

THE DAILY ENTERPRISE.

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The Republic's Dark Corner.

Exploring expeditions have sailed out year after year for the Arctic regions, Africa's dark continent, and other unknown lands beyond the sea. But it seems to have slipped the memory of men that in our own republic there is at least one portion that offers the most inviting field to the explorer and the officers of the government. In the most southern portion of Florida, swept by the Atlantic ocean and the warm gulf current, lies a vast extent of forest and swamp, known as the "Everglades;" a region which it is believed has never been penetrated by white men. The Seminoles and the slaves alone know the trails through the cane-brakes and cypress swamps. Into that unknown land it is claimed that President Lincoln's emancipation proclamation never penetrated, and that slavery still exists to a considerable extent. The Seminoles fought relentless battles in 1817-18 with the troops under General Jackson and Gaines. The last desperate Seminole war began in 1835. It cost the government \$10,000 in money and 1,466 lives. Failing to drive the Seminoles from the Everglades a treaty was made with the tribes. Most of the Indians agreed to remove to a reservation west of the Mississippi, but many of them refused to go, and their descendants still occupy the dense forests and pathless swamps of that region. It is claimed that there are about 400 Seminoles in the Everglades, but neither press excursion nor census enumerator has entered the unknown land to verify the figures. It is known that they have a number of negro slaves who do the menial labor that squaws perform in other tribes. Not long ago a Seminole became dissatisfied with one of his slaves and took him to the nearest white settlement for sale. He was greatly astonished when told that twenty years ago all the slaves were given their freedom. Replying: "White man's nigger may be free; Injun's nigger not free." he returned to his native swamp with his chattel. The New Orleans Times-Democrat proposes the thorough exploration of the Everglades, and to find out the mysteries of the dark region. It has fitted out and started a well-equipped expedition, and ere long we may expect maps and full accounts of the region that has hitherto baffled the efforts of the curious.

The Crazy Mountains.

The Crazy Mountain region has never been prospected it is said by practical miners, but during the past summer a corps of geological surveyors under Prof. Wolfe, in the employ of the Northern Pacific has been exploring the whole mountain district. He is now at Hunter's Hot Springs, and a correspondent writing from there to the Helena Independent says: "Prof. Wolfe has concluded that there is no mineral in the Crazy Mountains—that they are totally barren of mineral—and I have no doubt he could establish by the 'rules' and 'principles' of his science the correctness of the conclusion; but I disagree with him. I predict the time is not far distant when vast mineral wealth will be disclosed in the Crazy Mountains. I have great respect for Prof. Wolfe's educational attainments, and for him personally—his general intelligence and manly bearing; but his report will not deter practical miners, in my opinion, from going into the Crazy Mountains and finding mineral; and experience justifies me in saying he would be more successful as a mine-hunter were he to throw aside his scientific instruments and text books and look for his mines with a pick and shovel."

The Professor, though he saw no mineral, found an abundance of fine timber, much good farming land, beautiful scenery, and plenty of game.

Northern Pacific Accident.

About 5 o'clock last Friday morning a fatal accident occurred on the Northern Pacific, five miles east of Valley City. The passenger train going east was in two parts, that ahead being one of the Villard trains. An engine had been helping that train up the grade from Valley City to Oriska and had been ordered to side track and wait for the other train. The

order was misunderstood, however, and the engine was running back in a thick fog and met the passenger train. The engine on the passenger train was completely demolished and one account says the baggage and mail cars were badly smashed. The fireman, T. E. Collins, was caught between the tender and the boiler, where he remained several hours, suffering intensely, before he could be extricated, and died soon after. The engineer, George McLain, was badly burned and scalded. Engineer Miller and his fireman, of the engine which did the mischief, escaped unharmed, and no passengers were injured.

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MERCHANT TAILOR.

ALSO OLD CLOTHES RENOVATED, Repaired and made to look as well as new or no charge made. SHOP ON "B" STREET, Livingston.

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The Table is Supplied with the Best the Market Affords.

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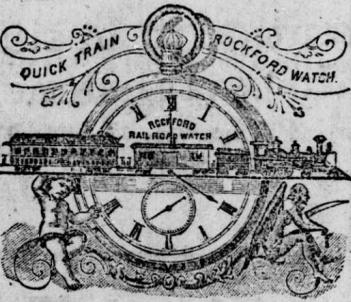
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