

THE DAILY ENTERPRISE.

LIVINGSTON, MONTANA, THURSDAY MORNING, JULY 19, 1883.

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NO. 40.

THE DAILY ENTERPRISE.
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LIVINGSTON, MONT., JULY 19, 1883.

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Transcontinental Excursion.

Mr. Henry Villard, president of the Northern Pacific Railroad Company, has issued the invitations for the great transcontinental excursion which is to celebrate the opening of the main line of that road about the first of September next. The invitations constitute a beautiful specimen of the engraver's art, and the whole expedition is evidently gotten up regardless of expense and on a scale of magnificence never before approached anywhere in the world in connection with a commercial enterprise. The central event of the trip is to be the driving of the golden spike which will unite the western and eastern divisions of the road at a point near the western opening of the Mullan tunnel, which pierces the main range of the Rocky Mountains about 30 miles west of Helena. The majority of the guests will come from the Atlantic states, and are expected to concentrate at New York city about the 27th of August. Private Pullman cars will be attached to the express train on the New York Central the Erie and the Pennsylvania railroads, leaving New York at that time. Invited guests who live at more western points will join the excursion at such places as may be most convenient to them. Chicago will be the first grand rendezvous for the expedition west of New York, while St. Paul and Minneapolis will constitute the actual starting point for the excursion, as finally completed and made up. One special car starts from Boston and another from Philadelphia for the accommodation of guests invited from those cities. Ample provision is made in advance by the railroad company for the free entertainment of its guests, in New York at the Windsor, the Hoffman, the Brunswick and the Buckingham hotels, in Boston at the Brunswick, and in Chicago at the Palmer and Grand Pacific. At St. Paul special trains consisting of these private cars, Pullman sleepers and dining cars will be made up and run through to the Pacific coast and return, thus no dependence will be placed upon hotels or eating places at any point beyond St. Paul and Minneapolis. The guests will live on board the trains, and every convenience, comfort and luxury will be provided for the entire trip. The company take the pains to say that the guests will be at no personal expense during the entire journey, which will cover a period of about thirty days.

The invitations embrace a distinguished selection of capitalists, railroad magnates, journalists and men in public life. These, including the board of directors and other railroad officials and prominent stockholders, will probably constitute a party of not less than 300 persons. Brief halts will be made at various points across the continent to give the excursionists an opportunity to see all the

SIGHTS WORTH SEEING
along the new road. It has not been finally decided whether a digression will be made to visit the Yellowstone Park or not, but if the invited guests are consulted there is no doubt as to what the answer will be. After the main celebration of the uniting of the rails on the summit of the Rocky mountains the party will proceed down the Pacific slope, and on reaching Wallula, near the head of navigation on the Columbia river, the excursionists will have their choice, whether to proceed by rail down the river bank road to Portland or change to steamers on the river. In either case the scenery to be enjoyed down the Columbia river is among the most magnificent on the continent. From Portland the party will proceed over the Pacific division of the Northern Pacific road northward to its Pacific tide-water terminus at New Tacoma, on Puget Sound, there they will be transferred to steamers and enabled to visit all parts of the sound, including a day's sojourn at Victoria, the capital of British Columbia. The editorial members of the fraternity who are invited will be specially looked after by Mr. E. V. Smalley, of the New York Tribune staff.

Among other pleasant features of the occasion it is understood Mr. Jay Cooke, the practical and first promoter of the great enterprise, has consented to join the party and make his first trip across the continent over the line of railway to whose construction he gave so many years of arduous work and in which he wrecked an immense fortune. Mr. Cooke has now fully recovered his financial standing and is in condition to thoroughly enjoy the approaching event.—Minneapolis Tribune.

To the Slain.

