

Bismarck Tribune.

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NO. 50

MANY MILES BEYOND MANDAN.

SUCH IS THE EXTENT OF WORK ON THE EXTENSION.

The Enthusiasm Manifested--Smith's Ten Mile Contract a Soft Snap--Villages of Workmen Along the Line--A Trip Fifty Miles Westward.

WORK FOR THE FERRY.

The rush for Mandan and the extension continues. If you don't believe it go down to the steamboat landing and scan the crowd that packs the steamer Denver when she arrives and departs. Capt. Horn loads her until there is not room for another pound of wagon, horse or box. Twenty-two wagons appear an average cargo. There is no discount on the Denver's paying now. From the river to Mandan the grade has been completed and track laying will begin on Monday. Winston and Lemay will follow up that bit with the track on Smith's ten miles. In a few days, as it were, the track will be laid to the

"BIG CUT."

Smith's ten mile contract at thirteen cents will pay him from \$2,500 to \$5,000. It is all easy work. The "big cut," as it is known in the supplementary contract with Walker, Bellows & Clark, is ten miles from Mandan. It is a thirty-five foot cut and is the heaviest Gen. Rosser expects to encounter on the first one hundred miles. Mr. Clark, who is superintending the work on it, in person, finds it all fine sand and therefore easy scraper work. Plows are useless. With the "fill" he has about two hundred thousand yards of dirt to move. To do this he has about 180 teams and one hundred and eighty men in his service. There is a regular little village at the base of the bluff. Mr. Clark says he will complete the job by the 30th inst. If he does it will be one of the quickest pieces of railroading in the history of the country. It is equivalent to twenty miles of the ordinary grade on the line. Clark is a rusher.

West of Clark are Prescott and Hollembeck with their camp and two dozen teams. Col. Jones is with this camp. They are handling three miles at thirteen cents. They have a considerable fill of sixteen feet. Next comes John Rowland with a few sections, and farther on Frank J. Mead with a profitable mile or two.

THE ENGINEERS

are having their hands full. Lee's party and Dobbins' party, twelve and twenty-five miles out, are humping themselves to keep ahead of the graders and perform all the work required of them. S. N. Keith's party is fifty miles out, locating the line through a beautiful valley twenty-five miles long. Gen. Rosser was with this party on Tuesday, assisting the boys to get into the valley at the least possible expense. The difficulty was solved. Rosser named the valley Curlew. The creek passing through it has been known on the military maps as Mud Creek. This name is a slander and the change is a very happy one.

THE ESCORT

with Keith's party will be strengthened by the addition of Lieut. Fuller's company of the Seventh Cavalry. Thus far Capt. Badger and Lieut. Stevens with company A of the Sixth Infantry, have been sufficient protection. They have not been called on to do any bloody work except in the way of slaying the shy antelope. Last Monday the rank and file brought in six. They only kill for meat and not for fun. It is too much like work. Capt. Badger is making a first class trail along the line. Among the points of interest are Badger's creek, Badger's camp and Badger's trail. When Fuller's company reaches the front, Col. Roland will probably join the expedition as commanding officer.

THE INDIANS

have kept aloof from Keith and have not even come in sight. Three months rations might be an inducement, but they don't seem to act as if the game was worth the powder. Capt. Badger was informed on Monday that a party of six Indians had peaceably and without threats gone through a supply wagon belonging to the Fort Keogh stage line. There were petrifed stumps, bushes and cedars, valleys and sloping hillsides, occasional scrub oaks, half eaten up by the beavers, lazy creeks, pyramids by the stage road to guide the traveller in a snow storm, relics of the Stanley camp that was struck so hard in '73 by a hail storm, Dutch hake ovens, boulders and beer bottles, but no Indians. A few ducks, chickens, antelope, crows and prairie dogs make up the roll of living things.

