

*You're Invited*  
to  
**TOUR OUR  
HOMETOWN**



**FORT PIERRE**  
— TOURISM —





Fort Pierre has been called “the most historic city in South Dakota,” and for good reason. It is the oldest continuous white settlement in Dakota Territory, dating back more than 200 years to 1817. As a busy trading post for furs, steam-powered paddle boats traveling from St. Louis made the Missouri River the “freeway” of that era.

Even before then, though, the Verendrye brothers claimed this area for France, burying a lead plate on the shale hills west of town... a National Historic site you shouldn't miss. And, Lewis and Clark's Corps of Discovery Expedition made a stop in 1804 at the confluence of the Missouri and Bad Rivers (now Fischers Lilly Park, another attraction to add to your list).

The American Bison played a significant role in this region, and we continue to revere the majestic buffalo. You will notice numerous silhouettes and sculptures around town.

One of our newest attractions is a 90 foot mural on the side of a downtown building, depicting major eras in our rich history: Great Plains Indians and buffalo, Fort Pierre Chouteau, Missouri River Paddle Boats, and ranching and cowboys.

Besides unmatched history and a wealth of natural resources, the people here are friendly and welcoming. Enjoy all we have to offer, and come back soon!

- Mayor Hanson

[VisitFortPierre.com](http://VisitFortPierre.com)

*Events*

*Play*

*Eat*

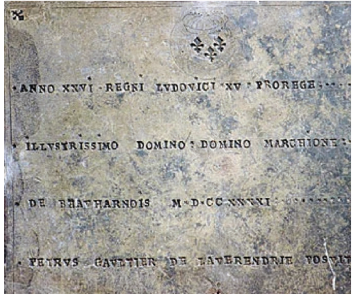
*Stay*



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1

1743



## Verendrye Monument

### National Historical Landmark

The Verendrye Monument marks the spot where in 1743, two French brothers, Chevalier and Louis Verendrye, buried a lead plate to claim the Missouri River drainage for France. The plate was discovered by high school students in 1913 and is now on display at the Cultural Heritage Center in Pierre. The Verendrye Plate is considered one of the most significant historical finds in the northwestern United States.



2

1804



## Lewis & Clark Encounter Bad River Pedestrian Bridge Fischers Lilly Park

### Lewis & Clark National Historical Trail

The Missouri River flows from the northwest and the Bad River flows from the west. At this location on September 25, 1804, several hundred members of the Teton Sioux Tribe watched as three of their chiefs met the Lewis and Clark explorers. The meeting nearly ended in disaster when one of the Sioux chiefs took offense to the quantity of gifts offered. Had this confrontation not been diffused, the Lewis and Clark Expedition could have ended right here. Fortunately, another of the chiefs intervened and, over the next two days, hosted the men of the expedition as guests at this village, a few miles upstream.



# A Time of Tumult

by Lonis Wendt

The 1830s were a tumultuous decade for the American west. It was marked by the expansion of the fur trade when thousands of men ventured into the Great Plains and Rocky Mountains searching for a fortune in beaver hide. Many died on this quest, simply disappearing into the wilderness not to be seen again. Few mountain men ever found their fortune, though some did become famous for their adventures.

The forts built near the mouth of the Bad River were lonely outposts just beyond the edge of an expanding civilization. Life wasn't easy for the men who called them home. Death was common, hard work was the rule and there were few guarantees. These men laid the foundations and drew the maps that would, in a few short decades, lead to the settlement of the west. The 1830s a time of tumult.

exploring the uncharted west. William Laidlaw's skillful management had enhanced Fort Tecumseh's influence in the control of the vast fur trapping area ranging from the Niobrara River in the south to the Grand River in the north, down the Missouri and eastward to the James River basin, westward to the Forks of the Cheyenne and into the foothills of the Black Hills. Bourgeois Laidlaw worked closely with other Forts including the just completed Fort Union, at the mouth of the Yellowstone River, Fort Lookout, sixty miles downstream on the Missouri, Fort Campbell, north of Aberdeen, and Fort Bordeaux, near Crawford, Nebraska. As the fur trade business continued to thrive, the Big Muddy's ruthless waters were gradually eroding away Tecumseh's precarious position along the river's edge. The fort needed to be moved or replaced in 1832.

