The Bismarck Tribune.

VOL. VII. BISMARCK, D. T., FRIDAY, DECEMBER 12, 1879. NO. 29

OVER 133,000,000 POUNDS.

THE AMOUNT OF FREIGHT RECEIVED THIS SEASON.

Bismarck the Greatest Shipping Point of any City of its Size in the Country ---Over 5,000,000 Pounds Gone to the Black Hills.

A PROFITABLE YEAR.

It is no doubt a mystery to many eastern people how Bismarck keeps up as she does and eclipses in many respects any other city in the west; they cannot see how a city of only 2,800 souls, all told, can support a three-story, eighty-room Sheridan House, heated by steam and lit by gas, metropolitan in its management and using daily printed bills of fare. They cannot believe that there are four or five other hotels of nearly the same capacity, filled to overflowing every day; that with all these hotel accommodations people have to wait for their turn at the table, and often sleep in a chair or on the floor at night. When they look at the Thanksgiving bills of fare published in a recent issue of THE TRIBUNE, they laugh and say they are "breezy" and that the people of Bismarck are blowhards and incapacitated for telling the truth. Some even have doubted that there is a flouring mill here with a capacity of 500 barrels a week, when there is scarcely a cultivated farm in sight, though your eye scans the country from the elevated position of the fifth story of the mill, and not a bushel of wheat, save a few samples, has yet been raised in Burleigh county. To still more mystify this class THE TRIBUNE wishes to present a few figures which must surely startle even the citizens of Burleigh county, who, in the rush and hurrah of their commercial pursuits, do not realize the extent of business and the amount of money they are handling every day. It is almost impossible to believe that the

RECEIPTS OF THE FREIGHT OFFICE,

of the Northern Pacific, at this city amount to about $75,000 per month; yet this is the case, in the month of September the receipts reaching the enormous figure of $100,000. Fargo, with her thousands of bushels of wheat, does not approach this figure. The receipts of all the stations on the road between Bismarck and St. Paul combined would scarcely aggregate this total. The following is a table showing the amount of freight brought to and unloaded at this city this season by the Northern Pacific. The local tonage includes the government freight which was transported by the Coulson line of steamers. Grain is not government freight until delivered to the quartermaster at Bismarck and therefore appears in the local as contractors pay the freight. The government tonage shows only what came through on government bills of lading. Where is there a city in the west that can make this showing?

TONAGE STATEMENT BY MONTHS, 1879.

	Local.	Govt.	Mo. Div.	Total.
Jan..	1,319,087			1,319,087
Feb..	1,616,843		3,738,420	5,355,263
Mar..	2,450,477		8,456,230	10,806,707
April	4,459,323	510,349	656,070	6,625,742
May..	9,328,001	2,297,992	2,961,870	14,587,863
June.	6,461,429	1,371,081	3,583,826	11,416,338
July..	4,279,503	788,370	11,920,685	16,988,558
Aug..	3,637,028	1,914,673	9,412,778	14,964,479
Sept.	3,847,191	491,775	8,413,140	12,752,106
Oct..	5,483,179	1,366,183	8,218,657	15,068,024
Nov..	4,115,153	205,815	7,432,354	11,803,322
Dec..	3,000,000	2,000,000	7,000,000	12,000,000
Total	51,047,214	10,938,245	71,702,030	133,687,489

The Missouri Division tonage shows the amount of material which has been taken across the river on the extension this season. It will be observed that it takes a few men and teams to handle this vast amount of freight. There are over 2,500 teams engaged in freighting alone, not speaking of those at work on the extension.

THE N. W. S. & T. CO.

have nearly 1,000 teams engaged in shipping freight to the Black Hills. During the past year, beginning Jan. 1st, this company has transported to the Hills 4,459,741 pounds of freight. Adding to this that which they have now on the way and at the warehouses, the year's traffic will amount to 5,360,600 pounds. During this period the company's stages have carried over 1,800 passengers to the Hills. Daily coaches have been run and during the two months immediately after the fire, triweekly and sometimes daily extra coaches were run.

