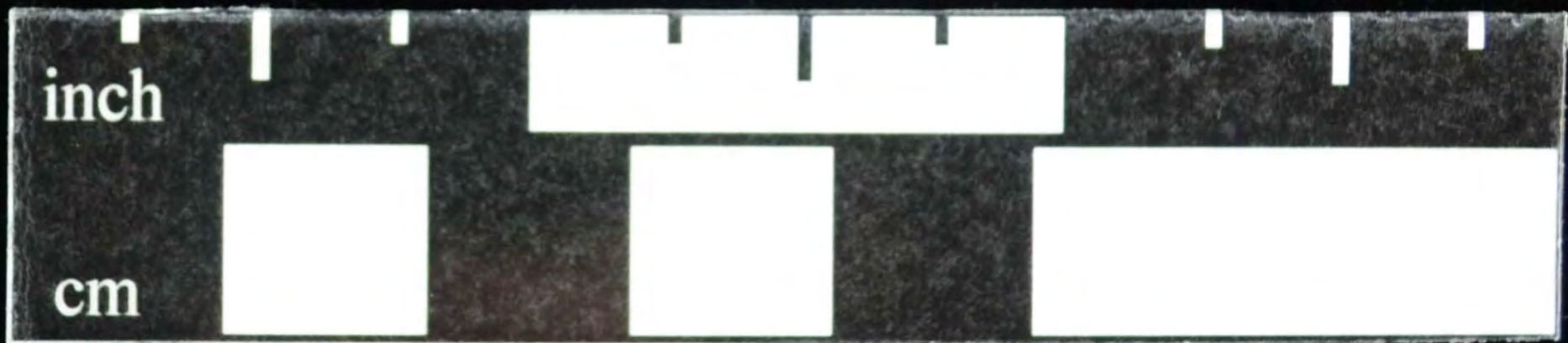














UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action: Nomination

Property Name: Fort Buford Stage Road

Multiple Name: _____

State & County: NORTH DAKOTA, McLean

Date Received: 9/10/2019 Date of Pending List: 9/30/2019 Date of 16th Day: 10/15/2019 Date of 45th Day: 10/25/2019 Date of Weekly List: _____

Reference number: SG100004540

Nominator: SHPO

Reason For Review:

- | | | |
|---------------------------------------|--|---|
| <input type="checkbox"/> Appeal | <input type="checkbox"/> PDIL | <input checked="" type="checkbox"/> Text/Data Issue |
| <input type="checkbox"/> SHPO Request | <input type="checkbox"/> Landscape | <input type="checkbox"/> Photo |
| <input type="checkbox"/> Waiver | <input type="checkbox"/> National | <input type="checkbox"/> Map/Boundary |
| <input type="checkbox"/> Resubmission | <input type="checkbox"/> Mobile Resource | <input type="checkbox"/> Period |
| <input type="checkbox"/> Other | <input type="checkbox"/> TCP | <input type="checkbox"/> Less than 50 years |
| | <input type="checkbox"/> CLG | |

Accept Return Reject 10/25/2019 Date

Abstract/Summary Comments: The Fort Buford Stage Road (32ML1347) is a site consisting of a roughly 0.12 mi-long section of main and parallel track (with a maximum width of 17.4 ft.) and their associated ruts comprising the remains of what was once a major artery in a late 19th-century military road system connecting a network of forts across the Dakota Territory. These forts served as important supply centers during the Plains Wars of the 1870s, and Fort Buford, in particular, was an important supply point during the Great Sioux War. In contrast to other National Register-listed military trails in North Dakota, "The Fort Buford Stage Road . . . was a major part of the infrastructure of fort life in the Dakotas and significance connects to daily life and business during the military period. People also used the road network to travel hundreds of miles and, presumably, commuted locally to visit neighbors" (S. 8, p. 14). This infrastructure provided a means of travel for the military and immigrants alike settling the rural areas of Dakota Territory. Following their use in supplying the forts, these roads continued in use by farmers, ranchers, homesteaders, trappers, and others.

Recommendation/ Criteria: Eligible under criteria A (in areas of Commerce, Ethnic Heritage: European American, Military, and Transportation) and D (in area of Archeology—Historic-Non-Aboriginal), at state level of significance, with period of significance of 1865-1895. Retains integrity of location, setting, feeling, and association. Site never plowed and possesses high potential for subsurface integrity of buried deposits--and likely significant comparative dataset.

Reviewer Julie Ernstein  Discipline Archeologist

Telephone (202)354-2217

Date 10|25|19

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



September 6, 2019

Mr. Roger G. Reed, Historian
National Register and National Landmarks Programs
1849 C St. NW
Mail Stop 7228
Washington DC 20240



Dear Mr. Reed,

Enclosed please find the two CDs and signature page for the Fort Buford Stage Road nomination in McLean County, North Dakota.

The enclosed disks contain the true and correct copy of the nomination for the Fort Buford State Road to the National Register of Historic Places.

We appreciate your review of this nomination to the National Register of Historic Places.

If you have any questions, please contact Susan Quinnell at (701) 328-3576 or squinnell@nd.gov.

Sincerely,

Claudia J. Berg
Director, State Historical Society of North Dakota



October 7, 2019

Roger G. Reed, Historian
National Register and National Historic Landmarks Programs
1849 C St. NW
Mail Stop 7228
Washington, D.C. 20240



RE: North Dakota-McLean County-Fort Buford Stage Road NRHP Nomination

Dear Mr. Reed,

Enclosed are two CDs containing the corrected photolog and all the TIFFs for the National Register of Historic Places nomination of the Fort Buford Stage Road in McLean County, North Dakota.

Please do not hesitate to contact me if there are any other issues with the nomination. My direct contact information is ableier@nd.gov and 701-328-3088.

Sincerely,

Amy C. Bleier
Research Archaeologist