THE LINE

that Mr. Keith has located is a good one

and will gladden the contractors' hearts, even at 13 cents. For seventy-five miles the graders will find it good enough. For a country of buttes the engineers are having big luck in finding so favorable a route.

FORT BUFORD.

Interesting News From This Northern Post.

(Special Correspondence of The Tribune.)

FORT BUFORD, D. T., May 3d, 1879.—Since my last letter navigation has commenced in earnest, and dwellers on the Upper Missouri gaze with delight on the ascending steamboats, for not only does the heart of the woodyard man rejoice, but to many benighted individuals the advent of the first steamboat heralds an approaching change of diet in which "eggs and things" figure conspicuously.

When the Eighteenth Infantry was here the weather was anything but tropical. It was rainy, cool and disagreeable, even for us old residents. It was not, therefore, surprising that the poor fellows fresh from the sun land should eagerly ask if we ever had any warm weather. Well, turn about is fair play, and having had ten years of "bunk fatigue" in a fine country, they are surely entitled to a change.

There was a marked difference in the physical appearance of the soldiers of the Eighteenth and that of the soldiers stationed here, in favor of the latter, owing, I suppose, not only to our healthy climate, but to the superior cuisine of our hotels as well. While speaking of hotels I may as well inform you that an old Bismarck boy having tired of his life of single blessedness, missing shirt buttons, etc. has recently taken unto himself one of Buford's blushing belles as a life partner, bought the Post restaurant and started out in the hotel business. Sam O'Connell is the lucky man, and when one meets him since the happy event, he smiles so innocently and seems so contented that the question naturally arises is it the hotel business or—what is it? Father Chryso-stom performed the ceremony. The band was out in full force in the evening serenading the happy couple, after which there was a large, smiling party and then—we adjourned.

Many here have been gratified to meet Father Chryso-stom, of your city, and though his stay was necessarily short he made many warm friends, who will regret him in his absence and welcome him whenever his duties allow him to return.

I have made a wrong estimate of your character, it seems. I was under the impression that the "talented young editor" of THE TRIBUNE being somewhat independent himself, would throw no cold water on the independence of others. I was mistaken. Commenting on the advent of the Eighteenth Infantry into this department, in the issue of April 12th, THE TRIBUNE says the Yellowstone district covers Forts Custer, Keogh and Buford. Please remove the cover from so much of the fish as represents Buford. It is and has been an independent post, for some years.

Paymaster Arthur will soon be relieved from duty here by Major Thomas. Since he has been stationed at this Post Major Arthur has been almost constantly on field service traveling to Posts in the District of the Yellowstone, or to Bismarck for funds, and this during some of the coldest weather experienced in this section, hence a change will prove welcome to the Major and his estimable lady. Col. Huston, Lieuts. Day, Thibaut, Jacob, Jr., and Major Kirk, quartermaster, are soon to leave for Lincoln on court martial duty. Lieuts. Bronson and Thibaut are to report at Leavenworth before the retiring board in session there, upon completion of duty at Fort Lincoln. REX.

Miss Henrietta Monroe.

The entertainment given by Miss Henrietta Monroe, the reader, at the Presbyterian church last evening was a rare treat. She is a lady of much more than ordinary talent and her readings and recitations were excellent. This afternoon she gives a matinee for the benefit of ladies and children. And no one should miss hearing it. Dr. Biglow, as the "Big Sister's Beau" acted his part with studied care and showed a disposition of willingness which was taken into careful consideration by the "Big Sisters" present. Miss Monroe should give another entertainment. THE TRIBUNE ventures to assert that she will be greeted with a full house.

Just to Please the Twins.

Gen. Sheridan bought of Cary Wilson, traveling agent for Day & Plants, two body pins for these tiny twins.

CAPT. MASSIE'S MISFORTUNE

HE JUMPS FOR LIFE AND BREAKS BOTH LEGS.