THE RIVER BUSINESS.

The river transportation this season has been immense, but not as large as last year. With the rapid development of the whole northwestern country and the advent into Montana of thousands of miners, herders and farmers, it would seem as though the river business should have been increased, but such has not been the case. Several hundred tons more than was transported last year have gone into that section this season but it has sought another route, and why? The question is answered by the steamboat lines as follows: The various companies and heavy shippers have been unable to obtain rates via the Northern Pacific this season sufficiently low to enable them to compete with the Utah Northern. Among the heavy shippers of Helena, M. T., who have dropped from the list of last year's shippers by this route are Murphy, Neel & Co., Klien, Schmidt & Bros., Kinna & Jack and C. S. Vawter & Co. The shipments of these firms amount to about 5,000 tons. A rate of $1 per hundred from Chicago to U.N. terminus been given this season by the Utah Northern. Missouri river transportation companies cannot compete with that rate when they are obliged to pay eighty cents from Chicago to Bismarck via the Northern Pacific. This leaves them only twenty cents per hundred for carrying freight 1,000 miles by river to Benton and 140 miles overland to Helena It is claimed by the Northern Pacific, however, that low rates was offered to these shippers and that the Utah Northern cannot carry the freight in question for the figures they offer and come out whole. However this may be, the result has been a decrease in quantity of freight carried up the river. The amount of

PRIVATE MONTANA FREIGHT

shipped from Bismarck this season is as follows: Coulson line 2,800,000 pounds; Baker line, 3,140,000 pounds; Benton line, 3,350,000 pounds, an aggregate of 9,350,000 pounds. Amount of private freight shipped by river from below to same destination: Coulson line, about 800,000 pounds; Baker line, 500,000 pounds; Benton line, 2,100,000 pounds; Peck and Kountz lines, about 2,200,000, making a grand total of 14,890,000 pounds of private freight shipped to points in Montana this season, against nearly 20,000,000 pounds last year. These figures do not include the government freight which the Coulson line has handled this season, amounting to about 20,000,000 pounds. This is a good showing but the loss of these Helena shippers is quite an item Probably a compromise will be accomplished next year whereby these shippers will return to this route. The Northern Pacific cannot afford to allow steamboats to go to Sioux City and Yankton to get their freight, for want of rates.

HEAVY INDIVIDUAL SHIPPERS.

Among the heaviest shippers at this point are J. W. Raymond & Co. and McLean & Winston. The latter have handled nearly 2,000,000 pounds of government freight this season from this city J. W. Raymond & Co. have shipped nearly 1,500,000 pounds of private freight, a large amount of it to Fanshawe & Co, of Fort Meade. These two firms are doing a larger wholesale and retail grocery and general supply business than any other two northwest of St. Paul. They have averaged over $600 per day, Sundays included, for the past forty days, and their sales for the year, beginning Jan. 1st, amount to nearly half a million. These figures are enormous when one takes into consideration that there are no farmers to speak of in the country.

THE U. S. EXPRESS OFFICE

at this city does more business than any other office on the line of the N. P. Its receipts amount to nearly $3,500 per month.

THE N. W. TELEGRAPH OFFICE

is by all odds the largest on the line. The receipts and business of the office exceed that of any other office in the northwest There is but one office in the state of Minnesota outside of St. Paul and Minneapolis that does more. The cause of this in a great measure is the immense freighting interests and the great telegraphic centre which Bismarck has become. There are now over two thousand miles of government wire centering at the Signal Office in this city, making the government office one of the most important in the country.

DEATH OF CHAS. K. PECK.