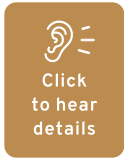
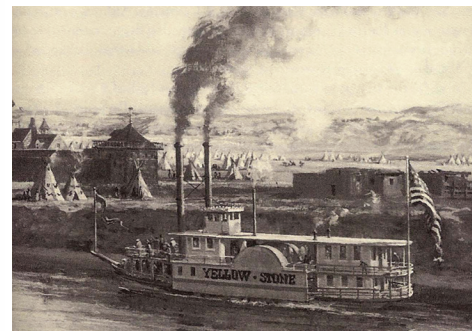
## Fur Trade Expansion

By 1830, Fort Tecumseh, the fur trading post established in 1822 to compete with Joseph La Framboise who had established the first settlement in 1817, had become the center of the Fur Trade industry on the upper Missouri. It was the main "outfitting" point for expeditions

Another venture, the Pierre D. Papin Company, built a fort south of the Teton (Bad) River in 1828 and christened it: "Fort Teton." This fort was not used as a "trading post" nor was it a factor in the fur trade industry at this location. Fort Teton may have been used as a "shelter" during its single winter of existence. It was purchased by the American Fur Company in 1830 and quickly demolished.

## Fur Trading Hub

In 1832, the steamship Yellow Stone ascended the Missouri River. Here, Chouteau ordered construction of what was formally dubbed Fort Pierre.



## Pierre Chouteau and the Yellow Stone

A “landmark” in steam boating history was made when the “Yellow Stone,” which was intentionally spelled with two words, arrived at Fort Tecumseh on June 19, 1831. It was the first steamship to have ascended so far up the Missouri, having surpassed Council Bluffs, the previous high, by some 600 miles. Its historic arrival was announced by a cannon volley, followed by return volley welcoming the steamer. This voyage up the Missouri would change river transportation methods forever. It had taken the Yellow Stone 64 days to reach Fort Tecumseh from St. Louis. In comparison, a keelboat required over 100 days. The American Fur Company had ordered the construction of the “Yellow Stone,” at a cost of \$7,000, using specifications put forth by Kenneth McKenzie, Chouteau and others, that allowed maximum maneuverability on the often shallow, sandbar plagued Missouri River. The vessel would be a 120-foot long, 20-foot wide, flat-bottomed, with “sidewheels,” powered by a single-engine and could carry a 75-ton load. On this maiden journey the Yellow Stone carried about \$50,000 worth of supplies, including; five tons of gunpowder, three tons of lead, three tons of tobacco and other goods for distribution to company “trading houses” along the Missouri. Pierre

Chouteau Jr., recently named Chief Agent for the western division of the American Fur Company, was among the passengers disembarking. The 41-year-old Chouteau’s duty was; to do an inspection of both Fort Tecumseh and the new “Fort Union,” at the mouth of the Yellow Stone, 600 miles upriver. Low water suppressed all strategies for continuing the history-making voyage to Fort Union. Undaunted, the Yellow Stone’s remaining trade goods were discharged at Tecumseh. The craft was quickly reloaded with packets of robes, pelts, deerskins, 10,000 pounds of buffalo tongues, and two baby buffalo calves to show friends in St. Louis.

The Tecumseh diary pages are missing from April 6, 1831 through January 27, 1832, denying us the revelations as to the startling reactions, curiosity and anxiety experienced by both natives and whites when, seeing and hearing for the first time -- as described by the Indians -- this “Fire Boat” walking on the waters,” the roar and hissing of the steam engine..., huge puffs of black smoke and fire belching from smokestacks, clashing and splashing of the sidewheels, and the steady movement against the current, without oars, cordelles or sails. What were these unwitting eyewitnesses thinking? Surely it would have compared with the exhilarating amazement of a space liftoff, as observed for the first time by our generation.

