

Bismarck, D. T. April 15, 1874.

THE TRIBUNE.

With this issue of THE TRIBUNE Col. Lounsbury resumes editorial charge, after an absence of four months, and he will labor to make the paper better than ever before.

Geo. W. Plumley, late of Hyde & Plumley, Engravers, Minneapolis, has purchased an interest in the paper and will hereafter have charge of the mechanical department.

THE TRIBUNE with this issue enters on the third quarter of its first volume. Like other business interests, since the panic it has struggled hard, but it still lives and commences under its new management with renewed vigor.

The editor's special aim will be to make THE TRIBUNE a newspaper, not neglecting general or local news, but when occasion demands he will not hesitate to indulge in ringing editorials, while the paper will always abound in crisp comments on events of the day.

THE TRIBUNE will labor to promote the interests of Bismarck and vicinity, without libelling other localities; to build up without tearing down. Ever willing to aid its friends in all laudable undertakings, THE TRIBUNE will not refuse justice or a fair hearing to those who are not its friends.

Items of news are always useful to THE TRIBUNE, and those who furnish them will be held in grateful remembrance, or more substantially rewarded. Short, pithy correspondence on matters of general or local interest, will be always welcomed, but THE TRIBUNE can not be used as a stump from behind which the correspondent may hurl unseemly missiles at those who oppose him.

Politically THE TRIBUNE will be independent, preferring, however, Republican candidates where all things are equal, but it will not hold itself bound by party nominations when better men are running in opposition.

THE NEW TERRITORY.

We invite attention to the speech of Hon. M. K. Armstrong, delegate to Congress from Dakota, on the bill to establish the new territory of Pembina.

The speech of Mr. Armstrong is a clear statement of the main features of the case and should carry conviction with it. But there are other reasons, and weighty ones too, why the proposed measure should prevail.

We invite attention also to an article which appears elsewhere, copied from the St. Paul Press, the leading Republican daily in the Northwest, which heartily endorses the bill, and puts the necessity for division in terse and forcible language.

The St. Paul Daily Pioneer, and the Minneapolis Daily Tribune, the former the leading Democratic paper in the Northwest, and the latter a Republican paper of no mean pretensions, have also editorially endorsed the bill.

Dakota Territory contains an area of 150,000 square miles, an extent of country as large as New York, Pennsylvania and Ohio. The southern half of the Territory contains about 25,000 people; the northern half, about ten thousand. The southern half has been settled for fifteen years; the northern half has been open to settlement less than two years. The southern half has 65 miles of railroad, and about 600 miles of navigable waters; the Northern half has 200 miles of railroad, and over two thousand miles of navigable waters. The northern half abounds in mineral wealth and is rich in agricultural resources. The soil is not surpassed in any country and the climate is very similar to Southern Minnesota, long known as the Garden of the Northwest.

It is settling up rapidly and the people believe themselves entitled to some consideration at the hands of the Government. Northern Dakota has no interest in common with Southern Dakota; there is no direct communication between the two sections, not even a wagon road is in use or surveyed. From the Capital of Dakota to Bismarck, the distance by river, is seven hundred miles. The navigation of the river between Yankton and Bismarck is so tedious that Government officials and others al-

most invariably take the route via St. Paul, making the distance by rail eight hundred and fifty-five miles.

Every prisoner committed by the U. S. Commissioner at Bismarck, must go to Yankton at an expense of \$175 for the U. S. Marshal, besides the expense of the prisoner. Every person, and every witness, in Government cases tried at Yankton, costs a like sum. In a case taking only five witnesses the expense for travelling fees alone would exceed one thousand dollars, and there are scores of cases, growing out of violation of the revenue, trespass on Government lands, stealing Government property from military posts, &c. &c.

There is not a territorial officer resident of the northern half of Dakota; not a judge resident.

The northern half of the Territory is almost wholly without representation, Pembina and Burleigh Counties, alone, of those having settlements being included in representative district; and Burleigh County is connected with a county lying within sixty miles of Yankton, and the chances are that it will be robbed, by fraud or otherwise, of even the representation to which it would otherwise be entitled.