Chas. K. Peck, president of the Northern Transportation company, Keokuk, Iowa, died at the Grand Pacific Hotel in this city at a quarter past one o'clock yesterday afternoon. Mr. Peck arrived in this city from St. Louis on the morning of Thanksgiving day, and was then laboring under a severe attack of pneumonia. Dr McVickar was called in and prescribed for the sufferer, but on Friday morning, seeing that the disease had taken fatal hold of his patient, telegraphed Mrs. Peck, at Rochester, N. Y., whither the lady had conducted her son to college, and also forwarded a dispatch to Mr. Peck's daughter, at the family residence in Keokuk. Both wife and daughter hastily responded to the summons, the latter arriving at the bedside of her father on Sunday morning, and the former on the forenoon following, where they remained in constant attendance until his death. Mr. Peck was born in Syracuse, N. Y., in 1831, and at the age of twenty years graduated at the head of his class in Union College, Schenectady. The greater part of the ten years following his graduation was devoted to various mercantile pursuits at different points in his native State. In 1864 he moved to Keokuk, accompanied by his family, composed of wife, son and daughter, and immediately entered into a contract with the government for the forwarding of Indian and army supplies to various stations in the West. He shortly afterward organized the Northern Transportation company, and has been recognized as its executive head up to the present time. He is reported to leave a large estate, and, what is still better, an untarnished reputation. The remains will be taken to Keokuk this afternoon for interment.—*Chicago Times 3rd.*

WELL KNOWN ON THE MISSOURI

The death of Col. C. K. breaks the last link of the once great firm of Durfee & Peck, contractors and owners of the new transportation steamers on the Missouri river, now called the Peck line. Col. Peck was beloved by all who knew him as a whole souled, live, generous man, and thousands of men along the Missouri remember his generosity, as he has given them employment and always paid every person in his employ one hundred cents on the dollar for services rendered on land or water in the bull train or trading store His mantle of industry and energy will most likely fall upon his trusted lieutenant, H. C. Aikin, and the Peck line continue business under his administration next season.

THE SHERMAN TO THE FRONT.

A few weeks ago THE TRIBUNE contained a statement that rather questioned the reported fastest time on record made on the Mo. river recently by the government steamer, Gen. Sherman. Capt. J. H. Maratta says that he does not care what Grant Marsh claims. He is satisfied that the Sherman, which on the 10th of August, 1879, arrived at Fort Buford, having been out only fifty-four hours and fifty minutes from Bismarck, is THE CHAMPION, and has money to back it. If anyone doubts the statement, Mr. Raymond has been authorized to put up any amount of money that may be covered, and the sworn statement of the Sherman's officers will be given. This ought to be conclusive, and in the spring the Sherman will not only have the champion sign but the champion flag. During this famous trip J. H. Maratta was on the roof and John Justice at the wheel.

NOTES.

Capt D. W. Maratta is at Pittsburgh.

Steamer Montana is now at Pittsburgh.

Steamer Dakota is in the charge of Capt. Joseph Todd.

Capt. Frank Maratta, of the Key West, is at his home, Rochester, Pa.

Capt. Geo Moore is at St Paul and will be here this week. He will go to Pittburgh soon.

Col. Frank Moore, of the Eclipse, is now post trader at the Cantonment of the Bad Lands and is making money.

Jim Lehmer is still up the river at Cow island superintending the transportation of Coulson line freight to Benton and Helena.

THE PITILESS STORM.

The Terrors of its Blast and the Result of Religion.