## Replacing the Fort

Pierre Chouteau Jr., after examining the condition of Fort Tecumseh, immediately ordered the construction of a new fort, and recommended a location about a mile farther upriver, set back from the shore about 300 yards, and, on an elevation approximately twelve feet higher than old Tecumseh. This site also offered a commanding view with “good grass for our Indian trading partners and for our horses.” Construction began immediately with Bourgeois Laidlaw as Supervisor. Crews were dispatched to fetch pickets and wood planks from the Navy Yard near Chantier Creek, Farm Island, Cedar Island, and Crooks Point. The new fort would measure 324 feet by 342 feet and would require 1,300 pickets over 20 feet in length to surround the perimeter. Some pickets, buildings, roof materials and window glass were salvaged from Fort Tecumseh. Six or seven additional “factory” buildings were added within the palisade and, bastions, each containing a cannon, rose on the southwest and northeast corners of the fort.

Several entries in Halsey’s Fort Tecumseh diary gave vital descriptions as to the new fort’s progress plus mentions of noteworthy happenings such as this one: January 31, 1831: “hands employed at the new fort, pulling down pickets of this fort, hauling them to the new one for building logs.” March 26, 1832: “Commenced moving the goods to the new fort.” April 5, 1832: “Laidlaw and Halsey moved with baggage up to the new fort.” April 9, 1832: “On the 6th, the water was so high that the old fort was nearly surrounded with water.” March 28, 1832 at 10 am: “... Robert, Mr. Laidlaw’s son, departed this life in the 5th year of his age...” Another tragedy occurred as Thomas Sarpy, a highly regarded trader for the AFC, was killed instantly when, during the process of trading for robes at the

Ogallala outpost, (where Wounded Knee creek spills into the White River) sparks from a candle fell into a 50-pound open barrel of gunpowder. February 18, 1832: “an employee mentioned that he could see thousands of buffalo through the gates of the fort!”

## The Historic Return

On June 19, 1832, the Yellow Stone was again welcomed to the now, nearly completed, Fort Tecumseh II. This journey upriver had required only forty-four days and was carrying dignitaries, Chouteau and the artist George Catlin, plus more trade articles for the Fort, which, along with the usual fare, included 1,500 gallons of whiskey (for medicinal use, of course). Following the discharge of goods, the boat and crew were anxious to proceed to Fort Union, however, low water caused a five-day delay. Sometime during this delay, Chouteau and others, perhaps a bit lubricated by a dram or two of whiskey, proposed renaming the new fort “Fort Pierre Chouteau.” Everyone present agreed, drank a toast and offered three cheers to the newly christened fort. A short time later, the name was shortened to Fort Pierre and the most identifiable name in fur trading history was born.

It was during this idle time that George Catlin painted several Indian Chiefs, warriors and, a historical image of the plain covered with 600 tipis surrounding a distant Fort Pierre Chouteau. A “rise” allowed the “Yellow Stone” to continue upriver to Fort Union where, it reached a record-setting distance of 1,800 miles above St. Louis! At Fort Union, its stores were unloaded, then quickly reloaded with 1,300 packets of robes, furs, pelt, plus firewood for the return trip. The steamer averaged an astounding 100 miles per day on its return to St. Louis, a speed unimaginable until that time.

3  
1832

## Fort Pierre Chouteau National Historical Landmark

The Fort Pierre Chouteau was a trading fort on the Missouri River. In 1832, the American Fur Company built Fort Pierre Chouteau after its predecessor, Fort Tecumseh, was dismantled due to shifting of the Missouri River. It was the largest fur trading post on the upper Missouri, a center of commerce, and a dominant European settlement for the entire region.



Click  
to view  
details

One year later, on its third voyage up the Missouri in 1833, the Yellow Stone brought its usual goods plus another distinguished artist, Karl Bodmer, accompanied by German explorer, Prince Maximilian of Wied, to Fort Pierre. While at Fort Pierre, Bodmer painted a spectacular scene, depicting Fort Pierre along a river chute on a grassy, open plain, with bluffs, native lodges and a few trees nearby.

