

# The Bismarck Tribune.

Historical Society

VOL. VIII.

BISMARCK D. T., FRIDAY, NOVEMBER 12, 1880.

NO 25.

## NEWS-NOTES.

—North Pacific, common 20; preferred, 23 1/2.  
—Only \$1 now from St. Louis to Chicago.  
—Pettigrew's majority in Dakota will not fall short of 10,000.  
—It is more than probable the demerits will unload John Kelly.  
—"329" was a good republican editorial reacting in Garfield's favor.  
—Gen. Grant will engage in mining transactions with ex-Senator Chaffee, of Colorado.  
—Fargo is to have a skating rink 200x40 feet, with Messrs. Gribble & Blake proprietors.  
—Hanlan and Trickett will row a match Monday next. Betting is in favor of Hanlan five to four.  
—The republicans came so near carrying Tennessee that its state bonds jumped from \$30 to \$45.  
—N. B. Harwood, one of the leading dry goods houses in the northwest, has failed. Liabilities, \$400,000.  
—The authorities are ridding the cities of St. Paul and Minneapolis of gamblers and houses of ill fame.  
—The steamer Rhode Island, of the Stonington line, was totally wrecked on Long Island Sound last week.  
—Fargo is building an addition to its court house, to accommodate female prisoners and for kitchen and store-room purposes.  
—The pipes for the Fargo water-works are now being laid and next spring that flourishing city can boast this important metropolitan feature.  
—Preparations are already being made for Gen. Garfield's inauguration. The national Tow Path club will be his escort on the occasion.  
—Latest reports from Washington fix the house organization as follows: Republicans, 152; democrats, 135; and greenbackers, 4. Whoop-la.  
—Neil Lane, a saloon keeper at Miles City, undertook to eject a man from his place of business election evening and had his little finger bit off.  
—Sara, the Bernhardt, made her debut to an audience of 4000 Monday night. Many distinguished people were present, and the floral offerings immense.  
—The railroads are at war again and passage from Chicago to St. Louis but \$1 with proportionate tickets to eastern points. The people are not sorry.  
—Although Hancock carries California by a plurality of 222, Terry, one of the Hancock electors, is defeated by 800, giving Garfield one elector from the state here.  
—A man turns up who saw H. L. Morey last winter, and swears on the witness stand that Morey showed him the Chinese letter and that it is genuine. Too late to spring any such dodges against a too late North.  
—Private Szallice has commenced letter writing again. His last epistle is to Secretary Sherman, asking him if he would consent to be elected U. S. senator from Ohio. Secretary Sherman replied that he was in the hands of his friends, a significant way of announcing himself a candidate.  
—Chas. W. Slayle, of Fairchild, Iowa, Otis P. Clark, Newport, R. I., and A. B. Nichols, of Philadelphia, were appointed Tuesday by President Hayes as commissioners to examine and report upon the fifty miles of railroad west of the Missouri river built and accepted by the N. P. this season.  
—The Philadelphia American publishes an article which creates considerable favorable comment in political circles. It says that Gen. Garfield is free from any alliances, and that the reported understanding between him and the leaders of the noble 306 in regard to Grant's succession in 1884 is entirely erroneous.  
—It is rumored that Jay Gould contemplates running a line northwest from Ogden, Utah, to Puget Sound, in order to control a through line to the Pacific coast. The Central Pacific will not bow to him, neither will the Northern Pacific, who control the only available pass through the Rockies on the proposed route, allow this cheeky speculator to encroach upon their rights.  
**RIVER RIFLES.**  
**Drift Wood Picked up Along the Shore.**  
Capt. Hermann's Minnie H. winters at Sioux City instead of going to St. Louis. The Coulson line ways at Yankton are in good repair and are receiving the boats of the line as fast as they arrive.  
The Gen. Sherman left Sunday morning for Fort Buford with government freight and sixty recruits.  
Capt. J. H. Maratta is no longer in command of the Gen. Sherman. W. P. Lingo assumes the responsibility and is new on his first trip up the river. Mr. Lingo is an old pilot and a thorough steamboatman. Mr. Maratta goes east to spend the winter.  
The Far West will leave for Pierre this morning with 175 tons, a clean up of all the freight in sight. It is possible that the Meade will be sent up with a lead for Pierre if she arrives this week. Otherwise there will be no more boats from this city for up river this season.—*Sioux City Journal* Nov. 4.  
The contract for the new transfer for the North Pacific has been let and the boat will be here as soon as possible after navigation opens in the spring. Capt. Wm. Hamilton, of Mound City, who built the present transfer, is the builder. Capt. W. W. Lingo will bring the boat up in the spring. The boat will be used in transportation of supplies on the Yellowstone.  
**No Dispatches.**  
The Tribune has waited to day until the last moment for dispatches, but is obliged to go to press without them. It does seem as if fate was against the telegraph company, as trouble is experienced nearly every week in getting news through.