The terrors of hell, storms and famine frighten men and women and all humanity; the promise contained in Holy Writ persuades a large proportion of the world's population to acknowledge themselves christians for a consideration—the reward of a future home in Heaven. Costly churches and tabernacles are built with glittering spires almost peering to the skies; expensive pews richly cushioned; under the tall spire swings the massive bell, whose loud echos resound through the distant canyons and calls the christians to worship; the parson dressed in black ascends the pulpit stairs, takes his seat and opens the great bible before him: beauty, fashion, good clothes, wealth and plenty throng the vast edifice; the choir of beautiful girls and handsome men take their places near the melodious organ and soon the joyful tunes of praise captivate all hearts. The parson is pleased; he preaches a long, interesting sermon; he emphasises the sweet command of Christ, "Suffer little children to come unto me, for such is the Kingdom of Heaven;" the gray haired deacon with a child like smile, passes around the contribution box to gather in a few pennies to send to the Fi Ji Islanders, or, perhaps, to be nearer home, the Sioux Indians; the deacon makes his rounds, the bright and shining silver jingles in the box; the parson smiles with satisfaction, arises in prayer, supplicates and importunes pardon for their wickedness; the stops of the great organ are pulled out; a dainty foot palpitates the treadle; the sweet music of the "Doxology" rolls forth and the grand edifice is transformed into a vast throng of singing earthly angels. As the last note of the grand chorus is hurled down the icy street, it startles the poor half-famished widow from her troubled sleep—from her weary watching of her sick, half starving orphans. Her thoughts are that she has awakened in Heaven; but the timid little voice cowering under the frosty straw, asking and calling to mama for bread, dispels the delusive dream. The gathering clouds and shrieking wind foretell the coming of the pitless storm. Where is the parson or priest? Has he prepared the widow and her children to meet its terrible fury? Oh, no, he is in his study sitting in his cushioned chair, close to a red hot stove. He leaves this charity work to the deacon, and the deacon, where is he? Down at his bank counting up his interest on usury notes. He leaves the looking after the poor to the congregation, and the congregation usually leave the poor to take care of themselves. Poor people make unpromisole church members. They can't give anything for the Fi Ji Islanders. But where are Jews? Why looking after their people, be they poor or rich. Where is the wild Indian. In his teepe surrounded by a well clothed family; all his tribe is his kin; no barefoot children or starving widows, all are sheltered alike from the freezing pitless storm. On the oaken ship far out on the ocean wrecked by the pitless storm, all men and women, as it were, become saviors to their fellow passengers. Then let us here, on the broad prairies, look around, and while we love God in Heaven let us eagerly love those around us whom He has created who are so unfortunate that their lot in life, drawn not by their own will, may be appeased, and let us give bread, and wood and clothes, and thereby create a temporary heaven on earth. Shelter the widows, orphans and waifs from Dakota's pitless storms. ***

Mandan Matters.

From the Mandan *Criterion* THE TRIBUNE learns that Mandan is still in existence, likewise the *Criterion*; that engine 31 has been provided with a snow plow to keep the extension clear of snow this winter; that Bush & McBratney, formerly of this city, have put in a new pool table in their sample room; that Mandan "lays over" Bismarck in the way of a debating society; that D. C. Clark has gone to Adrian, Mich., where his wife is dangerously ill; that O. S. Swett, the hotelist, is now running a transportation line from the terminus of the road to the supply store; that a hook and ladder company is being organized and that Mandan is the cause of the earth's movement.

Red Ribbon.

The temperance meeting at the City Hall last Sunday night was well attended notwithstanding the severity of the weather and was a decided success. Twenty-eight persons signed the pledge and donned the "red ribbon." One of the best things of the evening was the voluntary subscription from E. W. Brown, Esq., of $25 toward the establishment of a reading room. This seemed to strike a responsive chord in every heart. Bismarck certainly needs a place where men without homes may spend an evening comfortably without being assailed by temptation. A committee of five ladies was appointed to solicit subscriptions for this purpose, viz.: Mrs. Price, Mrs. Sequest, Miss Hattie Bentley, Mrs. Emma Draper and Miss Luella Marble. There will be another meeting at the same place when the committee are expected to report. Officers will then be elected and the society regularly organized. All friends of morality and progress are requested to attend.

Personal.

Col. Lounsberry went east last Monday.

John Rowland will go to the Hills soon.

J. W. Raymond returned from Fargo Saturday night. The Grand Jury adjourned to the 15th.

Col. E D. Baker is in San Antonia, Texas. He will probably be stationed somewhere in that District.

Thomas Doane, consulting engineer of the Northern Pacific has gone east to spend a month or two.

Wm. Harmon came over yesterday to take the train east. He concluded not to go. No train was the reason.

Sig Hanauer will leave Bismarck Jan. 1st, for a trip to Europe. He will "do the Continent" before returning.