## Life at the Fort

Life in the fur trade was tedious, risky and sometimes fatal. Danger and isolation were a constant companion. Of the estimated 1,500 trappers scattered across this western panorama, most remain unnamed and there is no account of how many were killed or died. For those living at the fort, life was always busy. Ferriers and bronc busters were occupied wrangling dozens of horses, breaking and readying them for trading and daily use, while others put up hay for the livestock. Medicinal problems were treated with various types of pills and quinines available at the post.

No diary entries describe the devastating effects of the “smallpox” epidemic of 1837-1840. Fort Pierre and the area downriver were mostly spared from the pox. However, the upriver trading area suffered unbelievably, with estimates of 15,000 to 17,000 Indians having perished.

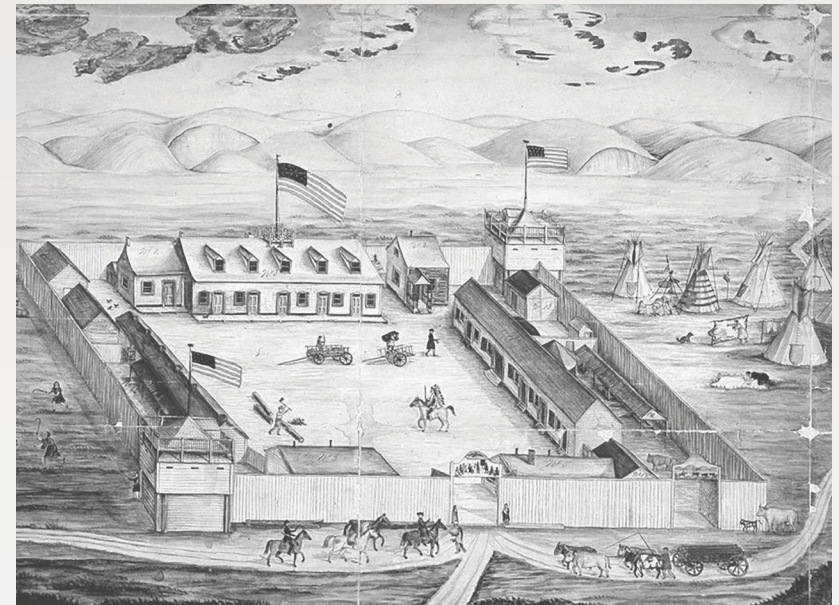
Witnesses who were there said life was always hard with manual work to be done. Priorities would be gathering wood, the rarely changing “living off the land” menu of buffalo or an occasional fish. Typical clothing, expected to last 18 months for the average inhabitant, were; cowskin pants and coat, buckskin shirt, wolfskin hat, red flannel undershirt, a blue-checked shirt, wool socks and leather shoes. Intermittently

pantaloons and wool trousers were available.” A small, fenced garden was kept inside the walls of the fort, and another highly fertile “large garden,” for growing corn, melons, potatoes, etc. was located on “Roy’s Island,” later renamed “Farm Island” by the gardeners who guarded and tended the plot. Several milk cows were kept available for their usual products.

Several men were kept busy doing chimney and roof repairs. The blacksmith who lived through the epidemic said; “not more than 25-30 Mandan’s and Hidatsa’s survived the disease.” Several doctors were sent upriver to inoculate and quarantine the natives, but most would not heed this directory or, could not understand the intent which could save them from this deadly affliction.



There is no evidence of the Fur Companies providing any luxuries or special amenities for their employees, although various games were played. During the fledgling years of the fur trade there were no white women living at any of these forts or trading posts. Occasionally, Indian women who came to trade with their band or group, were asked to do work or favors, and in due course, relationships were struck. One description of life at the fort went like this: “We usually had two meals per day, each containing the same ingredients plus coffee at breakfast,” “...we had excellent meals when special guests were present, luxuries like cream, sugar and molasses were



served...,” “...boredom was common, many, including agents of the American Fur Company turned to the bottle for consolation...,” “...we saw more than 10,000 buffalo today...!” “...a party went down the Teton river with a seine and succeeded in taking 240 fish...,” “... Mr. Wm. P. May and two American strangers left for St. Louis in a canoe...!” In late June of 1839, a young, John Fremont, who had accompanied French scientist, Joseph Nicollet, in his exploration of the Missouri river to Devils Lake region, left Fort Pierre to hunt buffalo. He became lost when overtaken by darkness, spending the night near Snake Butte, emitting fears that perhaps he had been killed by hostile Indians. A search party was readied but Fremont returned, unharmed at daylight.”

