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BY TELEGRAPH TO THE TRIBUNE

NEWS GOBBLED FROM ALL OVER THE WORLD.

Race Between Randall and Blackburn for the Speakership.—The Democratic Programme—Great Wheat Excitement in Chicago—Indian Troubles in Texas—Miscellaneous. [Special Dispatch to the Tribune.]

CONGRESSIONAL.

ST. PAUL, March 8.—The contest between Randall and Blackburn over the speakership continues. Randall's friends remain confident, and Blackburn's friends claim 83 votes, but cannot particularize. Blackburn's campaign is characterized with vim and energy. Randall himself left for Washington yesterday, and expressed himself so confident of success that he could leave. The southerners are solid for Blackburn. The latest Democratic programme announced, is to pass the repeal of election laws the first thing and if the President approves, the appropriation bills will also pass, and then Congress will adjourn, but if the President vetoes them, the election clauses will be attached as riders to appropriations, and the fight fought to the last extremity.

APPOINTMENTS.

The President has decided to appoint Surgeon Gen. Woodworth, Francis M. Grinnell, Solicitor Gen. Phillips, and Assistant Surgeon Jno. S. Billings, members of the National Board of Health.

WHEAT EXCITEMENT.

The greatest excitement had for months was had in the Chicago Board of Trade yesterday, caused by the sudden unloading of several million bushels of wheat by J. K. Fisher, agent for Keene. Wheat fell five cents, and a panic almost ensued. The cause of the unloading was the receipt of a telegram from Keene by Fiske, through the Atlantic & Pacific telegraph line, ordering the sale, which Keene pronounces a forgery, and refuses to stand by the sales.

INDIAN TROUBLES.

A Galveston-Lorena special says that a party of Indians have raided the Lapita Rancho, in Mexico, taking all the horses and wounding the herders. It is reported that they killed two shepherds yesterday at Agnavarde. The citizens and soldiers from Laredo are pursuing them. The American troops are guarding the fords.

DECISION OF THE REBO COURT.

The report of the Reno court of inquiry, after giving a history of the events immediately preceding the battle of the Little Big Horn, and the part taken by Major Reno's command in the fight, says: "The conduct of officers throughout was excellent, and while subordinates in some instances did more for the safety of the command by a brilliant display of courage than did Major Reno, there was nothing in his conduct which requires the annulment of this court. It is the conclusion of this court, in view of all the facts in evidence, that no further proceedings are necessary in this case, and it expresses this opinion in compliance with the concluding order convening the court. [Signed,] J. H. King, Colonel, first infantry, president; J. M. Lee, first lieutenant, and Adjutant, first infantry, recorder."

SHERMAN'S ENDORSEMENT.

Gen. Sherman makes the following endorsement: "The findings of the court of inquiry in the case of Major Reno are approved, and the proceedings are respectfully forwarded to the honorable secretary of war." The final endorsement is as follows: "The proceedings and findings are approved. By order of the president, George W. McCrary, secretary of war."

GRAND RECEPTION.

On Monday night Cyrus W. Field gives a grand reception in honor of the twenty-fifth anniversary of the formation of the Atlantic cable. Prominent government officials and civilians from all over the country will be invited.

SECURED POSSESSION.

The Union Pacific has secured the possession of the Kansas Pacific railroad by buying the chief interest, and the two roads will hereafter be operated as one.

RELEASED FROM CUSTODY.

Manager Smith, of the Western Union telegraph office at Topeka, Kansas, who was held in custody by the legislature for refusing to deliver telegrams for testimony, was released yesterday, the legislature not knowing what to do.

FIRE.

Sinclair's pork packing establishment at Cedar Rapids, Iowa, was burned yesterday; loss \$100,000.

THE FAMINE.

Reports from Bolivia report the famine raging in the most fertile parts of that

country. In the District of Cochamba, eight to ten persons die daily, and two hundred and twenty-six died in twenty days, for want of food.

MISCELLANEOUS.

Capt. Paul Boynton reached Stanton, O., yesterday.

