

# Avant-Courier

JOSEPH WRIGHT,  
R. H. WILLIAMS, Editors

Friday, April 11, 1873.

Miss ERMONTA LEWIS, the colored mill-press, who in London recently received two \$50,000 orders from English aristocrats.

Storks express the utmost confidence that the efforts now being made for his recovery will be successful.

HOWARD (rep.) has been elected Governor of Rhode Island by 80 majority. The Legislature is largely Republican.

The municipal election in St. Louis, Mo., resulted in an average majority of 2,500 for the straight Democratic ticket.

A bill has passed the French Legislative Assembly, by a vote of 347 to 291, fixing the entire Bonaparte family from France.

The Republican Conference recently held at Sheffield, passed resolutions in favor of a Republican form of Government for England.

The Government has established three post-offices on different islands in the Hawaiian Islands.

Another match for the billiard championship of America and one thousand dollars a side is arranged between Maurice DuBois and Cyrille Dion, the present champion.

The month of March was more disastrous to shipping on the Atlantic coast than any single month for many years past. Ships plying in the West India trade, especially, suffered severely.

One hundred and twenty-five thousand dollars were paid at the Treasury Department on the 3rd inst., on account of the Montana War claims. The remainder will be paid as soon as the proper examination is made.

GEORGINA ALDEN, of New York, got \$50,000 from her divorced husband the other day, by obtaining an order of arrest, on the plea that he was about to leave the city. Alden paid the money and now he can go where he pleases.

Ex-Surgeon General William A. Hammond has made a medical examination of George Francis Train, in the Tombs, and gives a written opinion that he is insane—Eczema.

This being one instance in which the public will be on the doctor's side.

The Union & Dakotan says that Gen. D. S. Stanley has left Fort Sully for Chicago for the purpose of conferring personally with Generals Sherman and Sheridan with reference to the Yellowstone expedition the coming season. This looks like business.

Boston and New York are vying with each other in efforts to relieve the survivors of the steamship disaster. Committees have been appointed to receive subscriptions of money and clothing, and many hotel keepers have offered to entertain the sufferers free of charge.

Junior JOHN W. WRIGHT, of Washington City, who is accused of forging powers of attorney and endorsements on drafts, has voluntarily surrendered himself to the authorities at St. Louis, and been bailed in the sum of \$12,000. He emphatically denies the charge, and says it is a malicious prosecution.

We are informed that A. H. Barrett, Esq., of Radersburg, will be a candidate for the position of Clerk of the House. As an efficient Clerk, we are convinced Mr. Barrett will, if elected, give eminent satisfaction. Courteous in demeanor, prompt and attentive to business, we know of no one better qualified for the position.

The Treasury programme has had a serious effect on the money market. Gold advanced to 18 1/2 and merchants have been compelled to buy heavily, and are indignant at the neglect of the Treasury to come to their relief. Prominent bankers and bank officials have conferred together, and will call on the President to discuss the situation.

RICHARD SCHELL, and a number of Wall street brokers propose legal proceedings, it is said, against the gold clique for \$30,000,000 damages, alleged to have been sustained by the city and county of New York, by conspiracy, with which the clique was charged. An investigation will also be made into the violation of the usury laws of officers of National banks and others.

The following card appears in the Independent of the 5th inst.:

THE SPEAKERSHIP.—The Montana, Missoulian and Herald having mentioned my name in connection with the Speakership of the House of Representatives, I take this opportunity of returning thanks for the kind words in regard to a member of the craft, but respectfully deny the honor. I am not a candidate for Speaker. My choice for that position is Hon. John H. Rodgers, and hope to see him selected to precede over the deliberations of the House, as I new him to be a worthy and eminently qualified to fill the Chair.

We regret that Mr. Kerley declines to be a candidate for the Speakership, as apart from a fellow-feeling for a worthy member of the craft, we know of no one better qualified to preside over the deliberations of the Assembly with dignity and credit. We hope Mr. Kerley will reconsider his resolution.

The details of the loss of the steamship Atlantic, reported elsewhere, are of the most harrowing description. The vessel was lost off Cape Prospect, N. S., a vicinity which a few years ago, was noted for its fatality to ocean steamers. The reports are very convincing in regard to where the blame, if any, should rest; some stating that the captain mistook the coast lights, while others assert that the second officer was guilty of culpable neglect. Whatever may have been the cause of the disaster, the fatal loss of six hundred human beings, have been launched into eternity by a catastrophe unparalleled in the history of marine accidents, and a strict investigation of the circumstances should, and doubtless will, be made in the interest of those whose business or pleasure calls upon to go down in the sea in ships, and the due precautions may be taken against the recurrence of a similar mishap.