A wealthy Wisconsin man named Conklin was in this city last week and next spring will invest heavily in this section.

Geo. Reed, clerk of the N. P. transfer, is putting in the winter season for the stage company. He is a valuable man.

Capt. C. S. Heintzelman, A. Q. M. Dept. Dak., has been relieved from duty in this division and will go to St. Augustine, Fla.

There are probably no two young men in the city who do more work than Richardson and Blakely, of the stage company.

Capt. Wolfolk, of the transfer Northern Pacific, left for his home at Carrolton, Missouri, Monday where he will remain about a month.

Lieut. Nicholson, of the 7th Cavalry, arrived from Fort Meade last evening, on Regimental business. He is the gentleman who floored Maj. Reno recently.

Farmer Jackman came to town Tuesday and was unable to return that night on account of the storm. Jackman has seen many blizzards, and when *he* refuses to face one it can be assured that it is of an unusual piercing nature.

Dr. Laman, the Black Hills railroad projecter, went east Tuesday evening. He will be gone about two weeks. He has important business with Washburn and other prominent men who will be in Washington this winter and may go there himself.

Dick Hurbert, who it will be remembered had his limb so severely crushed by a couple of cars a short time since that amputation was necessary, is now able to get down to his meals by the use of crutches. Dick has many friends in this city.

Narrow Escape.

Jim Wakeman and O. S. Reed of this city started for Mandan with a team, Tuesday night about 9 o'clock, in the midst of the heavy storm. When crossing the river on the ice one of the whiffletrees broke and they were unable to repair it. The wind was blowing furiously and darkness prevented an escape. A fire was built and the two waltzed around until toward morning, vainly trying to keep warm. Finally overcome Mr. Wakeman lay down to sleep in the sleigh-box. But for the timely assistance of a couple of railroad men in the early morn, it would have been the sleep of death. The two men were taken to the brewery at the landing and cared for. Mr. Reed was not badly frozen, but Mr. Wakeman was insensible. Both men are all right now, but Mr. W. will have a pair of sore hands, two tender feet and a pair of pealed ears for some time. The point where these two men camped was the coldest on the Missouri river.

The Vital Question.

Editor Bismarck Tribune.

While Cactus continues to prick the political bubbles throughout the territory and set Republican politicians to straddling, it occurs to me that he neglects the future great interest of Northern Dakota In his over anxious zeal to abuse Spencer, squelch Lounsberry and infuse new blood into our federal offices, leaving the great issues of Northern Dakota snow bound. The question of vital interest to us is the division of our territory on the forty-sixth parallel, and to effect this we must cut off from Southern Dakota. The only way to do this is to run our own candidate for congress next fall, independent of party. Let the votes of Northern Dakota and the Black Hills be concentrated on our own candidate. Let that candidate be Barnes, Stoyell, Lounsberry, Spencer, Myers, Walsh or the prickly Cactus. Situated as we are on the line of one of the grandest railroads on earth, in a land of rich soil capable of raising wheat and cattle enough to feed half the world. We must be free. We must not pay tribute in a provincial shape to the political buzzards of Southern Dakota, who are striving with all their power to hold Northern Dakota and the Black Hills as out lying green pastures to send out their relatives to and clothe them with fat offices like the James, Hands, etc. No, we want no more of this. Let them run their own machine, keep Judge Bennett and oil it up with a Russian now and then. Let us by all means concentrate even if it be on fatty Edwards. Let our business men move in the matter and call a convention to meet at Bismarck at some future day.

Yours Truly,
ABOUS.

BISMARCK, D. T., Dec. 7, 1879.

Ready to Raise.

The diver who has been at work on the steamer Macleod has succeeded in closing the hole in her side, and pronounces her ready to raise as soon as the weather lets up a little.

FREAKS OF ELECTRICITY.

THE VOICE OF THE WIRES THROUGHOUT THE WORLD.

Convict Shot by a Warden—Talmadge Denounced as a Liar—New York Stock Market—Serious Snow Storm—Grant.

(Special Dispatches to The Tribune.)