A commemorative monument to be placed at Fort Keogh has been completed for some time, and is daily expected from the east through St. Paul en route to Fort Keogh. When placed in position it will be of two parts. The base is five feet six inches square and twelve inches in height, with beveled edges, the sides and top dressed in the style known as "cutwork," leaving the stone in the same color as it appears in the ledge. The die is four feet and six inches square at the base, and inclines slightly to within a few inches of the top, where it slopes abruptly, terminating in a point. The whole monument is five feet six inches. Each side of the die

is highly polished, while the top is "cut-work." On one side of the monument the following inscription is cut:

To the officers and soldiers killed, or who died of wounds received in action, in the Territory of Montana while clearing the district of the Yellowstone of hostile Indians.

On the other three sides are cut the names of thirty-nine officers and privates, with regiment and company to which each belonged, and the place and date of the action resulting in their death. The inscription and names, embracing over 1,400 letters and characters, are cut in the Egyptian style of letter, the natural gray of the stone in the cut letter affording a fine contrast with the beautiful deep reddish tinge of the polished surface. The monument, completed, weighs 16,000 pounds and is valued at \$1,800. It was inspected last week by Gen. N. H. Davis, U. S. A., and T. D. Cook, of Milwaukee, who are highly pleased with it and pronounce it satisfactory in every respect. The memorial is commemorative of all who fell while fighting the Sioux in Montana, and embraces Bear Paw, Big Hole and other fields, as well as Custer.—Miles City Press.

MONTANA NEWS.

A 23-pound fleece is on exhibition at the wool-growers' headquarters at Fort Benton.

Castello's circus was delayed three days beyond its date in getting to Missoula on account of the rough roads.

Capt. John Smith left for the Park on Friday, with men and teams. The teams were loaded down with goods for his saloons in the Parks.

For assaulting Col. Woolfolk with a deadly weapon Secretary McCutcheon was held under \$500 bonds to answer at the next term of the district court.

Chas. Zoller, of Billings, spent three days in Bozeman last week defending his title to a piece of desert land, which a young man of Park City has jumped.

The bricklayers of Boreman struck a few days ago for an advance of fifty cents per day. Their demands were not conceded to and other workmen took their their places.

James King, who shot and killed Mahan, the soldier, in a row in a saloon at Fort Missoula, three or four weeks ago, has been sentenced to fifteen years' imprisonment in the penitentiary.

Bishop Zeehandelaar has sent Governor Crosby a box containing Scandinavian oats, wheat and barley for distribution. They will be divided among a few of the farmers in several of the principal agricultural sections of the territory.

The new boat which is being built in the east for Gov. Crosby will be completed and reach Bedford by the 20th of August. It is to be used for navigating the Missouri river above the falls. The boat will be 32 feet long and 7 feet wide. It will be propelled by a stern screw driven by steam. It will be the first steamer on the upper Missouri.

A little dog belonging to T. J. Demers, of Frenchtown, was shut up in a church at that place recently for a week without anything to eat; but when found and let out he was as fat and saucy as ever. The mystery (for it was a mystery) was explained when it was found that he had during his incarceration eaten the backs off a \$20 bible and seventeen hymn books.

Last Friday night about 11 o'clock, at the lower end of Front street, near the river, a man was heard to cry, "Murder!" and "Help!" and a couple of our efficient police responded, when it was found that a bold attempt had been made at "rolling." The police could barely see the thieves in their flight and fired four shots at them. The noise of the shooting, in conjunction with the whistles of the demimonde, impressed the stranger within our gates with the fact that the town was lively.—Missoulian.

St. PAUL, July 17.—The court-marriage case of Col. Guido Iiges, for duplicating his pay accounts, began this morning. The court is composed of fifteen officers, Brevet Brigadier General S. P. Bradley being president.

The first witness, Josiah H. Speyer, of the banking house of J. H. Speyer & Co., Washington, D. C., testified to the signature of defendant upon two pay accounts in July and August, 1882, which passed through his bank.

Major William Smith, paymaster at St. Paul, testified that the pay account of Col. Iiges for August, 1882, had come to him from the Bank of Minnesota so late as March, 1883; that he declined to pay it until making inquiry at Washington because he had cashed the pay account for later months and could not understand how the month of August could have been overlooked. Witness then wrote to the paymaster-general and learned that the account of Colonel Iiges for August, 1882, had been paid.

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