## MEETING OF THE LEGISLATURE

Agreeable to the call of the Governor, the Legislature of Montana Territory will assemble in extra session at the Capital on Monday next. The extraordinary occasion requiring the convocation of our law makers, as set forth in the proclamation of his Excellency, Gov. Fols, is on a defective statute, which demand immediate amendment and rewording, in order to prevent conflict in one judicial system and practice, and to insure the proper assessment and collection of taxes; also to legislate our Penitentiary back into the Territory, which has for several years past been under the immediate supervision of the United States. That these subjects require legislation, we freely admit; but as to the ends justifying the means, we doubt. It seems to us possible that we could have legislated under the present system until the regular session at less expense than will be incurred by the heavy cost of an extra session. But as the fact has gone forth and the decree is irrevocable, we hope the Legislature will judiciously apply itself to the work in hand. The session being limited to fourteen days, it will require unremitting labor to accomplish what is laid down in the proclamation, without treading outside or abstract quibbles.

We are satisfied that there are a large number of the members who will press the railroad question upon the Legislature, and that there will not be lacking money and lobbyists to induce the Assembly to vote a subsidy to the North and South Railroad. It is the case this extra session will resolve itself into the most important Legislative Assembly ever before had in the Territory, affecting a vital interest of the taxpayers to a greater extent, and possibly burdening with a heavy debt the many counties of the Territory for the benefit of a few.

We have substantial and indisputable evidence of the early completion of the Northern Pacific road, which passes through almost the very centre of our Territory, affording railroad facilities equal to our demands for years to come. When the question of building a North and South road was sprung, it was done as we believed with the understanding that the construction of the former road to our Territory would not be completed within six years, and it is uncertain even at that late day. Under that impression, produced by the most plausible arguments from what was supposed to be reliable authority, and recognizing the great necessity of earlier railroad communication to relieve the embarrassment of our Territory, many were deluded into a vigorous and sincere advocacy of the measure, but since every day we receive confirmatory evidence, of a character beyond question, that the Northern Pacific will bring the needed relief, without costing our people a dollar, sooner than a subsidized North and South road, which would involve our people in a debt that would press them to the wall for years to come, these people, representing almost every man in Gallatin county, are opposed to being taxed for the road, which would benefit only two of the principal towns of the Territory, that are unfortunately not on the Northern Pacific reservation.

In view of these facts, we hope to see the Legislature confine itself to the legitimate work for which it was called.

## MILITARY PROTECTION FOR THE N. P. R. R.

One of the great arguments against the probability of the early construction of the Northern Pacific Railroad from the Missouri River to Montana, has been the danger that would attend the work of laying the road through the hostile Indian country, which it would have to traverse, and the insufficiency of the protection afforded the Company by the general Government. In the face of communications from the highest authorities to the effect that the building of the road would be continued as fast as men and means could accomplish it, there have been hosts of interested and disinterested "croakers," who, for the advancement of private ends, or from ignorance of facts, continually urge the impossibility of pushing the road to the limits of Montana in anything like a reasonable time and "Indian hostility" and "hostile protection" were the great bugbears which were living in wait to stay the progress of this great national enterprise. The following letter from General Sherman to Governor Potts, in answer to a recent letter asking for protection for the construction parties working on the road, will, in connection with the recent manifestos issued from the headquarters of the Railroad Company, convince the most sceptical that not only are the military authorities alive to the importance of the interests they have at stake in the advancement of the work, but that the Government is prepared and willing to grant them such military forces as will effectually protect the construction parties in their labors:

HEADQUARTERS ARMY OF UNITED STATES, WASHINGTON, D. C., March 25, 1873.

Dear General:

I have your letter of March 27th. We are doing all that is possible to assure the advancement of the work, and that the Government will protect the construction parties in their labors.

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## LETTER FROM WASHINGTON.

Mr. Clagett and the Indian War Claims.

WASHINGTON, D. C., March 23, 1873.

Editor Avant-Courier:

We see from the Helena papers of recent date, that an attempt is made to belittle the services of Mr. Clagett in passing the law for the payment of the Montana War Claims by one of those papers, while the other desires to him all credit whatever, and attributes its passage and the subsequent obtaining of the necessary appropriations to other influences. Being the owners of about one-third of the entire claims, and having been present at the Capitol during the whole of the last two sessions of Congress, trying to secure their payment, we are thoroughly conversant with the whole of the history of the legislation which has recently been obtained. It would take a quire of paper to describe even briefly the innumerable difficulties, and ups and downs of that measure. At every step of its progress it was most bitterly contested both in the House and Senate. The principal opposition however came from the House, and for a long time it was more than doubtful whether we could even get a favorable report from the House Committee on Military Affairs. This report was finally obtained, principally by the arguments and testimony of Mr. Clagett. From that day to the close of the last session of Congress, he was indefatigable in urging the passage of the bill, and in securing the appropriation. The columns of the Globe will show to some extent the part taken by him when the bill came up for discussion. There was a hard and desperate struggle over it for two days and we thought several times that it would be defeated. It was complicated with questions relating to a large amount of claims from the South for the retarding of the cotton trade, and in this complication Mr. Holman succeeded in getting an amendment added to the bill prohibiting payment of any money to any one except the original holders of the vouchers. This amendment was necessary to get the bill reported from the Committee of the Whole. When it was being debated and before the House for action, a great majority of the friends of the bill who were opposed to the payment of the Cotton claims supported it. To gain the support of these men for the bill Mr. Clagett accepted the amendment. By so doing the passage of the bill was secured in the House. He then had the amendment stricken out in the Senate, and this Senate amendment was concurred in by the House, when acting under a suspension of the rules, which cut off debate and filibustering.