HE WOULDN'T OBEY.

STILLWATER, MINN., Dec. 12.—John Clark, a convict at the penitentiary, was shot dead by Deputy Warden Hall yesterday for refusing to go to his cell. Clark had, on Friday, made a deadly assault on a fellow prisoner and was generally ugly. Yesterday he refused to obey the guard and Hall first tried to persuade him. Clark became abusive and the warden gave him five minutes to go to his cell, warning him that he was taking his life in his hands. Clark's reply was abuse. The warden then deliberately shot the prisoner. The officials uphold the warden's act as imperative on discipline. Public opinion runs unanimously against Hall. Clark was a well known thief and rough sent up from Minneapolis.

CONGRESSIONAL.

WASHINGTON, Dec. 12.—Secretary Ramsey has assumed the Portfolio of War. There is little doubt but that Gov. Bullock, of Massachusetts, will be given the English Mission.

The rule of Secretary Sherman, paying ten per cent. salaries to government officials in silver is very burdensome to congressmen.

MONEY AT NEW YORK.

NEW YORK, Dec. 12.—The stock market is active and bouyant. Yesterday an advance of one-fourth on four per cents. Chatanooga, and Nashville, Erie Coal Stocks, Pacific Mail and Western Union Telegraph were the features. Transactions included 3,000 shares North Pacific and 2,000 shares St. Paul & Sioux City.

TAKES A NEW KEY.

NEW YORK, Dec 12.—Gen. Thamas F. Eckert has resigned the Presidency of the Atlantic & Pacific Telegraph Co., and assumes the Presidency of the American Union Co.

LIAR.

BROOKLYN, N. Y., Dec. 12.—Twenty-two Presbyters of the Long Island Synod, replying to Talmadge's statement, declare he is a liar and slanderer.

PORKOPOLIS REJOICES.

CINCINNATI, Dec. 12.—Gen. Grant's reception at Cincinnati will be very enthusiastic. The city is full of strangers. A banquet will be given at the Grand Hotel to the General and a reception to Mrs. Grant by Mrs. Washington McLean.

THE UTES.

DENVER, COL., Dec. 12.—Chief Ouray came to the commission on the 9th and surrendered one of the murderers. He said that others would be brought in soon. The commission ends its work this week. It will recommend that the White River agency be abolished and the Indians distributed among the Los Pinos and Southern agency.

A VILLAINOUS PLOT.

BOSTON, MASS., Dec. 12.—The Maine *Standard*, a Democratic organ at Augusta, declares that the Governor will reject the returns from Portland, Lewiston, Waco, Augusta, Hallowell, Bath and Rockland, for defects in the returns. This will throw out fifteen Republican Representatives.

ANOTHER PHILO GONE.

Dr. Enoch Cobbwines, a noted Boston philanthropist is dead.

HEAVY FROST AT FARGO.

FARGO, D. T., Dec. 12.—This city was visited by one of the heaviest snow-storms ever known. Train due from St. Paul Tuesday arrived last night and the trains on the Minnesota division are all running on time. Robt. Machider and J. C. Barr, of your city, took the train west which will probably arrive at Bismarck to-night as it left here on time without St. Paul mail. It will have, however, the Tuesday's mail. The train from St. Paul is six hours late. The thermometer is thirty-eight degrees below zero this morning. A few frost-bites are reported in this vicinity.

AT BRAINERD.

BRAINERD, MINN, Dec. 12.—The storm seems to have been general throughout the state. Trains into St. Paul from the east are late. The wires are down between here and St. Paul. The thermometer this morning indicated thirty-two degrees below zero. Train from the east is seven hours behind time.

The Fargo Ball.

The re-opening exercises of the Headquarters hotel at Fargo, Monday night, was a grand affair, and is reported by the *Argus* as the finest entertainment ever given in Fargo. The supper was a rare treat and reflected great credit on the management of Mr. Witt. Over 200 guests were present.

Headquarters for Holiday Goods at Dunn & Company's, 92 Main Street.