

The Bismarck Tribune.

Bismarck, D. T., Dec. 29, 1877.

Bismarck.

To-day we lay before our readers our holiday edition.

The business interests of the city are represented in the advertisements and the advantages enjoyed by our business interests, the location of the city and other points of interest are noted in crisp editorial, or in communication.

The preparation of the paper has, as will be seen, involved much labor, and every citizen who wants to post an absent friend on Bismarck and its surroundings should send copies East. To meet the probable demand a large number of extra copies have been printed.

Wood engravings showing the Sheridan House, Raymond's Block and the TRIBUNE are given, not as advertisements but to convey to the eye some idea of the appearance of the new structures and of the character of the improvements that have been made.

We run these cuts in because we can and would give with equal pleasure a cut of the Custer House, a large three story structure, or of other prominent buildings which equally deserve this distinction if we could do so.

The Merchants Hotel, the Western, the Custer and the Capitol, are all large and well conducted, but in proportions, of course, do not compare with the Sheridan.

Among the business houses there are two at least, J. W. Raymond & Co., and McLean & Macnider which each do a business of over a quarter of a million per annum, and Parkin & Whalen, J. D. Wakeman and others fall but little behind.

Some idea of the business of the city can be gained from the postal commission report.

As shown in that report an immense railroad and river business goes to make up the aggregate. But the TRIBUNE this week speaks for all. Read and send to your friends.

Pembina Territory.

The creation of the Territory of Pembina from the northern part of Dakota is reasonably certain to be accomplished by congress at the present session. Bills for this purpose are now before congress, and as the measure ought to pass there is reason, of course, to hope that it will pass.

The location and extent of this territory is pretty well understood. Its southern boundary will be the 46th parallel, its northern the 49th, its eastern the Red River of the North and its western the Territory of Montana. It will contain about seventy-five thousand square miles, making a territory larger than the State of Iowa, and leaving in Southern Dakota full as much ground.

The population of the proposed territory is at present not less than fifteen thousand, and, judging from the progress made the past year, and the public lands taken for actual settlement, five or ten thousand will be added during the coming summer.

The proposed territory is almost entirely adapted to agriculture, and this year has produced a larger average yield of wheat per acre than any other portion of the United States.

Along the Missouri, James, Sheyenne and Red Rivers, and the streams tributary to them, considerable timber is found. In the Missouri River country coal is abundant and will soon be furnished at from three to five dollars per ton to the prairie regions.

Herds of stock may now be found on the ranges abandoned only a short time ago by the buffalo which lived and grew fat, even in winter, on these prairies which have so often been classed with the desolate lands of the world.

The bones of thousands of these animals, slaughtered for their hides, to be seen on every hand, and the immense herds of Indian ponies which have been kept in this country without hay or grain prove that its worth as a stock growing region has never been appreciated. But it will be appreciated, and the new territory of Pembina will be established.

A glance at the map shows that Bismarck, situated at the Northern Pacific crossing of the Missouri, in the rich agricultural region found in the basin of that river, and within forty miles of the geographical center of the proposed territory, must become its capital—and at no distant day the metropolis of one of the richest states in the Union.

Judge Kidder was recently before the proper committee to urge the passage of the Pembina bill, a measure which has

passed one branch of congress or the other at every session for the past six years, and we are confident he will not let the matter rest until the work is accomplished.

As to the name of the territory, we prefer Pembina, because the name has been so long associated with this region, and when spoken properly sounds well but suggest Mandan as for being far preferable to Huron or any name aside from Pembina, heretofore suggested.

Extension of the North Pacific.

Last fall a corps of engineers was placed at work on the N. P., west of the Missouri, with a view to its early extension. Several miles of road was graded and we have reason to suppose that sufficient track will be laid to receive a quantity of rolling stock to be crossed on the ice this winter. It is the intention of the company to extend the road next season if congress extends their grant which has now expired. In that case they will not find it difficult to raise money to extend the road. If congress does not extend the grant and adjourns without declaring a forfeiture, as it undoubtedly will, money may be raised and the road may still be extended, but there is nothing certain about it, in that case.

There are many reasons why the road should be extended and we confidently believe it will be. Extension will surely pay—not an extension of a few miles—but an extension to the Yellowstone, for it will command an extensive trade which is now diverted from it.

Montana is one of the best wheat producing regions in the country, but Montana's agricultural products are ruled out of the markets of the world because of its great distance from transportation lines.

Millions of tons of Montana ores which cannot now be shipped because of the cost of transportation will become sources of wealth, and Montana beef, so popular here, and at other points on the upper Missouri, will be demanded for eastern market when an extension of the N. P. places it within reach.

