

The Bismarck Tribune.

Bismarck, D. T., Dec. 20, 1877.

Bismarck.

In Saturday's issue of the TRIBUNE we will publish a report of the building improvements of Bismarck during the past year. The showing is a handsome one and every one having made improvements, and all other good citizens, should send in an order for extra copies of the paper containing this report. The report will classify the buildings, give the name of the proprietor of each and the cost of his construction. Those who want to advertise Bismarck and please their friends should not fail to embrace this opportunity to put the paper where it will do the most good. Don't forget it.

The Smith-Cahn Tragedy.

Our attention has been called to a paragraph in our Buford correspondence expressing surprise that so little attention was given the Smith-Cahn tragedy by the TRIBUNE, and it has been suggested by the friends of one of the parties that the TRIBUNE feared to offend a certain element in Bismarck lest its editor might some day want the support of that element for some elective position. The TRIBUNE can afford to be misunderstood so long as its course tends to allay public excitement and to promote harmony among our people. It gave enough of the facts, however, to show where the blame rested, and its editor did not care to manufacture public sentiment for either of the parties accused, believing that the evidence to justify should be first heard in the courts. The editor of the TRIBUNE is much more concerned about present bread and butter than about his future political prospects. Indeed, so long as he occupies a position where he is certain to be d—d if he takes a position and equally certain to be d—d if he don't, he cannot hope for political favor, and is precious little concerned as to what people think of him as long as they buy and read his paper.

The Washington correspondence of the St. Paul Pioneer-Press says: A delegation from the Black Hills had a hearing before the committee on Territories of the House the other day, and presented arguments in favor of organizing a new Territory, to be called Lincoln. They were opposed before the committee by Judge Kidder and Dr. Burleigh, the former a delegate from Dakota, and it is probable the committee will report adversely—a majority of the members not appearing to favor the organization of a new Territory at this time.

General Nelson A. Miles is a bold man, as well as brave, or he would not have dared to tell the house committee on military affairs that the average member of the staff service was merely ornamental; that the present staff arrangements had a tendency to build up an aristocracy in the army, and should be done away with; that there should be no permanent staff and no extra rank or pay, and that officers should be rotated in staff duty and never appointed.—Pioneer-Press.

Major Newson, the proprietor of the biggest silver lead in the Hills, intends to spend the winter months, giving his Drama in all the principal cities of the East. He has taken this plan to further deepen the interest in the Hills and give the public an idea of the real life visible there. He has also a book in preparation that will tell the story and show that this is the route to the Hills.

A private letter from James Dowd, at Fort Pierre, says that a quantity of goods belonging to Vaughn & Decker, of this city, en route to the Hills, has been captured by the Indians between Pierre and the Hills. The same letter states that the cavalry of Fort Sully and Cheyenne Agency have started out on an Indian hunt.

"Mr. Charles T. Jerome, of Minneapolis, is here, striving to be governor of Dakota, in place of Pennington, whose term expires January 1st. Mr. Jerome's friends need give themselves no uneasiness as to the result—another man will be the governor."

The foregoing is from a Washington letter to the Pioneer-Press.

Major Newson, the best known man in the Black Hills, and the best posted, will give his Drama of Life in that famous gold region at Music Hall to-night and again to-morrow evening at the Sheridan House. The Major is a St. Paul man who has struck it big in the Hills and is now on his way East, a whole show in himself.

Those who wish their advertisements changed should hand in their copy, with a view to changing the appearance of the paper. We shall re-set most of the advertising.

THE DANGEROUS SITUATION.

Approachments of Another General War in the Spring—Sitting Bull's Reinforcements—Crazy Horse's Dying Mandate to His Nation—A Hegira Across the Border.

FR. WALSH, NORTHWEST TERRITORY, Nov. 29, 1877.—Those who apprehend serious Indian troubles in the spring have some ominous facts to worry about. Whether Sitting Bull stays this side of the border or returns to the United States Territory the prospect appears equally bad for peace. Here his bands are invaders of the hunting grounds of the Blackfeet, who resent the encroachment. There they would be regarded as outlaws, unless they signified their acceptance of the terms recently offered them by the United States Commissioners.