Cass County, having 3,000 inhabitants, Richland, Grand Forks, Burbank, Stutsman and Ransom Counties, each having extensive settlements, are wholly without representation. They do not have a member either in the Council or Assembly, or a voice in the election of members of the Legislature.

The northern part of the Territory has been wholly ignored in the past by the territorial legislature and we have no assurance that this will not continue to be the case.

This state of affairs has grown out of the fact that the territorial legislature has twice memorialized Congress to grant a division of the Territory, and as they had reason to expect that their prayer would be granted, has made no provision for us; and the further fact that we were weak in representation and they were strong, and they could do with us as they could do with us as they would.

There is now no bitterness of feeling between the two sections, but bitterness and jealousies will follow; must follow; for it is too much to expect that Southern Dakota will surrender any of its advantages, while Northern Dakota can not be expected to submit tamely.

The people of Northern Dakota ask only that which has always been conceded a people, situated as they are situated. They have a greater population than was ever required of any other new territory, enjoy greater resources, greater facilities for trade, and their necessities are greater.

No opposition to division has developed in any quarter, and only the matter of additional expense to the Government can be urged against the scheme. Mr. Armstrong, in his speech shows that the average cost to the United States of each of the territories the last year was but \$27,000; a sum less than the additional sum it will cost the Government for judicial expenses alone, if the division is not granted.

There are so many reasons why we should be conceded the favor asked, to balance the single objection of expense, that we shall be surprised if any Congressman hesitates for a moment on that score.

Our proposition should not be considered and scrutinized as some project for carrying the mail on the western prairies, or some matter of river improvement should be scrutinized, but the fact that the people who are to build up a great State, ask it as a matter of justice, should be taken into consideration. THE TRIBUNE believes this fact will be taken into consideration; that justice will prevail; that the Territory will be divided.

The Washington Chronicle in speaking of the new territory bill says Senator Boreman will try to put it through the Senate at an early day and that no opposition to the bill has been developed.

Ex-Gov. Burbank is in Washington opposing the Bismarck land district. 'Twas ever thus; Burbank would sacrifice any public interest to gratify his spleen or accomplish a personal end.

BUSINESS ON THE N. P.

During the months of June, July, August, September and October, of 1873, the freight business of the N. P. R. R. as shown by the books of the Company at Bismarck station aggregated in round figures 24,000,000 pounds, upon which the Railroad received charges amounting to almost a quarter of a million of dollars. This is a magnificent business showing for so short a period of time, and that too, immediately following the completion of the line to the Missouri River, and must impress the public with the growing importance of the Northern Pacific and the necessity for its early completion to the Pacific coast. Large as the business of the Company has been it but forshadows, in a small degree, the heavy traffic which it must inevitably secure when it once taps the fertile valleys of the Yellowstone and its tributaries, the immense coal fields of Western Dakota and rich mineral region of Montana and Idaho. We only give the figures of last season in order to show that, though very great, the trade and travel of the present season will far exceed it; indeed, we shall not be in the least surprised if the business of the Company this season is quadrupled.

In addition to the military, Indian and private freight of last season (which will undoubtedly be largely increased this season) there will be added to the carrying trade of the Company not less than TWELVE THOUSAND TONS of merchandise and machinery for the merchants and miners of Montana—ten thousand tons of which have already been contracted through from the cities of New York, Boston, Philadelphia, Chicago and St. Louis to points in that Territory, and consignments covering almost a thousand tons of this has already arrived here and is now awaiting shipment up the river. This alone is largely in excess, in point of tonnage, of the entire business done at Bismarck last year, and has been diverted from the Union Pacific, the route over which it has heretofore gone, by the moderate rates and quick time offered by the Northern Pacific Railroad and its connecting river line over that of the former road.