Cities and towns will spring up as if by magic on the extension, and new elements producing trade will be developed.

The immediate effect of extension on Bismarck may or may not be to its advantage. During the time of extension its business will be increased. Other roads, the Chicago & Northwestern, the Milwaukee & St. Paul, the Southern Minnesota and the Dakota Southern railroads, and possibly others, will surely seek a connection at Bismarck making it a great railroad center and adding much to its wealth. These connections, however, will not be made until a through trade from the Pacific coast is developed. Causes noted elsewhere, however, may call the Chicago & Northwestern to Bismarck at an earlier day than this, and its construction will, of course, add much to our business. So on the whole Bismarck has reason to hope for the early extension of the road.

Our Public Lands.

The increased demand for lands in the Bismarck land district for the last two or three months is evidence which cannot be mistaken as pointing to a near future of agricultural wealth and prosperity for this community. It has already been thoroughly demonstrated that no better soil can anywhere be found to reward the husbandman for his labors, and it is equally true that the generosity of the soil does not extend to working itself. The condition is the same here as elsewhere, that the equivalent will not be rendered until the labor is performed. But in no part of the tillable earth can be found land that gives more freely for the labor expended. The abundant harvest of the past season, wherever anything like proper cultivation was bestowed, has done much to encourage future efforts on the part of farmers, and before another season passes, thousands of acres of prairie within a radius of twenty-five miles of Bismarck will, for the first time, be disturbed by the plow. Several large tracts were broken the past season, which will be planted or sowed next spring and it is not extravagant to predict that the producing average in this vicinity will be increased nearly ten fold the coming year.

Bismarck, as many may suppose who do not know any better, is not merely a point on the Missouri river for the Northern Pacific railroad to run to, but it is surrounded with other advantages which nature was kind enough to bestow, that will ultimately help to develop one of the most prosperous and flourishing towns in the Northwest. The rail road and the river are both very substantial arguments in favor of a big town springing up at this point, but the real wealth which will give it prosperity a permanency above and beyond any commercial mishap, exists in the soil with which Bismarck is surrounded. Labor is all that is now required, with a reasonable amount of capital, to insure an abundant harvest and comfortable homes for thousands. Anything that can be produced in New England or the Middle States will grow and mature here, with

the advantage that the soil will not require nursing for years to come. The isothermal lines are not mythical, nor were they made only to decorate the Northern Pacific Railroad map. The seasons are longer between frost than in the Eastern U. S. Middle States, or in Minnesota, and Christmas found us this year without snow, and the ice on the river so slight as to render crossing dangerous. The official record at the signal office shows an abundant rain fall through the growing season, and the crops themselves, the past season are still better evidence that there was no lack of moisture.

The numerous letters received at the land office and by private parties, making inquiries about the lands in this vicinity, as well as the frequent visits of eastern capitalists with a view to purchase railroad lands, indicate that the tide is now westward in good earnest, and a large immigration may be confidently looked for the coming season.

What is greatly needed in this particular locality is a more extended survey of the public lands, for there are to-day, nearly or quite as many settlers on unsurveyed as on surveyed lands in this land district. Proper steps should be taken to apprise the General Land Office of this fact and secure an order for the surveys so much needed the coming season.

No lands have yet been surveyed on the west side of the river, and only three or four townships in width, along the line of the railroad are subdivided on this side. As alternate sections, or the odd numbers, are included in the railroad grant, the settler on unsurveyed land is liable to make a mistake in his selection, and, subjected to the expense of moving himself and his improvements when the government lines are established.

We hope our worthy delegate, Judge Kidder, will make a note of this necessity and ask the commissioner of the General Land Office and the Surveyor General to extend our lines in order that the pre-emptor and homesteader can pick out their claims without danger of trespassing upon railroad lands, and also enable the railroad company to dispose of the odd sections and give title thereto.

The Indian Question.

There is a feeling, growing probably from hope, on the part of those in charge of affairs that the Indian war is over, and consequently, troops have not only been withheld from the points where they are most needed but have been sent out of the Department of Dakota to the Gulf because interested parties have magnified the operations growing out of the raids of a few score of greasers into a prospect of a war with Mexico. In the meantime, Sitting Bull, who is uneasy, and as blood thirsty as ever, having been joined by the escaped Nez Percés and by the disaffected Indians from the agencies, crosses the line with impunity and will be prepared for bloodier work than ever in early spring.