REINFORCEMENTS FOR SITTING BULL.

In the meantime Sitting Bull's camp is continually reinforced by accessions of Sioux from Montana and Dakota. Sixty lodges of them came over only a few days ago, and Maj. Walsh, hearing the news, went immediately to Sitting Bull's camp and held a council with the new chiefs.

They stated to him, among other things, that after the battle with Custer on the Little Big Horn River, in 1876, the camp divided, Sitting Bull going north and Crazy Horse to the Platte and thence toward the Spotted Tail Agency. They stayed there until the death of Crazy Horse, before which event they say the United States government attempted to disarm and dismount them. Some surrendered their horses and arms; others cached their arms. Many did not go quite to the agency, but remained in camps some distance away.

HAZY HORSE'S DYING COMMANDS.

They said that Crazy Horse told them when dying:—"I have always wanted to go to the land of the white mother, but my father persuaded me to stay here. I shall be dead in a few minutes and will then go to the white mother's country. I want you all to follow me; you see the Americans want to kill us. There is no peace for you in this country; you can live no longer with the Great Father. If you want to live and raise up your families you must go with me to the land of the white mother and the home of our grandfathers."

THE NORTHERN HEGIRA.

The whole nation, said the chiefs, was roused by these dying words of Crazy Horse and they resolved to move north. They were forty eight days on the journey. On the twentieth day a scout overtook them and told them that unless they turned back they would be overhauled by United States troops. To gain time they told the scout to return and assure the white chief that they would turn back and that there was no need for him to send any soldiers after them. When the scout was well out of sight they packed up and started north again as fast as they could travel.

There are nine chiefs with the new arrivals, namely:—Black Moon of the Minneconjous, and Yellow Thunder, Thunder Bull, Running Bull, Pretty Thunder, Fire Cloud, Running Eagle, Black Bear and Wa-ha-too, Minneconjous and Ogallalas.

A GENERAL MIGRATION INTO CANADA.

Maj. Walsh is of the opinion that the dying request of Crazy Horse will induce the whole Sioux nation at present on the United States side of the line to cross to the Canada side. He thinks they will travel in small camps if the American forces should be large and hotly pursue them; otherwise they will probably move over in large bodies.

THE NORTHERN PACIFIC RAILWAY.

Editorial Endorsement of the Proposed Extension of Time and of the Line.

Chicago Tribune (Editorial).

H. E. Sargeant, Esq., known to all our leading citizens for many years as the able superintendent of the Michigan Central railway, and now occupying the same position on the Northern Pacific, was in town on Monday, and gives the most encouraging statements in regard to the present condition and the prospects of the road. What distinguishes the road from nearly all the railways in the country is the gratifying fact that it is absolutely free from debt. It was sold out and bought in by the bondholders; they formed a new company and thus the old stock and debts were all wiped out. The company have some 450 miles of road, extending from Lake Superior to Bismarck on the Missouri, and 100 miles or more from Kalama on the Columbia river, to Tacoma, on Puget's Sound. From the net earnings of the road during the past season they have built thirty-five miles from Tacoma to the coal fields, and thus the cities of Oregon are laid under contribution.

AS A MARKET FOR COAL.

The company are considering the best means to extend the road some 220 miles westward to the upper Yellowstone, thus giving them the control of the trade of Montana. There can be no doubt whatever that the line is ample security for a moderate issue of bonds, and if these can be negotiated on favorable terms—and there seems to be no valid reason why they should not—it is not unlikely that the road can be built to Montana during the year 1878. This would increase its usefulness and resources immensely, and be a sure promise of its completion to Puget's Sound at no distant day.