## Changing of the Guard

In June of 1834, an unexpected announcement occurred; the ultra-wealthy John J. Astor, decided to sell

the Western Division of the American Fur Company to Mr. Bernard Pratte and Pierre Chouteau Jr. In 1836, Pratte & Chouteau bought Fort Laramie to extend their fur trade reach into the Rocky Mountains. Three years later, after the premature death of Mr. Pratte in 1839, Pierre Chouteau Jr. bought out Pratte’s share and renamed it; Pierre Chouteau & Company. This company soon became known as the Upper Missouri Outfit or UMO. Chouteau would own this company until it was sold to the Northwestern Fur Company in 1864.

The last two entries in the Fort Tecumseh/Fort Pierre Chouteau Diary of 1833, record the arrival of the S.B. “Yellow Stone’s” third visit on May 29, 1833, and on June 30, 1833 the S.B. “Assiniboine” arrived. The era of the steamboat would dominate the transfer of goods and supplies until railroads began crisscrossing North America around 1860.

# A Decade of Change

by Lonis Wendt

The decade of the 1840s, brought two important changes to the fur trade at Fort Pierre; collectively, the markets for and availability of beaver skins generally declined while the need for buffalo robes grew as westward migration was bringing thousands of land-seekers to settlements along the Missouri and into the colder, northern sections of the country. The American Fur Company, quick to recognize the new trend, implemented changes in their business *modus operandi*. Another transformation was the use of steamboats as the acceptable method of river transportation. By the end of the 1840s, nine different steamers had docked at Fort Pierre, and most had reached Fort Union. Ingenious adaptations by boat builders, allowing navigation of the shallow, snag and sandbar infested waters of the Missouri, brought craft requiring less draft with wider and longer frames, heavier load capacity and increased speed and dependability. Mackinaws or keelboats built on-site, often rushed to rescue the large steamers when low water or sandbars slowed or hung-up the big ships. Nonetheless, with all the changes and improvements, the Missouri continued to visit its wrath on unwary steamboat Captains.

## Fort Pierre, the Command Post

In the late 1830s, William Laidlaw, the stellar Bourgeois at Fort Pierre, was transferred to Fort Union as the replacement for the “disqualified” Kenneth McKenzie. McKenzie, searching for a loophole to circumvent the government’s anti-liquor laws, set up his own whiskey-brewing still. Theoretically, he claimed; “that by

making the booze at Fort Union, he was not “bringing” liquor up-river for use in Indian trade, as the law had stated,” however, a couple visitors complained of his outrageous prices and turned him in. To save its reputation, the American Fur Company relieved Kenneth McKenzie, its most accomplished trader, of all his duties and recalled him to St. Louis. Long-time, American Fur Company trader, Honore Picotte, was made Bourgeois at Fort Pierre. The influential Picotte, had been in charge of the Upper Missouri Outfit post at the forks of the Cheyenne River and was an educated and skilled trader.

To avoid confusion and doubt about which post was most important to it success, the Upper Missouri Outfit designated the Fort Pierre location as its over-all administrative headquarters and conducted its main business, trade councils and events from that location. Inventory charts from the Chouteau family archives at St. Louis tend to validate each Fort’s position. Fort Pierre continued to be the main collection and distribution point for the majority of the upper Missouri fur trade.

After buffalo robes became the primary item of choice in the fur trade, Chouteau’s company and others understood that large herds of the prime buffalo could be hunted on the grass covered plains of today’s Dakotas and Montana, thereby lessening the need for further expansion into the Yellowstone country. Chouteau’s expertise and vision gave the American Fur Company a jumpstart on the robe market as the Company marketed a total of 112,000 robes in 1838 and 1839, far exceeding other traders.