## MONTANA AND DAKOTA

### TWO TERRITORIES UNITED BY THE NORTH PACIFIC R. R.

#### The Driving of the Silver Spike on the Line Dividing the Great Territories—The Party and the Speeches and Incidents.

Wednesday last was an eventful day for the North Pacific railroad, and no less so for Dakota and Montana territories. The advent of the road into Montana was duly celebrated by the driving of two silver spikes upon which was inscribed, "Welcome North Pacific Railroad," and two links with the words, "Dakota to Montana." These spikes were contributed by the people of Montana. One of them will be sent back to Helena as a memento and the other to President Billings, of the North Pacific. The celebration of this event was the idea of General-manager Sargent, upon whose invitation the various newspaper correspondents and friends of the road participated. The use of the business car, the sleeper, "Brainerd," and observation car No. 4001, were kindly offered, and throughout the whole trip the indefatigable efforts of the railroad officials to please their guests were everywhere apparent. Accessions to the party were made at different points and when the line was finally reached the following gentlemen were present to witness the event:

#### RAILROAD OFFICIALS:

H. E. Sargent, general manager.  
D. R. Taylor, superintendent Missouri division.  
Col. Clough, assistant engineer North Pacific.  
Col. Bausenwein, engineer in charge of construction bridges, etc.  
S. N. Keith, locating engineer.  
J. W. Kendrick, resident engineer, Yellowstone division.  
F. W. D. Holbrook, resident engineer, Mandan.  
S. D. Mason, resident engineer, Brainerd.  
H. Morgan, roadmaster.  
E. P. Doran, master mechanic.  
R. Relf, engineer.  
Among the contractors were S. C. Walker, Jas. Bellows, H. Clark, P. B. Winston, and others, engaged in grading and track-laying, and T. C. Kurtz, of the supply store.

#### THE MILITARY

was well represented, the following being among the number:  
Col. Lewis Merrill, major 7th Cavalry, in command of troops on N. P. extension, with headquarters at Camp Huston.  
Lieut. H. S. Mann, 17th Infantry.  
Lieut. J. C. Gresham, 7th Cavalry.  
Lieut. J. M. Buins, 17th Infantry.  
Lieut. J. E. McCoy, 7th Infantry.  
Lieut. Deerees, 5th Infantry.  
Lieut. Robertson, 7th Infantry, and Drs. Miller, Steen and Benham, assistant surgeons.  
Lieut. Clark, 2d Cavalry, Fort Keogh, arrived in time to participate, having come on horseback from Keogh in thirty-six hours.

#### NEWSPAPER MEN AND CIVILIANS.

Among the distinguished guests were: Prof. N. H. Winchell, of the Minnesota State University.  
Dr. P. L. Hatch, president of the Minneapolis Academy of Natural Sciences.  
S. M. Cary, St. Paul.  
C. H. Dixon, St. Paul.  
Col. Wm. Thompson, Geo. P. Flannery, Dr. H. R. Porter and J. F. Wallace, Bismarck.  
E. P. Wells, Jamestown.  
A. Richards, *Pioneer Press*, St. Paul.  
A. C. Capelhart, *Fargo Argus*.  
A. Gage, *Minneapolis Tribune*.  
A. W. Hall, *Fargo Republican*.  
J. A. Rea, correspondent, and C. A. Lounsbury and M. H. Jewell, of THE TRIBUNE.