Troops have not only been withdrawn from the department needing them most, but in the department which ought to work in harmony with this, the Indians captured have been restored to liberty, and their arms and ponies returned to them—this was the case even with the Crazy Horse band—furnishing cause for grief on the part of those disarmed and robbed of their ponies by Terry, when they consider how much more kindly their more warlike and less deterring neighbors were treated.

But it was ever thus. The Indians doing most to punish our troops, or most in the way of plundering and murdering the people on the frontier, have always received the greatest concessions, while others, driven to desperation by wrongs unredressed, receive no consideration whatever.

Sitting Bull is treated like a prince. One of the bravest officers in the army is sent to plead with him, while holy fathers accompany to assure him he will be forgiven if he will only return to American soil. He insults them and returns uninvited when it suits his pleasure.

A little handful of men who have been kept on the frontier marching, camping and fighting all winter long, enduring the rigors of a northern winter in shelter tents, are rewarded by having their pay withheld and their numbers depleted by a patriotic congress, and are further cheered (?) by a withdrawal of the troops most needed in their support.

Not the Indian war is not over, and from the present outlook it will require another to be added to the long list of massacres before our government will learn wisdom. The Indian respects only force, and a show of force is far cheaper than it is to lose the lives of such men as those who have, so far, fallen in our Indian wars.

If the government would learn wisdom from those competent to give it, it would concentrate the Indians on the upper Missouri river, where they wish to remain, and quarter the cavalry at or near the agencies, but on the river, where both Indians and troops can be readily reached by supplies, and so strengthen the extreme frontier with infantry that an outbreak would not be thought of. Then strengthen the Indians' desire for property by a proper respect for that which he has, and a proper apportionment, with absolute ownership, of the land he occupies, encouraging and teaching work, and our word for it, the bloody phase of the Indian question will pass away.

As a house divided against itself must surely fall, wisdom would suggest that a new Department with Headquarters at Bismarck, or a new district, with Head-

quarters at one of the Tongue river posts, should be created, and an officer be given full control of the region liable to be disturbed by hostile Indians.

To keep the Headquarters of these operations at St. Paul is bad enough; to transfer the whole business to Omaha, as has lately been talked of, would be infinitely worse. With Terry or Crook at Bismarck, and Miles, or some other equally good officer, in command at Tongue river, backed by a proper appreciation of the situation, and of the disposition of the Indians, all will be well, particularly if the government will permit the extension of the Northern Pacific, which as Gen. Sherman says, has become a great national necessity and will be worth more in the settlement of the Indian question than twenty thousand men.

This Climate.

Our winter thus far has been characterized by an entire freedom from storms, and such a genial and almost tropical temperature as to excite the wonder of everybody who has been here to observe and enjoy it. Why is it so? Why is the climate here so much better than farther east, in similar latitudes? I will tell you.

In this latitude, clear around the globe, the prevailing direction of the great under current of the air, is from West to East. Most of the great storm centres move in this direction. It is true that these prevailing winds, or currents of air, are frequently interrupted by local causes, which may be either temporary or permanent. Among the former temporary low undercurrents or sea winds, which may blow from any or all directions, while the main storm passes eastward, may be mentioned; and among the latter are mountain chains and the valleys of great rivers.

In the North Pacific Ocean an immense current of warm water, called the "Japan Current," leaves the tropical regions south-east of China, running north-easterly along the shore of Japan until it arrives at the parallel of fifty degrees north latitude, when it runs eastward until it arrives near our continent; it then curves a little to the south and arrives at the shores of Oregon directly west of here, and then the main body of it passes on southward as far as Lower California, when it turns west and joins the great equatorial current of the Pacific, where it is again heated in its passage to its starting point, and again sent round to our western shores; thus ever bringing the warm waters of the tropics to heat up and modify the climate of the North Western United States. This Japan current is broader, deeper and warmer than the gulf stream of the Atlantic, which warms up all Northern Europe and modifies the climate of western Asia.

For thousands of miles west of the shores of Oregon, the winds passing eastward over the heated waters of the Japan current, acquire a temperature as warm as summer and become filled with vapor. When they strike the coast west of the first or coast range of mountains, they warm it up and deposit much of their vapor in the shape of rain; so that the winter is changed from cold to a mild, but rainy, season. This warm air passes on eastward following up the great valley of the Columbia river and its vast and wide spreading tributaries until they interlock with the tributaries of the Missouri and Yellowstone rivers, and then passes on down the great valleys of those streams as far as their general direction is eastward. Of course these winds are making their way eastward, but in doing so their direction is varied so as to enable them to follow the lowest and least obstructed routes. While at Buford the winds would prevail from the west, or a little south of west, at Bismarck, owing to a change in the course of the river from Berthold southward, they would come from north of west, bringing the same air which had heated up Oregon and all of the intervening country over which it had passed.