Elihu Burrett died at New Britain, Conn., yesterday.

The Legislature of Wisconsin, which has just closed, passed appropriations to the amount of \$399,177 77.

In a billiard match between Schaefer, champion, and Gallagher, at Milwaukee, last night, Schaefer to make 800 to Gallagher's 600, the latter won by a score of 600 to the former's 739.

A married lady, named Wessels, was ravished by an unknown man yesterday at her residence in Milwaukee, during her husband's absence. He accomplished his purpose by threatening to shoot her if she did not yield.

The calling of the extra session of Congress on the 18th excites considerable comment in Washington, but on the whole it is thought to be a wise move. The sooner the pending business is transacted, the better it will be for the country.

SPRING AT THE NORTH.

The Movements of the Indians.—The Weather.

[Special Dispatch to the Tribune.]

FORT BUFORD, March 7.—There is nothing of a recent date concerning the movements of the Cheyennes. Some days ago they were north of the Belle Fourche, and the indications were that they were making for the Yellowstone. Troops were ordered out from Keogh to the district of the Yellowstone; one detachment of two companies, commanded by Capt. Snyder, Fifth Infantry, to Glendive, and another to Terry Point, on the Yellowstone, Col. Huston commanding here also sent out on the 27th ultimo a force of about sixty men, under command of Lt. Day. This detachment is stationed at a point about half way between this Post and Glendive. The Yellowstone is reported as blockaded full and impassable. It is thought the Cheyennes may seek a crossing south on the Missouri River. A party of young Gros Ventres killed seven head of fine cattle belonging to Edward Fowler, a ranchman on the Yellowstone, a short time since. Fowler laid his case before the Commanding Officer here, who, after an investigation of the matter, ordered the Indians, through their chief, to make up the loss with ponies and buffalo robes, which was done. The day before Lt. Day's detachment started out, the thermometer here registered 34° below, but the weather now is very mild and it is thawing fast. If the present weather continues, the Missouri will break up within ten days.

Peacefully Inclined.

The Indian robbers who took in the Sulphur Springs stage station seemed to be on their good behavior and emulated the virtues of the white road agents. They took nothing they did not want. For instance one of the bucks took a teamster's whip and the chief made him give it up. Another took the cook's watch. This was also returned. Fat pork was also spurned but the dead dog was carried away, also the slain horse. The women and children were poorly clad and all evidently hungry. One man, and he alone with a team, only was killed on the Northwestern line. Several were killed, however, on the Cheyenne, Sidney and Pierre routes to the hills. On the latter route the trains were entirely blockaded, the teamsters refusing to move at all until the trouble passed away.

Grand Hall.

The Bismarck Pioneer Hook and Ladder Company will give a grand ball on the evening of March 17, 1879, at Raymond's Hall, the proceeds to go towards paying for their new uniforms which were shipped from New York on the 9th inst. They are of the latest design and as good as can be found in any fire company in the east or west. Every preparation has been made to make this the ball of the season and all who wish to help the boys in their untiring efforts to make this a first-class company should not fail to attend and swell the treasury to a goodly amount.

A Fat Parse.

Paymaster Arthur, U. S. A., and his general clerk, W. T. Schwabe, accompanied by Lieut. Chas. Gurley, of Stevenson, and J. A. Campbell, of Fort Custer, left this city Wednesday under a large escort. The Major has \$30,000 with which to pay the boys at the northern posts. Only two men are reported seriously ill from the effects of the Major's flow of words.

A Large Lump.

H. L. Carver, of St. Paul, arrived in this city Thursday on his way home. He has a ton of ore for assay from the mine of C. W. Carpenter and others. Mr. Carver will probably open a silver mine in the hills.

RAPIDLY REACHING THE FRONT

THE RECENT BLOCKADE IN RAILROAD SUPPLIES.

The Ice Bridge Likely to Prove a Failure, Owing to the Non-Arrival of Supplies.—Seven Trains Arrive in One Day and Proceed to Mandan.

THE BLOCKADE.