#### THE LINK.

The special reached the end of the track about a large tent had been placed near the scene and arrangements for dinner made. Col. Bausenwein's flag-staff on the dividing line was a feature of the ceremony, as over the whole proceeding floated the national emblem. At half past one the tie which was to receive the silver spikes was placed in position and the congregation called to order by Engineer S. D. Mason, master of ceremonies. There being no Montanians present to represent that territory Geo. P. Flannery, of Bismarck, was chosen, and the mallet given to him to strike the first blow. Mr. Flannery said: "The territory of Montana welcomes to her borders the great modern advance agents of civilization—the railroad and locomotive; especially does she welcome the North Pacific railroad, and to-day sends greeting to her territory of Dakota and rejoices with her in forming the links in a part of this great transcontinental railroad, which in a few years will unite the North Pacific ocean with the unsalted seas and bind together and cement more closely the common interest of the two great territories of the new northwest, Montana and Dakota."

#### DAKOTA'S GREETING.

Col. Wm. Thompson, who was chosen to represent Dakota, then took the mallet and said:  
"Dakota sends greeting to Montana and the great northwest, and welcomes this evidence of the efficiency and ability to be found in the management and construction of this great transcontinental thoroughfare, the great advance agent of civilization to Montana and the great northwest, so soon to be bound to us by ties of wood and rails of iron, as well as by ties of common interest and common sympathy, pushing on to a common destiny. The occasion is particularly interesting to me, as it occurs on my 67th birthday. I have lived to witness and take part in one of the greatest events that ever occurred in the history of this

or any other country—the driving of these spikes. Dakota now turns over the work to Montana, her sister territory, and hopes it may continue to be blessed by the wonderful energy and marked ability which has thus far characterized its progress; that it may be pushed to speedy completion to the Pacific. By its completion through Dakota, the greatest wheat fields in the world have been developed, and a country has been opened which is being rapidly filled by an industrious, prosperous and happy people—results certain to follow its progress through our sister territory, Montana."

#### THE CLOSING SCENE.

After this formal recognition of twin relationship, the stars and stripes were run up and three rousing cheers given. Each one in the party by turn then gave the spikes a tap. Mr. Walker, in behalf of the contractors, Prof. Winchell for the state of Minnesota, who had watched with interest the courtship of Dakota and Montana until they had reached their majority and had now come to ratify the union and participate in the driving of the spikes; Mr. Richards in behalf of the press, which had recorded and would continue to lend a helping hand in the advancement of this great thoroughfare; Dr. Hatch for the medical department said the members of his profession were always interested in nuptials, and he hoped the commercial offspring of this union would be as numerous as the Minnesotas on which the rails rested. Col. Clough, for the engineer department, said that he had been

#### DREAMING FOR 25 YEARS

of just what he was then doing. F. W. D. Holbrook, principal assistant engineer followed, and Col. Lounsbury, the pioneer editor on the line of the North Pacific in Dakota, took the mallet. S. N. Cary, representing the commercial interests, was followed by Edward Terrell, who spoke for the Northwestern Telegraph Company. He said that when the line should shake hands with the waters of the Pacific and kissing the waters of the Atlantic, it would become one of the best paying lines in America. Col. Merrill, speaking for the military, would be glad when the road was completed; that camp life on the extension would be at an end. Alluding to his work in the south in the ku-klux days, he said he had been engaged in tying states and he was now glad to participate in the tying of these two great territories. P. B. Winston, for the track and bridge builders, said he would wait until pay day before making a speech, but he would help drive the spikes now. He was followed by Jas. Bellows, who chipped in for the contractors, and then by E. P. Wells, who said he had recently been interested in voting and now proposed one solid vote of confidence in the North Pacific Railroad. John F. Wallace, on behalf of the farmers said, "here is to the genius that inspired, the wealth that backed, the nation that fostered, the labor that built this great road; may God in his mercy bless them all." At this one of the laborers proposed three cheers which were given with a will. For the laborers Mike Moran (Shorty) said he was not a speech maker, but that he was very thankful for the privilege given to help drive the spikes. Frank Denver, one of the spike drivers, then contributed a tap and was followed by Col. Bausenwein and Messrs. S. N. Keith, D. R. Taylor and Geo. Fitzgerald. John A. Rea, register of the United States land office, said he had no speech to make but that he had a true claim for every one of them. He represented the