The whole distance from here to the coast of Oregon and Washington Territory is only one thousand miles, and there is no place within the United States where the winds could pass over the Rocky Mountains with so little obstruction as on the route just mentioned. Of this distance more than six hundred miles is less than four thousand feet above the level of the sea, while the highest elevation over which the wind is obliged to pass is less than seven thousand. The obstruction is so very slight as to permit the air to pass over with but little diminution of heat or vapor, giving us a milder climate and greater amount of rainfall than in latitudes farther

south. From Cheyenne westward there are nine hundred miles of greater elevation than the highest point west of this place, with so many snow capped ranges as to completely obstruct or cool the heated air of the Pacific and to precipitate most of its vapor, leaving the eastern part of Colorado, Kansas, Nebraska and Wyoming comparatively cold and arid.

This Japan current so modifies the climate of Alaska as to make its coast a perpetual summer with immense rainfall. The islands out from its shores, in that extreme latitude, rarely becomes colder than 60° Fahrenheit. Much of the heated air of this northern region passes over the low ranges of mountains between the coast and British Territory, bringing along with it vast amounts of vapor to heat up and water the great valley of the Saskatchewan river and other portions of country northwest of us, from which we are constantly experiencing great climatic advantages.

Our climate has been—and must remain a desirable one for farming and grazing.

W. T.

Bismarck and Black Hills Railroad.
The route from Bismarck to the Black Hills is admitted, by all who have traveled over the Sidney, Cheyenne, and Fort Pierre routes, to be the one that nature has marked out as eminently feasible, for the construction of a railroad. It has no heavy grades; the maximum will not exceed fifty feet to the mile, and it may be run almost on an air line. About two hundred and fifteen miles, only, of road would connect the Black Hills with the Northern Pacific, at Bismarck. This can be built with a thirty inch gauge, for \$5,000 per mile, or \$1,075,000 for the whole line.

The country along this line is well adapted, generally, to cultivation, and with a railroad, would soon be settled by farmers and stock raisers. Thirty-four streams are crossed between Bismarck and the Hills, and most of them have timber along their banks, though not in large quantities.

At about seven miles from Bismarck the line strikes the coal deposits, where a vein of four feet in thickness has just been opened. As soon as this seven miles are completed, it would have not only the City of Bismarck and Fort Lincoln to supply with coal, but fuel, for the use of the Northern Pacific as far as the Red River, together, with the settlers in all the great wheat growing region along the Red River valley. The N. P. is now bringing Ohio coal from Duluth at a heavy cost, for use between the Red River and Missouri. With the narrow gauge road completed, coal can be laid down in Bismarck for \$3 per ton. Coal of a fine quality, and in abundance, is found in the Black Hills, which is said to be superior to any found west of Pennsylvania. The amount of freight going into the Hills from Bismarck, the past season, has been over 12,000 tons.

Another season we may look for a much larger quantity, as there was but two quartz mills in operation last spring, while there are now about fifty, either in operation or about ready to commence work. But the most important thing, in the way of freights for a railroad, is the silver ores found in the Black Hills. The quantity of these, is almost inexhaustible, and on an average they will yield from \$30 to \$75 per ton. Owing to the difficulty of separating the metals from these ores, they are, comparatively speaking, of little value. In Swansea Wales, they have a secret process of separating them, and consequently we see hundreds of tons of such ores, every summer, landed at Bismarck from the steamers, consigned to Swansea. These are Montana ores, and are hauled nearly two hundred miles in wagons to Ft. Benton on the Missouri, and there shipped twelve hundred miles to Bismarck, thence by rail and steamship to Wales. The yield of precious metals is increased sufficiently to more than pay all this additional transportation.

With a railroad to Bismarck, every returning train could be loaded with ores and bullion. Limestone of the best quality for lime, is also found in the Black Hills, while all the lime used in Northern Dakota, has to be brought from St. Paul, or made from boulders gathered on the hills and no limestone is found "in place" on or near the Northern Pacific. Pine is also abundant, though not of No. 1 quality, but still "common" and "dimension" stuff could be supplied to our prairie settlers at much less figures, than are now paid for Minnesota lumber. Petroleum has also been discovered, in the Hills, and with a railroad, it will become an article of export in large quantities. Salt and salt springs have also been found, and salt is another article upon which the transportation is the principal item of cost. Lead, copper and iron, especially the first and last named, are found there in inexhaustible quantities. In short, the Black Hills contains more mineral wealth, and of greater diversity, than any other region of the same area upon the face of the globe, and all that is needed to have it poured into the lap of Bismarck, is a short line of railroad, a little over two hundred miles in length! This road is of such importance, that congress ought to make a grant of ten sections of land per mile, to aid in its construction.