The labor necessary to secure the passage of a contested bill through both Houses of Congress, is little understood by those who have not had an opportunity to witness it. Not one-tenth of this labor even appears in the Globe in ordinary cases, and in the passage of this bill, not one-tenth of it so appears.

Had it not been for the untiring efforts of Mr. Clagett this bill could not have become a law at the last session, and on account of the bad name which the claims had with many, and the lapse of time since they originally arose, which all the world received, it is our opinion that the bill would not have passed at the late session if it had not been for the untiring efforts of Mr. Clagett.

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## BY TELEGRAPH

TERRIBLE DISASTER AT SEA.

Wreck of the Steamship "Atlantic."

Over 600 Lives Lost.

HALIFAX, April 11.

The steamship Atlantic, of the White Star Line, running from Liverpool, March 29th, for New York, when about 20 miles from Cape Prospect, at 2:30 o'clock this morning, ran ashore on Magdalen's Head. She had on board over 1,000 men, women and children; only 250 according to landing; the remainder, including the women and children, were lost. The Captain and third officer were saved; the rest were drowned. On receipt of the news of the disaster the Cunard and Government steamers started to the assistance of the Atlantic; but the third officer who arrived here at 5:30 this p. m., says the vessel and cargo are a total loss.

Third officer Brady says, the steamer experienced boisterous weather during the passage, but all worked well until Monday when the supply of coal became nearly exhausted and the Captain determined to put into Halifax. The Captain and third officer were on deck until midnight; the Captain then went into his cabin leaving orders to be called if there was a change in the vessel's position. Brady went to bed about the same time as the Captain, and the next thing he remembers is that he was thrown out of his bunk and heard the ship strike several times. He next rushed on deck and found the Captain and officers there and the deck full of passengers. He got an ax and commenced to clear away a boat, the Captain and other officers were busy doing the same thing. Brady got a boat out and put two women in it and a number of men attempted to get in it, about a dozen of whom succeeded. Just at this moment the steamer fell over on her beam end and sank. Only one boat had been got out and that was carried down by the steamer, and all in it were lost. Brady scrambled into the wizen rigging, which was above water, and seeing that he could do nothing there went forward and increased the ballards, being assisted by Quartermaster Spearman, and Brady. Brady then took the ballards and all three swam to a rock, and then a line was hauled ashore and a number of passengers landed by it, a number got on the rock but the tide was rising and their position was no better than on the vessel. Just then the fishermen on the shore came out to boats and took those on the rock and a large number from the rigging. Brady remained at the scene till noon to-day, when all who were alive on board were taken, except third officer Mr. Frith, who was in the rigging shooting for fish. Brady says he tried to get a crew to go to the rescue of Frith, but the sea was so heavy no body would volunteer. Altogether about 250 persons were saved, including Captain Williams and the fourth officer, Mr. Brown; also several women and children. Not a single woman or child was saved, the most of them, as well as hundreds of men were drowned in their births. The steamer struck about two o'clock this morning. The weather was dark but not thick. Steamers are going down to-night to render what assistance they can. All the people who were saved from the wreck with the exception of Brady, are still at Prospect Point where the fishermen are giving them all the attention they possibly can.

NEW YORK, April 2.

The White Star Company, last evening, on receiving news of the disaster to the Atlantic, despatched an agent to relieve the survivors, and instructed him to telegraph their names to all important points. Two other agents left for Halifax this morning to forward the survivors to their destination. The steamship City of Montreal sailed on the same day as the Atlantic, the 29th of March, and has a duplicate list of the passengers, both cabin and steerage. She is expected to-day.

The company says the accident was caused by mistaking the lights on the coast, and do not attach blame to the officers of the vessel. Captain Williams is an experienced and long sea-going man. He has been about twelve years in the trans-Atlantic trade, and with the White Star Line since its organization. At one time he commanded the steamship Colorado, which, after he retired from her, was sunk by collision in the Mersey.