The longest blockade on the Northern Pacific this season, was raised this week and three mails came at once on Thursday. During the afternoon of that date, General Manager Sargent, Sup't Towne, General Roadmaster Taylor, Master Mechanic Farrar, and H. Clark, of New York City, one of the contractors on the west side, came through in the directors' car, attached to a mixed train. A few minutes later another train arrived, and before Friday noon five more, bringing miscellaneous freight, piles, ties and railroad iron, put in their appearance, and under Gen. Rosser's management were rapidly snaked over to Mandan. The storms and consequent delay have almost ruined the scheme of transferring

NINE HUNDRED CARS OF MATERIAL over the Missouri before the ice gives way. The only hope now rests in a change of weather and a suspension of the wear and tear on the ice from the current underneath and the sun's rays from above. Mr. Sargent reports that he will rush the material forward from date, and will keep the Missouri division employed in receiving and unloading the numerous trains. Gen. Rosser intends to use horses in pulling trains across after the ice is too thin for a locomotive. He will therefore keep up the transfer to the last moment. He will, however, have to suspend in time to

TAKE UP THE TRACK.

which will require two days, at least. Last year the ice went out on the 15th of March, the earliest record since '73. The chances are favorable to a later date this year. There is not, at best, any reasonable prospect that the ice will hold up until the material for the first twenty-five miles is all over. The company have let the contract for a transfer boat, to arrive here about June. This boat will carry six cars. Meantime, the Dr. Burleigh, Denver, or some other boat will have to be chartered to ferry over April and May.

BECOMING CIVILIZED.

The telegraph line has been completed to Mandan via Lincoln, and an office established in Gen. Rosser's car. Mr. Griley, one of the crack operators of the St. Paul office, has been placed in charge. The engineer corps has been running sound lines on section 27, that look as if they were laying the ground work for a paper city. In that belief several parties have dumped lumber on a front block, and in face of the protest of the railroad company have commenced building. The two houses at Sheridan City (re-chartered by the Legislature, Gray City) were on wheels yesterday, moving west behind a string of bull teams. Mandan is a railroad section and Vice President Stark, chairman of the land committee, gives due notice that the company propose to have it, and jumpers may govern themselves accordingly. All old sections are the company's, and they are

NOT IN THE TOWNSITE BUSINESS,

as they once were. They want to control and manipulate their own sections according to their own judgment, and as they intend, to the interests of all who regularly purchase of them. The government sections are the peoples. They will make no effort to rope any of them into any townsite they may lay out.

PILE DRIVING

has been going on rapidly. Cottonwood piles have been pressed into the service in consequence of the non-arrival of the piles from Minnesota. Winston and Lehroy are driving as high as sixty per day. They find four feet of frozen sand in the Heart. It is all ice and frosted sand. Winston says it is the hardest pile driving he has encountered in many years. He was three days making one hole. The upper crossings on the Heart do not offer such stubborn resistance, and by the liveliest kind of work the piles go in. Some of them crumble, however, under the weight that is let down on them. There is scarcely enough water in the Heart to supply the teams; thus, there will be no trouble on account of the breaking up of the ice in that river. Mr. Clark, of the contractors, has come to stay. He will build an office on the west side and stay with the boys until the first of November. He says he is ready to build more than one hundred miles this season, if the company order it. The engine house is completed. Three engines are on the Mandan side, including the little St. Cloud.

A FLAT FAILURE.

Water appeared on the Heart river ice yesterday. It came from the prairie. There was a foot of water on the Missouri at this point, this morning. Gen. Rosser expects to take up the track on the ice, to-morrow, if the present unfavorable conditions continue. The winter transfer of material by rail will therefore terminate. On account of the non-arrival of material the transfer business will be set down a flat failure.

Bright Prospects.

[Western Enterprise.] The mining prospects for the Hills are looking brighter and better every day.

prospecting parties are out in all directions, even if there is snow on the ground, and we learn some very good strikes have been made. As we said before, things in this country will loom away up just as soon as the weather gets settled.

Romantic Silver Mining.