From Bismarck a weekly line of fast boats will carry this freight to Carroll, a new town recently established at the mouth of little Rocky River, about two hundred and thirty miles east of Helena, Montana, and but little further from all other important places in that Territory. From Carroll it will be transported to the several destinations by the Diamond "R" Overland Fast Freight Line, owned by Messrs. E. G. Maclay & Co., of Helena. This freight line has a reputation among the merchants and miners of the Rocky Mountain country for reliability and dispatch, such as will secure for it not only the entire carrying trade to Montana but returning, will turn Northern Pacific-ward the immense shipment of mineral ores to the east, heretofore carried by Oakes Ames' Credit Mobilier Concern. We now have before us a circular of Messrs. Maclay & Co. in which they guarantee to shippers "quicker time by thirty days and lower rates than are offered by any other line," and agreeing to "correct and avoid the delays so frequent by all other routes." They have also established agencies in all the principal cities of the east, and are prepared to receipt bills of lading through to all points in the Northwest reached by their line.

By this arrangement the Northern Pacific secures a permanent foothold in the rich region of territory west of the Missouri River in advance of the extension of the track, and perhaps for the road when completed a local trade that will, without the aid of through business, be sufficient to meet all the operating expenses of the line and leave a handsome margin in the treasury.

The award of the contract for carrying the military and Indian supplies on the Upper Missouri from Bismarck to Commodore Coulson will, also, in our opinion, redound to the benefit of the Northern Pacific Company, as it will be the means of establishing rival lines of steamboats at this point to compete for the immense trade and travel that comes over the road bound for points west and northwest.

Immigration the past season was quite extensive and this season promises to be much greater. Already great numbers are coming this way and settlements are springing up where, less than a year ago none were to be seen, indicating that but few are ready to believe the absurd stories set afloat by adverse interests. Our population is rapidly increasing—all the different branches of industry and trade are proving profitable and the day is not far distant when what is known as the Dakota Division of the Northern Pacific Railroad will be teeming with the hum of industry and on every hand will be seen the evidences of prosperity and thrift—then we shall be a state—now our only prayer is for Congress to give us a Territorial organization separate and distinct from the Yankton oligarchy. We have the requisite population and consider that it will prove an act of economy to the National Government to divide the Territory now. We shall need, or our steamboat interests will at least demand, the establishment of a session of the U. S. District Court at Bismarck, probably before the close of the present season, or else entail much additional expense not only to the parties in interest, but to the government also. There are not less than ten thousand people in Northern Dakota and it is but a simple act of justice for Congress to give us a government that has some interest in common with us.

ANXIOUS MONTANA.

Elsewhere will be found a statement as to the probable amount of Montana freights which will pass over the line of the Northern Pacific railway to and from Bismarck the present season.

We have before us a letter from Beaver Head Valley, Montana, inquiring concerning the route to the states from Bismarck and the probable value of two hundred horses which the writer intends shipping east. He will drive them from the Bear Head Valley to the Muscleshell, run down the Missouri river to Bismarck, thence over the country to Minnesota. In concluding his letter he says: "Get the Muscleshell route opened and established and you will soon get all the Montana trade. Beef cattle by the thousands now roam over the country waiting an outlet to the States, and this route once established our products will pass over it."

Montana is one of the best countries in the world. As this gentleman says thousands of beef cattle roam over the prairies, feeding and keeping fat during the entire winter on the nutritious grasses of the valleys, which are never destroyed by frosts.

Montana produces small grains of all kinds and in such quantities that wheat last season brought only fifteen cents per bushel. It is a land literally overflowing with milk and honey and has the richest mines of precious metals in the world.

This country now is within five hundred and fifty miles of Bismarck, within two hundred miles of the mouth of the Muscleshell; within three hundred and fifty miles of the point where the Northern Pacific crosses the Yellowstone.

So soon as this country is open it will be to Bismarck what Minnesota has been to Chicago; will be to St. Paul what the Central States were so many years to New York; it will be to the Northern Pacific what California has been to Union Pacific. It is a better country than California, richer in mineral wealth, greater in agricultural resources; if possible, more healthful, more picturesque and a superior climate.