THE MARKETING OF THE IMMENSE

wheat crops of the Red river valley during the season has furnished a large business for the road, and the fact that such crops can be raised there has stim-

ulated beyond all precedent the settlement of the country. Col. Power, the land agent of the company at St. Paul, is running his office night and day, and can scarcely keep up with the demand upon him. Gentlemen who have been over the entire line of the road, and who have seen and studied the country along the line of the Central and Southern Pacific railways, give it as their decided opinion that there is more than twice as much land capable of settlement and profitable culture along the line of the Northern Pacific Railway than there is along both the others. The fact is important, exceedingly so, when considering the resources and the prospects for the early completion of the road.

THE COMPANY WILL BE OBLIGED to go before congress and ask for an extension of the time for the completion of their road. This request, made necessary by the panic of 1873 and the depressed condition of the finances of the country ever since, is so reasonable that it is hoped there will be no serious opposition to the measure. It is simply an act of justice to the enterprising men who are building the road, and to the people of the country through which it runs. Let the act be passed, and the road will have the means from its receipts from its lands, and the substantial securities it will have to offer to the capitalists of the country, to extend its line eastward and westward with all reasonable dispatch, and the time when trains for Puget's Sound will be made up right here in Chicago morning and evening may be much nearer than our most sanguine citizens would dare to predict. Let it come.

Proposals for Army Transportation

On the Missouri, Yellowstone, and Big Horn Rivers.

Office Chief Quartermaster Dep't of Dakota, Saint Paul, Minn., December 7th, 1877.

SEALED PROPOSALS will be received at this office until 12 o'clock noon, on the seventeenth day of January, 1878, for the Transportation of Government troops and supplies.

1. On the Missouri River between Yankton, D. T., and Fort Benton, M. T., from and between March 20th and October 31st, 1878.
2. On the Yellowstone River between Fort Buford, D. T., and Big Horn Depot, M. T., from and between May 15th and August 15th, 1878.
3. On the Big Horn River, etc., between Big Horn Depot and (Big Horn Barracks) Fort Custer, M. T., (by Steamboat or Wagon,) from and between April 1st, 1878, and March 31st, 1879.

Each Proposal must be in triplicate, and accompanied by a bond in the sum of ten thousand dollars (\$10,000), executed in legal form by two or more responsible persons, certified as fully responsible by a Judge or Clerk of a United States District Court, guaranteeing that in case the contract is awarded to the person proposing, it will be accepted and entered into, and good and sufficient security furnished immediately by him in the sum of thirty thousand dollars (\$30,000), for the faithful fulfillment of the contract.

The Government reserves the right to reject any or all bids that may be offered.

Lists of specifications and requirements for the information of bidders, form of contract to be entered into in case of award, and form of proposal, can be had by application to this Office, or to the Offices of the Quartermaster's Department at Chicago, Illinois; St. Louis, Missouri; Fort Leavenworth, Kansas; Omaha, Nebraska; Bismarck, D. T., or Sioux City, Iowa; and no bid will be entertained unless accompanied by, and based upon, the list of specifications and requirements, and form of contract referred to.

Moreover, no bid will be entertained, under any circumstances, unless the bidder is present in person, or by duly authorized agent or attorney, at the opening of the bids, and is then and there prepared to show that he is fully able to carry out the contract in all respects if awarded to him.

Proposals should be endorsed "Proposals for Transportation on the Missouri River," "Proposals for Transportation on the Yellowstone River," or "Proposals for Transportation on the Big Horn River," and addressed to the undersigned.

CHAS. H. TOMPKINS, Deputy Quartermaster General, U. S. A., Chief Quartermaster.

A GREAT BARGAIN.

Forty acres one and one-fourth miles from the Sheridan House, Bismarck; high table land overlooking the city, and the river for several miles, embracing the very finest out-lots in market, for sale at \$25 an acre. For further particulars address GEO. W. SWEET, Bismarck, D. T.

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ALL WORK WARRANTED.

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The Latest News always on hand.

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PARKIN & WHALEN, General Commission.

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Brick per Hundred \$1.20.

A liberal reduction will be made for large quantities. Parties wishing to build will find it to their interest to get our figures on brick buildings, then compare with wooden structures. You can save the difference in cost in two years insurance. Our motto is, "Live and let live."

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