In the 1840s, average robe sales increased to 90-100,000 per year, netting an average of \$5.00 per robe. Returns from the 1840 census reported sales of all furs and skins gathered in the United States amounted to \$1,065,896. Of this figure, nearly half was from robes marketed by the Upper Missouri Outfit. In 1842, the value of furs and skins gathered throughout the USA plunged to just \$760,214, of which the Upper Missouri Outfit was again, the main benefactor. New markets created by the expanding demand for dried buffalo meat, tongues and pemmican, were tabulated separately from the robes, again increasing the American Fur Company’s bottom line.

## Trade Difficulties on the Missouri

Though generally profitable for the American Fur Company, the fur trade business was never easy. There were communication problems, hunter allegiance, the difficulty in finding honest and faithful trade managers and, the never-ending battle with mother-nature.

Conducting important business required overcoming ever-changing language barriers, as there were, at any given time, English, French and Spanish speaking traders interspersed among any number of Indian bands, all speaking their own languages and dialects, Sioux, Lakota, Nakota, Atsini, etc. The availability of interpreters for so many languages was unlikely. A last resort would have been a general understanding of sign languages.

Start-up Fur Companies were continually attempting to lure experienced, seasoned traders away from established companies by offering higher salaries or other incentives, including multi-year contracts. The isolation and minimal living conditions created a constant flow of traders

wanting to get in or out of the fur trade business and stiff competition came from the Hudson Bay Company wages for most workers ranged from \$100 to \$500 per year.

In 1842, below normal snow and the resulting low water on the upper Missouri kept the few available steamboats inactive. Downriver, steamers continually hung-up on sandbars. Low water forced the use of smaller, low-draft mackinaw boats with which to move materials. Many of those mackinaw boats were built at the Navy yard upriver from Fort Pierre. Unfortunately, the mackinaws did not totally solve the problems, as they too sporadically hung up on snags and insurance companies became hesitant to insure them.

Late in the season of 1842, a fleet of 15 heavily loaded mackinaws, owned by the Upper Missouri Outfit departed for St. Louis, but snags sank two of them. The first lost a third of its load, and the second lost; 2600 robes, 4,000 buffalo tongues and other skins and items. Nonetheless, thirteen of the fifteen reached St. Louis. With these complications and losses, the Upper Missouri Outfit showed a profit in 1842.

## Fur Trade Competition

According to Hiram Chittenden’s summary of the fur trade, he states that; “by 1843, competition was thriving, noting that there were more than 150 trading post locations along the Missouri.” Although the Chouteau Company claimed a near monopoly on the upriver fur trade in the 1840s, its location brought at least six upstart competitors to the vicinity of Fort Pierre. One of their principal challengers was Fox-Livingston & Company, doing business as the Union Fur Company. This company was operated by

partners, John Ebbets, Fulton Cutting and Charles Kelsey. By 1842, the Union Fur Company had established Fort George, (a place still well-recognized in this area) just 16 miles downriver, and set about making inroads against the Upper Missouri Outfit. They, along with the Hudson Bay Company traders, paid little attention to rules forbidding liquor as a method of gaining favor with the Indian hunters. Fort George, which, employed over one hundred men by 1843, was in operation for three tumultuous years. Watered-down whiskey, with its high mark-ups, had been a staple in the fur trade, until outlawed by the U.S. Congress in 1832. No one doubted or denied that the Upper Missouri Outfit had bartered whiskey on occasion but had concealed and stashed its supplies when necessary.

Managers for the Upper Missouri Outfit at the moment, also recognized the drawbacks. One of which was that, although the use of whiskey helped sales for a short time, long-term, it was best to barter without the firewater. The use of whiskey affected the Indian hunters, causing them to become insolent when trading and lethargic about hunting, often disappearing for days and neglecting the hunt.