Senator Boreman in making his report from the Committee on Territories gives a communication from Secretary Richardson from which it appears that the expense of running the territories for the past two years, which includes a legislative session in each, was as follows: Arizona \$57,269.96; Colorado \$49,351.08; Dakota \$53,522.24; Idaho \$57,520.44; Montana \$60,653.34; New Mexico \$54,848.07; Utah \$50,896.08; Washington \$59,332.79; Wyoming \$48,368.78. The committee states the average annual expenditure for each territory to be \$27,266.87, which they deem only a small outlay for the benefits derived from such a government. In closing their report the committee

adds: "It must be conceded that the development and growth of this Territory will tend to add to the wealth and prosperity of the nation, and it can be no less apparent that the thousands of hardy and enterprising people within its boundaries, who, by the sacrifices, energy, industry indispensable to success in border-life, are thus contributing to the resources of the country, have a right even though it necessitates a small annual draught on such resources, to demand a recognition of their situation, wants, and interests by the establishment of a local government that will be accessible for the transaction of their necessary business at only a reasonable expenditure of their time and means.

The proposed Territory of Pembina contains from seven to ten thousand people. When organized in 1789 Mississippi had 8,850; Indiana, organized in 1800, had 5,641; Michigan, organized in 1805 had less than 4,000; Wisconsin, organized in 1836, had 7,900; Minnesota organized in 1849, had 6,077, and included what is now Dakota, Montana and Wyoming; Washington, organized in 1853 had 1,201, Dakota, organized in 1861, had 4,837 and included Montana and Wyoming; Nevada, organized in 1861, had 6,857; Arizona, organized in 1863, had five thousand people.

Below will be found the passenger rates on the Missouri River from Bismarck to Carroll, Benton, &c. Bismarck to Fort Benton, deck \$25, cabin, \$60; to Carroll, local, deck \$18, cabin \$45, through deck \$16, cabin \$40; Fort Peck, deck \$13, cabin \$33.00; Fort Buford, deck \$10.00, cabin \$20.00; Fort Berthold, deck \$6.00, cabin \$9.00; Fort Stephenson, deck \$5.00, cabin \$8.00. Returning the fare is as follows: Fort Benton to Bismarck, deck \$13, cabin \$30; from Carroll, deck \$13, cabin \$25; from Fort Peck, deck \$13, cabin \$20; Fort Buford, deck \$10, cabin \$9; Fort Berthold, deck \$5, cabin \$9; Fort Stephenson, deck \$5, cabin \$8. Steamboats leave Bismarck every week for Carroll returning within two weeks.

The Burleigh County Pioneers at their last meeting adopted resolutions severally condemning the recent arrest of Hon. Chas. McCarty by the military authorities, and ordered the resolutions published in THE TRIBUNE, and the St. Paul Pioneer. At Mr. McCarty's request they do not appear this week. The arrest was made for alleged trespass on the Military Reservation of Fort A. Lincoln. Mr. McCarty is one of our best and most respected citizens.

A number of newspapers have just discovered that Jerome B. Hudson, who has advertised largely in the western press, is a humbug. His advertisement appeared in this paper two or three times last summer during the absence of the business manager but was promptly squelched on his return. It carried fraud on the face of it.

We have received from L. M. Ford of St. Paul, one thousand white willow cuttings which will grow and make a valuable timber, for wind breaks, fences or fuel on any ground that will produce potatoes, and which we shall plant on our high prairies, and know they will succeed. Those wishing to try them can have them landed here by Express, at \$6 per m. Mr. Ford keeps all kinds of nursery stock, green house plants, tomato plants, sweet potatoes; &c. Address L. M. Ford, St. Paul.

C. A. Broadwater, a Montana contractor, has secured the contract for beef for Fort's Buford and Stephenson, furnishing the stock from the rich pasture fields of Montana, at \$3.60 per hundred; the lowest price ever paid for beef at any Missouri river post. So much may be credited to the opening of the Muscleshell route.

"Little Knappen" says that Nickles, of the Red River Star, does not possess the brains to write anything but "puffs" and for that reason he envies those who do.

The rumored change in Post Trader at Lincoln is denied on the best of authority.