The Northern Pacific Railroad, could well afford to relinquish, if it were necessary, their claim to so much as would come within their limits, as this

line will bring an immense accession to their business. In view of all the advantages that would accrue to their road, they can afford to furnish the money needed to build the line. The statement has been made, sub rosa however, that Flood & O'Brien are secretly buying up the silver mines in the Hills, in which case they may be induced to take hold of the narrow gauge railway, so as to get an outlet from the Hills. Our citizens who have taken hold of this enterprise, mean business, and they are determined to have the road built if it be among the possibilities.

Bismarck to Tongue River.

As shown by the report of the Postal Commission Committee, published elsewhere, the distance to Fort Keogh (Tongue River) from Bismarck is only 250 miles. Though there is a direct and well marked trail leading along the surveyed line of the North Pacific, made by the several military expeditions which have been sent to the Yellowstone Country from Bismarck, or rather from Ft. Lincoln, five miles distant, the mails and supplies forwarded for the important military posts in this region are sent via Ft. Buford, 250 miles northwest, and from that point in a southerly direction 170 miles, increasing the distance nearly one half, and the time for both mail and supplies several days.

The necessity for direct mail communication has been felt, and, since Sept. 1st, 1877, the war department has paid the sum of \$1,830.00 for forwarding important messages over the line we suggest, from Bismarck to Tongue river, which expenditure would have been unnecessary, had the Post Office Department made proper contract for forwarding the mail over this route which congress has already established.

Croakers may denounce the country, as they will, but nearly every foot of land between Bismarck and the Yellowstone, except five miles of bad lands on the Little Missouri is suitable for agricultural purposes, particularly for stock growing, and will be occupied as soon as the government will permit its occupation, and make the necessary surveys. Indeed settlements already extend twenty odd miles up the valley of the Heart river, and are branching out in the surrounding country. Aside from the advantages resulting to the settlement, to follow this line, the service is a military necessity, and we refer confidently to the military authorities, believing that they will sustain this view of the case.

Missouri River Coal.

Chas. Thompson is now supplying the Bismarck market with coal taken from a point within four miles of Bismarck. The vein is two feet and six inches. The coal has been in use at Bismarck three winters but never as extensively as this winter. We have used it in the TRIBUNE office two winters and are now using and are satisfied with it. The steamer Union was also operated with it one summer, and an engine was at one time run at Bismarck to Fargo with the opposite Knife river an eight foot vein was opened two years ago, but its owner went to the Black Hills and sold it off by the Indians, and it is now abandoned. This coal was not brought into general use because of the difficulty to secure the necessary transportation facilities. The coal has been used for fuel at Ft. Stevenson for several years and has given excellent results. It will come into general use as soon as it can be transported, and on the North Pacific, and to some extent, on the river, at a very early day. It has also been used in the saw mill and in the Q. M. department at Ft. Lincoln. When smelting works are established at Bismarck it will be used for that purpose, and for manufacturing of all kinds.

The public schools will be open on Wednesday, probably. Mr. Ward has been engaged to teach the high school because he comes well recommended, and the board have reason to believe he will preserve order, while this winter's the main thing to be secured, and that he is in every respect qualified. Miss Ward is also recommended, and we believe a majority would be satisfied with her in either. While the question of a third school has not yet been determined, the board do not seem to think it advisable. The fact remains, however, that the primary school has been overcrowded, and the children were sent out of it, whose parents were not willing to send them to the high school, and of necessity they were forced to private schools. It is a matter of a lack of facilities, which has been felt, that we have urged the establishment of an intermediate school, which we hoped would be in charge of Miss Ward, leaving the high school, or some other equally competent person in charge of the primary.

There is little room for humor in the part of blood-thirsty patriots who, with Mexico, as the Mexicans now just partly in the pursuit of raiders, followed across the line by the American troops.

A man sentenced to be hung in Canton last week, insisted upon the execution being done at precisely eleven o'clock, so he could "be in hell for dinner."

Plowing on Christmas on the line of the North Pacific. Think of it, ye croakers! See telegraphic columns for further particulars.

Gen. Sheridan does not believe Sitting Bull has returned except on a buffalo hunt or some errand of that nature.

IMPERFECT PAGE