#### LARGEST LAND DISTRICT IN THE WORLD

covering an area of over 50,000 square miles and containing at least 10,000,000 square acres of the best wheat land in America. A. C. Capelhart said he hoped that this portion of the road would soon be lined with villages as thickly as the eastern part. He was followed by Mr. A. W. Hall, of the *Fargo Republican*, A. Gage, of the *Minneapolis Tribune*, M. H. Jewell, of the *Bismarck Tribune*, E. P. Doran, master mechanic, H. Morgan, roadmaster, and Capt. Robertson, representing Maj. Comba, in command of troops at the cantonment. Richard Relf was then called to finish the driving. He said he was the oldest engineer on the road and had seen the development from the first survey in 1867 to the present date and hoped to live to see a golden spike driven in Idaho uniting and signaling the completion of the road from both directions. Terrance Malarky said the driving could not be complete until hit by the sledge which had driven all the spikes on the line of the extension, whereupon he tapped the spike with an eleven pound sledge, used in completing the driving of every spike.

#### HOMEWARD BOUND.

After partaking of a most excellent lunch in which the festive oyster figured conspicuously, the party gave three cheers for the management, the courtesy extended, the occasion and everything connected therewith which had combined to make the affair a grand success. The special then moved away towards the cantonment at which point it arrived about five o'clock. At eight o'clock Camp Huston was reached and the hospitality of Col. Merrill accepted. A better supper and a more cordial reception was never participated in.  
The train reached Mandan yesterday morning about daylight, and without any delay crossed on the transfer. After breakfast the two special cars were attached to the morning train east, and bid adieu to their associates who had participated in the pleasant event.

#### NOTES

In addition to those mentioned were the train men. Engine 58 furnished the power of transportation and engineer H. Hoffacker presided over the destinies of the propeller, assisted by fireman Pat Terry, the regulator of the engine company. Conductor F. J. Horton looked after the safety of the passengers, while P. Stevenson and C. Harrison presided over the brakes. Express messenger R. White was also lucky in having the run that day.  
While on the transfer, Tuesday, the party were greeted with a genuine steamboat dinner. It was an impromptu affair, but pronounced by each one as the best

meal ever given on a boat. Capt. Wolk, while being one of the most thorough steamboat men on the river, is also one of the most courteous and obliging. That dinner will always be remembered. Post trader Frank Moore at the cantonment Little Missouri, did all in his power to entertain the party while in his province, and was more than successful.  
P. B. Winston, Col. Bausenwein and others having in charge the dinner given at the line are entitled to any quantity of credit for the manner in which they acquitted themselves. There were three times the number expected, yet everyone had plenty, even to overflowing.  
The generous courtesy extended by General Manager Sargent in the use of his business car for his guests was warmly appreciated by all and as a caterer to the comforts of the party Mr. Sargent was immensely successful.  
E. H. Bly and Maj. Kirk were with the party as far as the landing, but they reconsidered and turned back. They are now sorry they did not go.  
Paymaster Maynadier, U. S. A., was extended the courtesies of the business car from St. Paul to the Little Missouri where he paid off Wednesday, and returned as far as Huston on the special.  
The driving of the silver spike was heard in all the telegraph offices from the end of the track to St. Paul. It was an ingenious contrivance. The telegraph wire ended about half a mile from the scene of the celebration but the iron rails served the purpose as well. A wire connected with a piece of copper on the face of the mallet was attached to one rail and the other rail to a ground wire. The spike touched the ground rail and of course each stroke was faithfully recorded by a click of each instrument on the line.