## Illegal Spirits

Before the last picket had been set at Fort George, stories of drunken parties, brawls, shooting (2) fueled by the unlimited use of spirits at Fort George filtered up to Fort Pierre, bringing apprehension and edginess to the management.

Spies were sent downriver to observe the numbers of visitors entering the Fort, and whether the numbers of robes and furs being traded would affect their business. After receiving several reports, Bourgeois Honore

Picotte reacted to the raucous, out-of-control whiskey peddlers at Fort George by notifying Pierre Chouteau Jr., of the possible “heavy loss of business if no whiskey could be bartered!” A concerned Chouteau Jr., known to be consistently well-connected politically, wrote to the new Superintendent of Indian Affairs, David D. Mitchell, requesting an Upper Missouri Agent, hinting at choosing someone favorable to the Upper Missouri Outfit, be sent upriver to investigate and “curb the illegal whiskey trade.”

Finally, after several exchanges, the Indian Commission, with Mitchell’s blessing, appointed former America Fur Company trader, Andrew Drips, to the position of Indian Agent, with the special task of suppressing the whiskey traffic. Drips, with many friends scattered throughout the fur trade area, had the best intentions of getting rid of the whiskey smugglers, but, to his chagrin, before visiting an outpost, he would announce his arrival date.

During a period covering three years, Drips, after many “inspections,” never found any unusual amounts of whiskey. It was often said that: traders taunted him by implying “we have liquor; we defy you to “find it!” Agent Drips was unable to affect any noticeable changes at Fort George. But by 1845, the Union Fur Company with its continued illegal use of liquor, inexperienced managers, poor trading decisions, market pressure from the more-established Upper Missouri Outfit and dissatisfied partners, brought Fort George to the table, and the Fox, Livingston Co. sold out to the Upper Missouri Outfit Drips, whose tenure lasted about four years, had probably slowed the overall liquor trade, though, despite never finding enough ardent spirits from which to gain a conviction. Drips was replaced by Thomas P. Moore in 1846.

## Social Calls

On April 25, 1843, the steamship Omega began churning its way up the Missouri with noted passengers, Ornithologist John James Audubon, Landscape and botanical illustrator Isaac Sprague, Taxidermist John G. Bell and pilot Joseph La Barge among other lesser knowns.

Others on board were; about 100 trappers of a dozen nationalities, a small band of Indians and a party of scientists. This voyage was said to be the most documented trip in steamboat history. Included in

its stops were; Fort Vermillion, Fort Kiowa, reaching Fort George on May 28th, and three days later; Fort Pierre.

Audubon immediately began sketching animals, birds, buffalo calves, and antlers. After unloading about half its cargo and passengers it embarked for Fort Union, arriving on June 12, 1843. After a couple months at Fort Union, Audubon and his entourage caught a Mackinaw boat back to Fort Pierre where they spent a few weeks sketching, exploring and writing, yielding another record of both survival and history experienced in the opening of the west.

4

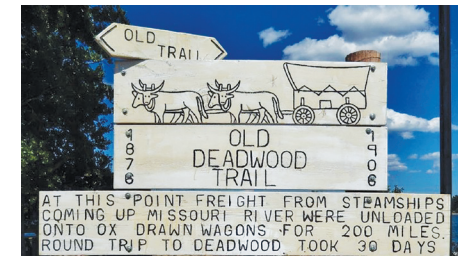
1870



Click to hear details

## Scotty Philip Cemetery

The cemetery is named after James Philip, a native of Scotland, who came to the area in 1870. “Scotty” is credited with saving the buffalo from extinction. He and Casey Tibbs are buried here.



5

1876



Click to hear details

## Keepers of Old Deadwood Trail

A husband and wife team, Roy and Edith Norman, initiated a massive historical marker project that tells of old buffalo, Indians, and gold miner routes.

6

1894



Click to view details

## Cedar Hill Cemetery

Established in 1894, Cedar Hill Cemetery is the final resting place of some local, colorful personalities including outlaws, fur traders, military veterans of the Civil War, WWI and WWII, prospectors, Native American residents, suffragettes, and more. The cemetery is more than just a historic landmark as it offers visitors an opportunity to enjoy the view of the Missouri River and a bustling community from a bird’s eye view.