A. Disastrous Runaway--Messrs. Macnider, Barr and McKenzie Escape Unharmed, but Badly Scared--Capt. Massie in a Critical Condition, but His Recovery Probable.

A SAD ACCIDENT.

Steamboatmen throughout the country will be sorry to learn of the sad accident which happened to Capt. Jno. Massie, master of the Steamer Macleod, on Thursday last. About seven o'clock P. M. Mr. Macnider, Alex. McKenzie, Johnny Barr and Capt. Massie started from the landing for Bismarck in a two-seated carriage, Capt. Massie and Johnny Barr occupying the back seat. When nearly opposite Jackman's place about one mile from the city, on the level prairie, something snapped, and it is supposed that the pole dropped out of the neckyoke and broke in two. In an instant the

TEAM WAS RUNNING AT FULL SPEED, the wagon swaying to and fro. The unit-cient to check the frightened team and ed strength of Messrs. Macnider and Alex. McKenzie was insufficient. McKenzie and Massie jumped out. Macnider and Barr stuck to their seats but in an instant the wagon upset on a slight mound and rolled directly over the latter named gentleman, who, however, escaped unharmed.

Capt. Massie was the only one who was unable to regain his feet. Assistance was offered, but it was soon discovered that he had

BROKEN BOTH LEGS

near the ankles joints. And severely wrenched his thigh. The news soon reached the city and a wagon with mattress, etc. was immediately dispatched to his rescue. He was brought to the Sheridan house where his wounds were dressed. The left ankle is severely shattered and amputation is inevitable. The other limb has been set and it is hoped that he will retain it. Capt. Massie is quite well along in years and it is feared that the accident will go hard with him, as he has the hot summer weather to contend with. He has the earnest sympathy of the community and especially the steamboatmen. He is a man well and favorably known from the headwaters to Pittsburgh and New Orleans, and his sudden leave of absence from the Macleod will be sorely lamented.

The team ran in to town and received but slight injuries.

HIS CONDITION.

At last accounts the Captain was resting quietly. The attendant physicians will try and save both limbs.

Amusements.

The entertainment given at the Opera House this week has been a varied and good one. The arrival of Miss Grace Thurston was the addition of a bright star to this well known constellation, and the acting of Miss Jessie White, the captivating and charming serio-comic song and dance artist, and Miss Mande Leigh, the beautiful ballad and operatic vocalist, was fully up to art. Messrs. Connors, Keene, White and Levard are all good in their various specialties, Mr. Connors being immense in his original old man acts, and the music furnished by Messrs. Learned and Schiemann is really excellent.

Mammoth bills are out for Chas. Keene's benefit Sunday night, which will be the event of the season. The largest combination of talented artists ever assembled at one time on a Bismarck stage, have volunteered their services.

Her Last Trance.

After a protracted and severe illness Mrs. Alice Pennell (Madame Le Secher) died on Wednesday last. This ends the career of a remarkable woman. She was the first white woman in Bismarck and remained such for a long time. She has seen the Indian flourish his war club on the streets of this city, and more than once dressed the wounds of an unfortunate frontiersman. More recently she turned her mind to clairvoyance, the results of which are well known to the country at large.

An Underground Well.

(Virginia City (Nev.) Enterprise.)

A well was given last week by Capt. Matt Canavan at the New York mine, Gold Hill, of which mine he is superintendent. The well took place at the new station opened at the depth of 1,040 feet below the surface. This station is quite as large as the ordinary ball room, well floored, walled in with substantial timbers, and has quite a lofty ceiling. The station is cool and comfortable, was appropriately decorated for the occasion,

and was lighted with lamps suspended from the ceiling. The ladies were dressed in calico, and the gentlemen in correspondingly inexpensive raiment. The furniture was in keeping with the place, and, while there was furnished everything necessary to comfort, nothing very extravagant was seen. Never before in the United States—if anywhere in the world—has there been given a ball at the depth of nearly a quarter of a mile beneath the surface of the earth. There was no trouble about persons slipping into the ball-room without tickets. It was a queer way, too, of going to a ball this stepping upon a cage instead of into a carriage, and being darted straight down towards the center of the earth, instead of rolling off horizontally in the usual way.