#### Bad Land Boulders.

The Little Missouri precinct cast sixty-eight votes.  
Geo. Reed is on his way to Glendive for a buffalo hunt.  
Fred Whittier is now with Moore & Co., post traders Little Missouri.  
The well water at the Cantonment is excellent, equal to the Missouri.  
Frank Moore's hotel is finished and thrown open to the hungry public.  
Good judges believe there is crude petroleum in the Bad Lands. Some one should sink a well.  
The next jump the supply store makes will be from the Little Missouri into Montana, at Beaver creek.  
The soldiers at the cantonment have fenced off a park which excels in beauty and on the line of the road.  
The country west of the dividing line, between Montana and Dakota, or the Bad Lands, is a gently rolling prairie and good soil.  
The permanent bridge over the Little Missouri is finished all but laying of the cross ties. It is 400 feet long and substantially built.  
The burning coal beds in the Bad Lands look very curious at night, and the roar in some places can be heard for several hundred rods.  
P. B. Winston, the best looking contractor on the extension, is pushing the track laying and says he prays for good weather every night.  
It is difficult to keep men on the grade. As cold weather approaches the men rush into Glendive where there is timber, etc., for building warmer quarters.  
T. C. Kurtz, of Brans' supply store, distributes for \$20,000 to \$40,000 each month. Mr. Kurtz is a young man of much ability and well liked by every one who knows him.  
It has been estimated by competent judges that only one-half of the so-called Bad Lands are really bad, the other half being most excellent grazing land, sheltered from storms and severe weather.  
Bly's coal mine at the Little Missouri has been worked a distance of 100 feet. It is an eight foot vein but not as good quality of coal as Baby Mine. The mine is situated forty feet above the track and only thirty feet distant. The coal is loaded on the car by means of a slide.  
Harry Eaton, a Pittsburgh boy, a friend of Frank Moore, is having a successful hunt. He has killed scores of antelope, deer and mountain sheep. He saves the best specimens of heads to take with him east. Last week he killed a mountain sheep, whose head is now on exhibition at the cantonment. It weighs fifty-two pounds and the horns when fastened to the head are seventeen inches in circumference. He killed a black bear last week which dressed 75 pounds. The head he will have stuffed. He also has buck horns, measuring six feet and a half across. The Bad Lands is the sportsman's paradise.

#### WEATHER.

It will be seen by the accompanying weather report that on the warmest day last month the thermometer reached 80 degrees above zero, or two degrees above summer heat. The coldest was 12 degrees above, and that only for a short time one morning. The mean temperature has been 42 degrees above, or 12 degrees above freezing, all the month. There has been but four days on which it stormed, and but a portion of those days were stormy.

## TELEGRAPH TO TRIBUNE

### NEWS GOBBLED FROM THE ENDS OF THE EARTH.

#### That is What Would Have Been in this Column if the Wires Were Working—However, Army is Substituted.

SHOULDER STRAPS.  
The rumor that Gen. Sherman was about to retire is false.  
Lieut. T. M. Defrees, 5th Infantry, Camp McIntosh, visited the city last Sunday.  
Col. Elmer Otis, 7th Cavalry, visited the city yesterday, the guest of Maj. Kirk.  
Col. Merrill, 7th Cavalry, is reputed to be the best "old sledge" player in the army.  
Mrs. Gen. Sherman, who has been ill for some time past, is now nearly fully recovered.  
Dr. Cunningham has a six months' leave of absence with permission to go beyond the sea.  
Lieut. Hardin, 7th Cavalry, Fort Lincoln, and Lieut. Pleasant registered at the Sheridan Tuesday.  
Capt. Jas. B. Casey, 5th Infantry, arrived from Fort Keogh Wednesday and proceeded east yesterday.  
Capt. Constant Williams, and Lieuts. English and Bell, of Fort Lincoln, came over to the Nathal Opera Wednesday evening.  
Capt. Constant Williams, 7th Infantry, Fort Lincoln, and Lieuts. Chance, English and Bell have taken in the opera this week.  
Rev. G. W. Dunbar and family, the recently assigned chaplain at Fort Yates, remained a few days at the Sheridan early in the week.  
Capt. Josiah Chance availed himself of the Nathal Opera several evenings. He is yet undecided which it is Giroe or Girofa.  
Lieut. J. E. McCoy, 7th Infantry, went east yesterday on a two weeks' leave. It is rumored that he is soon to be married to a St. Paul lady.  
Maj. W. M. Maynadier arrived Monday night and will pay Lincoln, Yates, Stevenson and the command on the extension before returning.

The Army and Navy Register congratulates the signal service on its prediction of fair weather election day, three and one-half days previous.  
Lieut. Jas. F. Bell, 7th Cavalry, will go east next month. He goes into the state of matrimony with a Miss Buford, niece of Gen. Buford, of Kentucky.  
The little boy recently presented by Mrs. Rogers to her husband, Capt. W. P. Rogers, adjutant at Fort Yates, is said to resemble his father most strikingly.  
Miss Roma DeRudio, the accomplished daughter of Maj. DeRudio, 7th Cavalry, returned Monday night from a trip east, en route for Fort Meade, at which place her father is stationed.