A rumor obtained circulation to-day that Captain Williams of the Atlantic, was discharged from the service of Williams & Gorton, unseamanlike conduct, and Mr. Curtis, passenger agent of that line, said he heard at that time that such was the case. On the other hand, Mr. Sparks, agent of the White Star Line, says Captain Williams, on leaving the employ of Williams & Gorton, received from that company most flattering testimonials.

People who had friends on board the ill-fated steamer Atlantic crowded to the offices of the White Star Line this morning, hoping to learn the names of the survivors, but no list had been furnished so information could be given to them.

The terrible disaster is the only topic this morning, and a full investigation is demanded by the public and people, that the responsibility for the disaster be fixed on the proper parties.

BOSTON, April 2.

The following is a special to the Evening Traveler, dated Halifax, April 2: Only three or four cabin passengers were saved from the wreck of the Atlantic. One Englishman and two or three Frenchmen. Only one lady passenger attempted to save herself. She was frozen to death in the rigging and fell into the water. The parser is amongst the lost. Some of the passengers arrived in this city to-day, and give harrowing details of the calamity. The Atlantic had 830 steerage passengers, and 39 saloons. There had been two births during the voyage. The crew numbered 142, and 14 stowaways were discovered. Three hundred in all were saved out of the total number of 1033.

LONDON, April 2.

The following is a list of names of the cabin passengers on the steamship Atlantic: N. Brandt, John Eric, H. Krueger, S. W. Vick, Albert Sumner, J. Hawitt, Spear Jones, H. Wellington, W. Gardner, J. Brown, H. Gamble, J. Mackwell, H. Hirsch, B. Rieff, W. Groom, W. Shaw, H. S. Hill, C. Allen, A. Angles, John Bradley, L. Livingston, Mrs. Davidson, Mrs. Merritt, Mrs. Suet, Miss Davidson, Miss Rankin, Miss Brad, Miss Barker, Miss Merritt, Miss Suet, and two Misses Rose.

HALIFAX, April 2.

The steamer Delta has not returned from the scene of the wreck of the Atlantic, hence

no additional news has been obtained concerning the disaster.

HALIFAX, April 8.

Every care and attention has been bestowed upon the survivors, since their arrival here, by the marine department, city authorities, Cunard company and private citizens—many of whom contributed towards distressed passengers and seamen. Some incidents of the disaster, as related by the survivors, are harrowing. At one time, during the wavy watch before dawn, the fore boom broke loose from its fastenings, and swinging around, instantly crushed to death about two hundred persons who were gathered on the deck. Several passengers are reported drowned by life boats not being properly managed, and were turned over and the unfortunate drowned before assistance could be rendered. Among the passengers was a native of the old country, who had been in the United States for some time, and lately returned to England to visit his wife and family of five children home to the world. The father, mother, and children all perished. Several passengers landed from the steamer Delta yesterday considerably bruised about the body and lower limbs. One man had both legs broken, and others were so sore from having been knocked against the rocks that they were scarcely able to stand. Three or four had to be sent to the hospital last night. The survivors say it was a frightful sight to witness the manner in which many unfortunate met death. Unable to reach deck in consequence of the jam at the gangway, several rushed through the port holes only to be dashed to death against the sides of the ship.

The crew was one of the hardest ever gathered on any vessel. They were picked up about the Liverpool wharves and docks, and it was with the greatest difficulty they were kept in control during the voyage. The store-keeper states that one of them made an attempt to snatch his watch chain one night but was foiled; on another occasion, during the storm of the 25th of March, he states that some of the crew tried to break into the spirit room. It was for a while feared that force would have to be used to prevent them. When the boats came from the shore to the rescue of the survivors the sailors repeatedly pushed passengers aside or knocked them down and jumped into the boats themselves.

NEW YORK, April 3.

The underwriters of New York have dispatched the wrecker, Wm. H. Merritt, with divers and full instructions, to Halifax, in charge of the wrecked steamer Atlantic, to save the vessel and cargo, and make all possible provision for saving and preserving the bodies of the lost. The Coast Wrecking Company dispatched a steamer to-day, with a full wrecking company, to carry out this object.

A dispatch from Halifax states that the Atlantic is broken at the fore mast.

HALIFAX, April 4.—EVENING.

There is nothing of importance from the wreck to-day. Robert Thomas, the Quartermaster, says: "At 2 o'clock I went upon the bridge with the Second Officer, Metcalf, and told him not to stand land, as the ship had run her distance to make Samba light, from my calculations. He told me I was neither Captain nor Mate. I went to the Fourth Officer, Brown, and asked him if I should go on the main yards, as he would not see until he struck. He told me it was no use for me to go up. I then retrieved the man at the wheel. At 2:30 o'clock the Second Officer told the Captain, who was in the chart room, that the weather was getting thick. The Second Officer went outside of the chart room. The man at the lookout called out—'Ice ahead!' They were among the ice. Shortly after, the ship struck. The time was 2:15. I put