WARREN'S WEARY WAIT.

Kept a Prisoner in His Shack for Three Days.

Last week John Warren, the veteran frontiersman, returned from the Yellowstone country to his shack at the coal bank and found his old friend Charley Green "at home" in it. Warren had located Green on the claim, pending his absence, for the purpose of protecting it. Green came to the conclusion that it was his and when Warren came back he learned that there was a contestant in the person of his employee. Warren entered the shack forcibly by breaking the padlock. Green was off duty at the time, and when he returned he found Warren in possession. That simple circumstance seemed to exasperate him, and with a rifle he perched on a big boulder and whistled for Warren to come forth. He cooed like a mad dove, but Warren wouldn't heed his cooing worth a cent. Warren was unarmed and as Green was apparently in earnest, he kept in doors. This joke was continued for three days. Green boarded at the stage station and Warren feasted on flour and water. It was not an even thing until Warren was presented with gun by a friend, who stole a march on Green's watch. When he got the gun, Warren raised the black flag. He yelled to Green to rally and open fire at once. Green wouldn't rally for battle, but pleasantly asked the half starved Warren if he wouldn't go a fishing with him. The besieged brother answered back that he would a gunning. The explanation of his answer in detail persuaded Green that there might be a funeral if he lingered in those posts long. Green fell back to Mandan. Warren now holds the fort and is patiently waiting for the railroad company to come along and buy a few hundred tons of coal. The coal is good lignite and will make excellent fuel. There is evidently plenty of it under cover. The small excavations show two veins four feet thick each. The claimant insists there is an inexhaustible supply within easy reach. He has been holding on for six years with the hope of seeing the day that will undoubtedly dawn this summer.

Acquatic.

The single scull race between Hanlan and Hawdon for \$2,000 and championship was rowed over the Tyne course from the Mansion house to Scotswood suspension bridge Monday. The attendance of spectators was immense. The race was won easily by Hanlan. The match between Hanlan and Hawdon was made last November after Hawdon defeated Lumsden, when articles were signed to row on the above course for \$1,000 a side. Hawdon, on account of previous victories, at once became the favorite in betting. It was not until Emmett's defeat by Wallace Ross that the betting changed.

Best way to the Hills.

M. P. Ohlman took passage on the steamer Montana, Thursday for Bismarck and Black Hills. Mr. Ohlman's trip is one of business in the interest of Alder & Ohlman, the most solid, enterprising and reliable wholesale liquor house in the west, and we trust he will succeed to his fullest expectations. L. B. Patridge, Yankton's leading insurance man, left on the steamer Montana, Thursday morning, for the Black Hills, via Bismarck. He is making the trip in the interest of eastern insurance companies.

Rushing Business.

(Fargo Republican)

The land office had a hard tussle Monday. Long before the officials arrived the ante-room, stairs sidewalk and street were filled with an anxious crowd of locators, trying hard to be first by promptness on the part of the officials and their assistants, business was dispatched with rapidity, and now the land office is open and ready for all comers. Mr. Tallant thinks the entries for May will exceed one hundred thousand acres. Receiver Pugh says: "it beats all."

Movement of the Seventh.

Gen. Sturgis and six companies of the Seventh Cavalry will go to Fort Meade, Black Hills. The headquarters of the famous Seventh will hereafter be at Mead.

REGULAR RIVER RAMBLINGS.

ITEMS GATHERED FROM UP AND DOWN THE RIVER.

Business Opening Up Brisk--The Montana Expected To-Morrow--The Eclipse, Benton, C. K. Peck, Gen. Sherman and Others at the Wharf--Arrivals and Departures.

SUMMARY OF THE WEEK.