Capt. Beach, with company "D," 11th Infantry, is now en route to the end of the track on the extension. The company will keep pace with the building the balance of the season, much to the disgust of Capt. Beach.  
The Army and Navy Journal says that Old Betz, a Sioux squaw, who died recently at the reputed age of more than a hundred years, had been successfully, it is said, the wife of an army officer, of an Indian chief, and of a Methodist missionary.

Lieut. Clark, 7th Cavalry, was from the extension on the special yesterday, bound for St. Paul. He had just returned to Keogh from an expedition to Fort Assiniboine Indian agency Monday night when he received the sad intelligence that his affianced, a Miss Sanborn, of St. Paul, was dangerously ill. He started on horseback from Keogh Tuesday, morning at 1 o'clock and reached the end of the track Wednesday at 1 p. m. He left the end of the track on the special Wednesday night and arrived at St. Paul this morning. This is the quickest time ever made from Fort Keogh to St. Paul.

The Weather.  
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THE OFFICIAL RECORD.  
For October, 1880. Highest Lowest Mean  
Barometer 29.423 29.514 30.041  
Temperature 80 12 42.3  
Monthly range of Barometer 2.69  
" " Temperature 68  
Greatest daily range of " 42  
Least " 7  
Mean relative humidity 63.4  
Total rainfall 0.27 inch  
Prevailing wind N W  
Total " 874 miles  
Number of clear days 11  
" " fair " 9  
" " cloudy " 11  
Number of days on which rain fell 4

CRUIS CHAMBER.  
Sergt. Sig. Corps, U. S. A.

Laman's Bracket.  
Dr. W. W. Laman, of the Bismarck and Black Hills railroad, has more "rackets" than one. The *Fargo Republican* says: "The ordinance passed by the city council Tuesday night, grants to W. W. Laman, of New York, the exclusive right to lay gas mains in the streets of Fargo for thirty years; exempts the works from taxation for five years; fixes the maximum price of gas at \$4.50 per 1000 feet and rent of meters at 25c for the small, and \$1 for the large, per month, and requires Dr. Laman to commence work by the first of June next and to have two miles of gas mains laid by the 31st of December, 1881." Mr. Laman is now east with engineer Clements on business connected with the railroad. The *Fargo* says works is but a speculation.

Fun at the Opera House.  
A very pleasant affair took place at the Bismarck Opera House Friday evening last. Miss Maude LeMoine was called on the stage and presented by her admirers with a magnificent gold badge valued at seventy-five dollars. A laughable presentation took place later in the evening. As Mr. J. P. Carroll was about to leave the stage, Mr. W. H. Davenport stopped him and presented him with a massive solid tin watch, to which was attached a beautiful log chain. Davenport made a few remarks, assuring Mr. Carroll that he was held in great esteem, when Mr. Carroll asked for a shot gun, with which he said he would kill time. The Donaldsons, John and Daisy, opened Monday night and were warmly received. They are great favorites. An extra strong bill is offered this week, and full houses follow.

Delightful.  
Deadwood has been visited by several severe snow storms, Pyramid Park has had three inches, and Southern Dakotas ten feet, but the North Pacific from Fargo to Bismarck has been entirely free. There has been no snow at Bismarck and but few days when an overcoat was necessary.

## PURELY PERSONAL.

H. F. Douglass will spend the winter at Yates.  
Judge Bowen went east Wednesday morning.  
Joe Hare is back again. He cannot stay away.  
P. W. Lewis, of Fort Stevenson, is at the Sheridan.  
H. F. Douglass, post-trader at Fort Yates, was in town Sunday.  
Capt. Maratta, of the Coulson line, will return about the holidays.  
Frank Moore is expected in every day with the Bad Land ballot box.  
Chas. Thompson, of Baby Mine, returned last night from the east.  
Geo. Haly and wife, Minneapolis, accompany Mr. Browning and lady.  
W. F. Steele came in from his plantation Wednesday and did the opera.