## The Stockgrowers Bank

The Stockgrowers Bank is the single example of Romanesque Revival architecture in Fort Pierre. The building represents an interesting and well-executed adaptation of the style to the needs of the small frontier community and is the most important commercial building erected in Fort Pierre during the 20th century. The bank symbolizes the commercial development of Fort Pierre during the early 20th century as the business center for much of western South Dakota's cattle raising activity.

The two-story, brick building dominates the center of town on its site at the corner of Deadwood and Main Streets. The cut sandstone foundation, polygonal corner tower with ornamental festoons, decorative brickwork and arched windows with brick keystones set it apart from the other buildings in town. The Stockgrowers Bank quickly became the most prestigious office and commercial building in Fort Pierre.



7

1903



Click to view details

## Casey Tibbs Rodeo Center

The Casey Tibbs Rodeo Center and historical museum is devoted to South Dakota's state sport, rodeo. In this two-level museum, you can see the extensive memorabilia of the 9-time World Champion, Casey Tibbs, the spectacular trick rider of the 1920's, Mattie Goff Newcombe, and many other world champions from South Dakota. The Casey Tibbs Rodeo Center also displays past and present rodeo events that range from Little Britches, 4-H, high school, college rodeo, and beyond.

11

1920



Click to view details



Click to hear details

12

1930



Click to view details

## Verendrye Museum

The Verendrye Museum is named for Chevalier and Louis Verendrye, two French brothers, who explored the upper reaches of the Missouri River. The Verendrye Museum is located in the old American Legion Hall, a 1930's vintage building that was placed on the National Historic Register in July of 2017. The museum houses a collection of South Dakota and regional artifacts documenting the early history of the area.

8

1905



Click to view details

## Stanley County Jail

The jail is one of the oldest buildings in Fort Pierre. It was built for \$400 in its present location. At the time, the Deputy Sheriff, Frank Norman, was called a Jailer. Frank and his wife, Jessie, lived in the basement of the courthouse, which was previously the location of the County Agent's office. Jessie provided meals to the prisoners at 25 cents a meal. The jail held a number of rowdy and law-breaking robbers and outlaws.

9

1906



Click to view details

## Fort Pierre Depot Museum

The Fort Pierre Depot was completed in 1906 and served the community for 50 years. The Depot showcases displays of railroad memorabilia from the early to mid-20th Century. It has original Western Union signs, agent hat and sleeves, telegraph equipment, and various items that were shipped by rail at the time of operation.

10

1910



Click to view details

## Sansarc Country School Museum

Sansarc School, built in 1910, was actively used as a school until 1969. This one room school houses books from 1st to 8th grade curriculum, maps, a globe, teaching aids, and blackboards. The school was also used as a polling site and has the original ballot boxes. The first Sansarc school house was built along Sansarc Creek, where the Sans Arc Indian Tribes were located in the area. Sansarc means "no bow" or "unmarked arrows" due to Sans Arc Indians not marking their bows to claim their hunt.

14

1975



Click to view details

## Log Cabin Visitor Center

In 1975, the original Log Cabin Visitor Center was built. Since 2000, the Log Cabin has served as a visitor center. Visitors can find information about Fort Pierre as well as historic displays depicting items from the pioneer history of the area. On the land where the Log Cabin Visitor Center sits today, was where the old Stanley County Courthouse was located until it was vacated in 1971.

13

1948



Click to hear details

## Lake Oahe & Oahe Dam

The Oahe Dam is the fourth largest earth-rolled dam in the world. It supplies power to surrounding states and prize-winning walleyes for anglers.







Sunday Excursion, Aug. 14-04  
By C. H. Kellogg, Ft. Pierre, S. D.



# FORT PIERRE

— TOURISM —

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Front cover: Scotty Philip's Buffalo Ranch, six miles north of Fort Pierre.

Back cover: Sunday excursion aboard the "City of Fort Pierre" Ferry.