[Virginia City (Nev.) Enterprise.] About 10 o'clock yesterday morning a crowbar was dropped down the main vertical shaft of the Savage from the surface, and went directly through a cage at the bottom, piercing the bonnet and floor. No one was on the cage at the time, and no one was hurt, yet it is unpleasant to one making a trip into a mine to reflect that such things sometimes occur. As the bar fell something over 500 yards, it was traveling with the velocity and vim of a cannon ball when it struck the stage. A bit of gravel no larger than a filbertsings like a bullet toward the latter part of such a journey. A dog once fell into a shaft at Gold Hill, and though the shaft was but 300 feet in depth, two men upon whom the animal landed were killed, as was also the clumsy cur that had failed to hop across the top of the shaft. A rat once fell down the Consolidated Virginia shaft in attempting to spring across a compartment from wall plate to wall plate, and 1,100 feet below landed on the bald head of a miner and exploded like a bomb, causing the miner to think a rock had cut open the top of his skull and let out his brains. A grain of bird shot dropped into the top of a shaft 7,500 feet in depth would probably bury itself in a plank or any piece of wood it might happen to strike at the bottom. This being the case, we repeat that it is not pleasant to think of such things as crowbars going down shafts.

Billy Hicks Corralled.

[Deadwood Times.]

Billy Hicks, formerly one of the characters of Sioux City, and more recently of Bismarck, is now in this city. He came in by the Pierre route, and was four days corralled on the Cheyenne river by the Indians. There were twelve men in his party and only one old gun, but they cut long poles, and marched around with them every time the scalpers came too close. Had the reds known the deception they could have entered his camp and beaten him and his party to death with breach-clouds. He says it was a tight box for a tender-foot to be in, and he sighed continually to be back east in his mother's back yard.

Black Hills Enterprise.

S. A. Lewis, on behalf of himself and "coparceners" in "Deadwood," has closed a contract with Pennsylvania parties for the building of a railroad from Deadwood down Whitewood Gulch and up Hay Creek to the newly discovered coal banks (some thirty-five miles) owned by these first-named gentlemen. The coal discovery was made some two years ago. The Lewis party worked the mine sufficiently to develop a six-foot vein of first-class coal, took in nearly a thousand acres, and now propose to get the coal to market over this projected road of three-foot gauge, to be completed and running by September. —Chicago Telegraph.

"Centennial" Safe.

The large iron safe known as the "Centennial safe," and contributed to the late exposition by Mrs. C. F. Diehm, was closed on Saturday in the Statuary hall of the capitol at Washington, with the wish of its donor that it be not opened again until 1976. An album, containing the autographs of numerous prominent statesmen, also the photographs of Mrs. Grant, Mrs. Hayes, Mrs. Elizabeth Thompson and a few other ladies, is locked up with it, but outside of Simon Cameron and Aleck Stephens we know of none who are likely to see its re-opening. —St. Louis Republican.

Indignant Comrades.

A Washington dispatch states that some of the officers of the old Third Cavalry Division, which performed many heroic deeds under command of General Custer, are indignant at the reported statements of Major Reno before the court of Chicago, that he had no confidence in General Custer as a soldier. These gentlemen characterize the charge as cowardly and unjustifiable, as General Custer's reputation was perfectly established and could not be injured by one on trial on the charge of cowardice.

Prospective Ice Gorge.

There is trouble and delay again on the Bismarck line to Tongue river, this time resulting from high water. Col. Thompson's Japan current struck the Yellowstone country about a week ago, opening the Yellowstone and its tributaries, and extending its warning influence across to the Little Missouri. That stream is now impassable. The Missouri is also open from Buffalo to Stevenson, and a disturbance may be looked for in this vicinity, resulting from an ice gorge, in a week or so.

River and Harbor Appropriations.

Among the appropriations for rivers and harbors included in the bill which has just passed are the following: Missouri River at Fort Leavenworth, \$10,000; Missouri River above the Yellowstone, \$20,000; at Nebraska City, \$5,000; at Vermilion, Dakota, \$5,000; at Omaha and Council Bluffs, \$10,000; Missouri River Survey, \$5,000; for the improvement of the Yellowstone, \$50,000; Red River of the North, \$5,000.