Chas. H. Dixon, pioneer traveling man, is in the city. He helped drive the spike.  
W. J. Ives was looking the landscape over among his patrons in Bismarck, Saturday.  
J. W. Gilroy, a brother of Yardmaster Gilroy of this city, registered at the Sheridan Saturday.  
Engineer Clough, of the N. P. road, came in from the Little Missouri Monday but returned again.  
Rev. I. O. Sloan was over from Mandan this week. "Father Sloan is welcome in every household in Bismarck."  
Wm Courtney, clerk in the Indian department at Fort Berthold agency, accompanied by his wife, is stopping at the Sheridan.

Mr. J. C. Barr, of the Benton line, will spend the winter at New Orleans, St. Louis and Chicago. He will leave the first of next week.  
Mr. E. T. Winston returned from Virginia Tuesday night where he was called to attend the death-bed of his wife. Mr. Winston has the sympathy of his many friends and acquaintances.  
Jas. Browning, a young man formerly of this city, but now in business at Deadwood, returned from the east last night and leaves for the Hills to-night. He brings his new bride, Mrs. Laura Dagne with him from Minneapolis.

Edward Richards, *Pioneer Press*, A. Gage, *Minneapolis Tribune*, A. S. Capelhart, *Fargo Argus*, A. W. Hall, *Fargo Republican*, E. P. Wells, *Jamestown Land Journal*, took supper at the Sheridan Monday night.  
Prof. Winchell, professor of geology, in the Minnesota State University, at Minneapolis, assistant Chief Engineer E. D. Mason, N. P. R. R., and General Manager Sargent partook of the hospitalities of the Sheridan Monday night.

Capt. O'Toole, of Fort Keogh, while on his way to Glendive from Miles City, last week, fell through a trap door in one of the shacks on the way and broke one rib and otherwise bruised his body. The *Journal* says he was brought back in an ambulance.  
Miss Nellie Comford is now stopping with Mrs. Wm. Ives, the fashionable dressmaker and milliner on Third street. Miss Comford has had long experience at dressmaking and Mrs. Ives is to be congratulated upon securing the services of this young lady.

STEVENSON SPLINTERS.  
An Interesting Batch of Personal Matters about the Fort.  
Special Correspondence of the Tribune.  
FORT STEVENSON, Nov. 6.—A fire caught to-day in Company G quarters from a defective stovepipe in the garret, and had it not been for the coolness of the post commander, Capt. C. C. Rawn, the coolness of the soldiers and the coolness of the atmosphere the fire would have been a disastrous one, but was a little damage was done. Post trader Winston, who has the contract for furnishing the post with coal, is making good progress, considering the few men he has at work. . . . Mr. Maguire, who owns an opera house in Portland, Oregon, gave an entertainment here this week which was well attended. . . . Frank W. Dakin, 7th Infantry, has erected a small sized grist-mill. He has the contract for grinding all the corn for the beef cattle and breakfast cakes for the boys. . . . Company D is now engaged in digging a well. . . . The soldiers' quarters which began construction thirteen years ago and remained unfinished until the 7th Infantry came here, are now complete. . . . Patrick Griffin, a "mule skinner," is now languishing in the hospital owing to too much familiarity on the part of one of his mules. . . . Hunting in this vicinity is good. Sergeant Lewis Chaplin and Corp. Platt, Co. I, Corp. James McHale and Patrick Stinbeck, Co. G, are out on a hunt. They have already killed a large amount of game. G. O. V.

Fun at the Opera House.  
A very pleasant affair took place at the Bismarck Opera House Friday evening last. Miss Maude LeMoine was called on the stage and presented by her admirers with a magnificent gold badge valued at seventy-five dollars. A laughable presentation took place later in the evening. As Mr. J. P. Carroll was about to leave the stage, Mr. W. H. Davenport stopped him and presented him with a massive solid tin watch, to which was attached a beautiful log chain. Davenport made a few remarks, assuring Mr. Carroll that he was held in great esteem, when Mr. Carroll asked for a shot gun, with which he said he would kill time. The Donaldsons, John and Daisy, opened Monday night and were warmly received. They are great favorites. An extra strong bill is offered this week, and full houses follow.

Delightful.  
Deadwood has been visited by several severe snow storms, Pyramid Park has had three inches, and Southern Dakotas ten feet, but the North Pacific from Fargo to Bismarck has been entirely free. There has been no snow at Bismarck and but few days when an overcoat was necessary.