was at first a trader among the Sioux but became chief of one of their small sub-bands. Succeeding him in the chieftainship was his son, whose Indian name was Nah-zhin Okanko, or Stops Suddenly, but who was generally called Son of Penichon; he was one of the signers of Lieutenant Pike's treaty with the Sioux at Mendota in 1805. The true name Penichon is variously misspelled. His band was in time presided over by Chief Black Dog, and its last chief was Mankato.

During the war between the United States and Great Britain (1812-15) Graham became first a lieutenant and then a captain in the British military service, and was very active against the Americans. He had a command of Sioux Indians in northern Ohio and participated with his warriors in the battles of Maumee and in the unsuccessful assault on Fort Stevenson. He assisted in the capture of Prairie du Chien in July, 1814, and in the following September went down to the Rock Island, with 30 Indians and three small cannon, and utterly defeated and drove back down the river a force of 400 Americans under Colonel Zachary Taylor (afterwards President), who had a rather strong fleet of armed boats and was coming up to recapture Prairie du Chien. Graham was but a lieutenant at the time, but for this exploit was made a captain.

After the war Captain Graham remained in the Northwest and became a naturalized citizen of the United States. He was as faithful thereafter to his adopted country as he had been to British King George. He became an Indian trader in Minnesota, and a prominent one, and his operations ranged over the extent of country between Pembina and the Canadian border on the north and the latitude of Prairie du Chien. In 1819, when the crop failed in the Selkirk Colony, and the people on the lower Red River were starving, Captain Graham and another trader, named William Laidlaw (or Laidlow), went from Pembina to Prairie du Chien and brought back to the suffering colony three big boat loads of wheat and oats and 30 bushels of peas, which furnished plenty of seed for planting and quite a stock for eating.

How the supplies and the boats were transported from the head of navigation on the Minnesota over to the Red River can only be conjectured. (See Neil's Hist. of Minn.)

Captain Graham had by his marriage four intellectual, fairly accomplished, and altogether worthy daughters, who married four prominent Minnesotans, viz.: Alexander Faribault, Joseph Buisson, Oliver Cratte, and James Wells. The son was Alexander Graham, who also became prominent in Minnesota. Some of the Captain's grandchildren have long lived in Minnesota and at Devil's Lake, North Dakota, and are well known as honorable and useful members of society.

Captain Graham died at Mendota, Minn., at the residence of his son-in-law, Alexander Faribault, December 5, 1847, aged between 81 and 87. His wife, whose Indian name was Hahzah-hota-win, or Gray Huckleberry woman, also died at Mendota, March 2, 1848.

DAVID THOMPSON HERE IN 1798 AND FINDS JEAN CADOTTE.

We know for certain that Captain Graham was not the only trader at East Grand Forks at an early day. David Thompson, the explorer, astronomer, cartographer, and general investigator before mentioned, visited the Forks in March, 1798, and found there Jean Baptiste Cadot, engaged in the Indian trade. Dr. Bryce (Hist. H. B. Co., p. 138) suggests that this was the son of the Cadot (or Cadotte), the veteran master of the Sault Ste. Marie, who for a long time refused to acknowledge the English sovereignty of the country but remained faithful in his allegiance to his "beautiful France."

Thompson particularly notes in his journal the establishment of Monsieur Cadotte at the Forks, where he remained a few days. Then he determined to find the true source of the Mississippi, which had long been an object of interest to geographers and explorers. This, too, had been one of the duties laid upon him by his employers, the officers of the Northwest Company.