Memorandum of the steamer F. Y. Batchelor; She left Buford at 5 P. M. Friday May 2nd; lay all night 15 miles below. Met Helena Saturday May 3rd below the mouth of the Muddy and fought very hard wind all day. When below upper Knife River the wind blew us into the bank when the last five hours, and remained all night at same place. Sunday May 4th lay above painted woods. Monday May 5th met "Far West" below Painted woods. Arrived at Bismarck at 7:30 A. M. River falling all the way down with scant 3 1/2 feet in channel. Passengers; Capt. J. W. Powell, Wife Nurse and four children, Lt. C. G. Penney, Dr. N. H. Bingham, G. A. Skinner, Deck Passengers Lieut. Grimes, Lieut. Grosbeck, Wm. Palmer and attendant, Asy Geron, 9 way Passengers.

The steamer Benton left Benton May 1st, at 5 p. m., and on the 2d met the Gen. Sherman at 11:40 above Dauphins, Key West at Dauphin's, Josephine below Dauphin's, Rose Bud, 1:15, at Buds Rapids, and the third day out met the steamer Gen. Terry, at 5:30 a. m., below Carroll, and on the 4th, passed the steamer Eclipse under way, at 8 a. m., and met the steamer Red Cloud at 6 p. m., above Spread Eagle. On the 5th, met the steamer Helena at 9 a. m., above Big Muddy. On the 6th, met the Far West, at 5 p. m., below the Slides, and on the 8th arrived at Bismarck at 8:30 p. m.

The steamer Gen. Rucker is receiving her load at the upper warehouse and will clear up for river points this evening or to-morrow. The Fontenelle and Gen. Meade are the only boats now on the ways, and it is expected they will be launched the latter part of this week. The Peninah has been dropped from the ways to the foot of Pearl street where she is receiving her load. It is expected she will clear up for river points to-morrow. Sioux City Journal.

The quickest time on record so far, is the trip being made by the Rosebud, of the Coulson line. She left here for Fort Benton on Wednesday, April 30th and arrived at Fort Buford on her way down this morning 1:30; Less than ten days. At this rate she will make the round trip from Bismarck to Benton in less than twelve days.

The Benton arrived Thursday morning with a thousand bales of buffalo robes. She is loaded and ready to pull out. Among the passengers are fourteen Minneapolis citizens booked for homes in Montana.

J. C. Barr returned from Yankton Wednesday, where he loaded the steamer Black Hills with freight for the Benton line, and made arrangements to run the line of steamers from Yankton this season.

The Col. Macleod arrived from Benton on Wednesday, making the first round trip of the season. She is advertised to leave to-day on her return.

The C. R. Peck, arrived from St. Louis, this morning and leaves this afternoon for above. She has on 365 tons of freight and 65 passengers.

The Eclipse came in last evening and shortly afterwards the Gen. Sherman arrived. The Eclipse had hard luck in making time.

The Batchelor, Capt. Grant Marsh, left today for Forts Keogh and Custer. He was crowded with passengers and freight.

The big Montana is expected at the landing to-morrow. Everybody should be out to see the floating palace.

The Steamer Black Hills is on her way to this city from Yankton, with 265 tons of Benton line freight.

The Josephine leaves Sunday, and the Rose Bud Tuesday for points on the Yellowstone.

The smiling face of Frank Moore of the "Eclipse," was seen on the streets last night.

The Far West passed Buford on the morning of the 9th bound for Benton.

The Big Horn is on her way from Yankton to Chyenne Agency.

Josephine and Key West arrived today from Fort Benton.

The C. K. Peck arrived this forenoon from Yankton.

Capt. Heintzelman again came down by Josephine.

The landing is a lively place now.

Worthy Appointment.

J. M. Hannaford, has been appointed assistant General freight and passenger agent of the Northern Pacific. Mr. Hannaford is a splendid man for the position and he will add strength to the management of his department.