A BULLET THROUGH HIS BRAIN

SUICIDE OF FRANK MILLER AT FORT LINCOLN.

An ex-Soldier of the Seventh Cavalry, Discharged for Insanity, Having Drank Low in Life's Bitter Cup, Fats on End to His Miserable Existence.—Dying in Want.

THE FATAL SHOT.

About four o'clock last evening in the quarters of company "H" of the Seventh Cavalry, while the company was at supper, a man by the name of Frank Miller committed suicide by shooting himself, the ball entering just above the right eye and passing upward through his forehead and skull scattering his brains in every direction around the room, leaving one of the worst looking wounds ever seen from the effects of a bullet. He died instantly.

PERPENDICULAR DEATH.

It appears that as soon as the company were all out of the quarters at their supper he took a carbine from one of the gun racks, loaded it, and while looking down into the muzzle pulled the trigger and ended his miserable life—as miserable it must have been. He was discharged from the army last November and since then, according to his own story, has walked to Fort Sully and returned. He came to Lincoln a short time ago and asked to stay and do what work he could around the company for his board until he could obtain employment. As it has been very cold weather, and being penniless, he was allowed to stay merely through charity.

HIS NATIVE HOME.

He was born in Pesth, Hungary, and was a painter by trade. He was 28 years of age, and was a very stout, robust looking man, always ready and willing to work, but while working was continually talking to himself. He enlisted at St. Louis, Missouri, last August, and came to the Seventh Cavalry with the last batch of recruits, being discharged in November for insanity. What little time he was at Lincoln as a soldier, he belonged to "H" Company, Seventh Cavalry, but was discharged the day after the Company's return from the field.

The First Quarter.

Next Monday will be the twenty-fifth anniversary of the first Atlantic cable company ever formed, comprising Cyrus W. Field, Marshall O. Roberts, Peter Cooper, Moses Taylor, Chandler White and David Dudley Field, the latter being present as counsel. These gentlemen are all living except Mr. White, who died nearly twenty years ago. Mr. Field has issued the invitations for a reception at his residence, Grandey Park, and the occasion will be properly celebrated.

Preparing for a Freshet.

The Stage Company have bridged all of the streams likely to be impassable during freshet excepting the Cannon Ball, Grand River and South More, and on these ferries will be maintained, so that travel on the Bismarck route to the Black Hills will not be interrupted this spring. All winter the stages have been making the trip in from forty-six to fifty hours excepting about half a dozen times, when they were full sixty hours on the way.

Confirmed.

The following is a list of the Indian agents confirmed by the United States Senate: Oliver Good, of Ohio; Quinault Agency, Oregon; W. L. Lincoln, of Wisconsin, Gros Ventre, Montana; Laban I. Miles, of Iowa, Osage, Indian Territory; Thomas B. Ellis, of New York, Fort Berthold, Dakota; J. A. Stephan, of Indiana, Standing Rock, Dakota; Henry R. Mulloy, of New York, Colorado River in Arizona.

Postmaster Linn.

Mr. Arthur Linn, formerly of the Press and Dakotian, but more recently publisher of the Detroit Record, and now of this city, has been appointed postmaster at Mandan, in place of A. J. Davis. As soon as proper quarters can be secured, he will open up. This, with its telegraphic communication, makes Mandan a full fledged town.

Blackboard Subsidy.

The Cheyenne and Black Hills stage company have or soon will withdraw their stock from the Cheyenne to the Sidney route, and now some of the citizens of that place are advocating the establishing of a Black Hills stage line, and favor a county appropriation of ten thousand dollars to a reliable company.

"Bucking" the Mail.

[Deadwood Times.] The Black Hills stage company is having a "buck board" made for carrying Black Hills mail on the Cheyenne route. It is a small vehicle, to be drawn by one horse.

Will Skip the Jumpers.

It is reported that the Railroad Company propose to skip Mandan and found a town where there are fewer jumpers.