FARGO STRUCK BY A CYCLONE.

The People Horror Stricken by the Tempest and Lightning.

A PASSENGER TRAIN DERAILED.

Many Business Blocks Unroofed by the Cyclone—The Town in Darkness.

Seven Children Crushed to Death—The Mother Not Expected to Live—Wild Reports.

ST. PAUL, July 7.—The Wahpeton, N. D., correspondent of the Pioneer Press telegraphs that paper as follows: A straight wind from the northwest struck Fargo at 2:30 a. m. Great damage was done the city. The electric light towers were blown down, whole blocks unroofed, Yeras' wigwam, McGille & Co's warehouse, the opera house, the Republican office, the Keeney block, the battlement on the bank of North Dakota, the Chapin block, the Exchange hotel, the Continental block and the Great Northern freight house were all unroofed. The Milwaukee depot was blown down. Dozens of small houses were razed and almost every plate glass window on Front street and Broadway was broken. The Jay Cooke hotel and Grand Pacific hotel at Moorhead were unroofed.

The residence of the late Capt. McCarthy, corner of Fifth and Ninth, was struck by the storm and demolished. Seven children were instantly killed and Mrs. McCarthy is not expected to live. Two unknown tramps sleeping in a box car were killed.

DIRECT FROM FARGO.

FARGO, N. D., July 7.—This city was visited by the severest wind storm this morning it has ever known. It began at 2:30 o'clock and continued about half an hour. Earlier in the night there were some indications of rain and about midnight there were thunder and lightning, but few persons anticipated a serious storm. The wind first began to blow from the south, but suddenly shifted to the northwest and in a very short time was blowing a hurricane.

Three electric light towers were soon blown down, leaving the city in darkness that was relieved only by vivid flashes of lightning. The frightened inhabitants were aroused from sleep and lights were shining from windows all over the city, but outside there was nothing but darkness and tempest. Nothing could be heard but the angry roar of wind and crashing of flying debris.

By 4 o'clock people were hurrying in every direction to ascertain the amount of damage done. Some appalling discoveries were soon made. Saddest of all was the death of seven children of the late Capt. James McCarthy, who died only a few weeks ago. The children, who were at home with their mother, sought safety in a coal bin, where they were all crushed to death. The mother was also seriously injured but it is thought she will recoverer.

A TRAIN PARTLY WRECKED.

Thrown From the Track—Several Casualties.

ST. PAUL, July 7.—A Wahpeton dispatch to the Pioneer Press says: No. 1 Northern Pacific passenger train going west had just pulled out of the yards at Fargo and had stopped at the Milwaukee crossing when the cyclone struck it. The train was made up of three baggage cars, nine coaches and sleepers. There was a party of the Chicago & Northwestern officials in a private car, and Supt. McCabe's car was also with the train. All of the coaches and tender were blown from the track, but no lives were lost. The lights had been put out so that there was no fire nor steam. Supt. McCabe, the conductor, the brakemen and the porters acted very cooly and calmed the passengers who were sent back to the city in special coaches. The injured passengers and trainmen so far as learned are: Geo. A. Manning, Post Falls, Ida., knee hurt and shaken; J. F. Roundtree of Pingree, N. D., slightly bruised and leg hurt; Miss McCabe, sister of Superintendent McCabe, ankle bruised; C. R. Helm, Ellensburg, Wash., knee hurt and bruised; Victor Montgomery, of Chicago, scalp wound, taken to hospital; Mrs. Nordstrom, enroute from Finland to Seattle to join her husband, badly cut in several places and tendons cut and wrist cut; John Richie, baggagemaster, cut in head; Albert Lea, express messenger, bruised; Mrs. R. C. Mann, Milwaukee, arm bruised and shoulder sprained; Addison Augur, Palouse City, Wash., face cut; G. A. Marr, St. Louis, temple bruised; Mrs. C. R. Griffith, Miles City, Mont., badly bruised; and Ben Sportsman, porter of Vice President Purdy's car, spine injured and head seriously hurt; Warren G. Purdy, vice president of the Rock Island railroad, and family, accompanied by Col. R. S. Thompson and wife were on Mr. Purdy's private car, but none were seriously injured, Col. Thompson and wife slightly injured. Fred Purdy was slightly cut, but the others were unhurt.

The Lottery Bill Vetoed.

BATON ROUGE, July 7.—Governor Nichols has vetoed the lottery bill in a powerful message.

Harmony on Silver.

WASHINGTON, July 7.—Arrangement upon the silver question is practically reached. It will provide for the purchase of $4,500,000 ounces of silver a month. No bullion redemption certificates to be redeemable in coin at full legal tender.

Two Women Drowned.

ROCHESTER, N. Y., July 8.—At Ontario beach, W. W. Frye, a travelling man of Bradford, Pa., was out boating this evening with Mrs. E. M. Wisner and Mrs. Jason E. Hammond of this city when the boat capsized and both women were drowned.

The Idaho Statehood Bill.

WASHINGTON, July 8.—In signing the bill admitting Idaho to the sisterhood of states, this morning, the president disappointed a number of people in that state who had hoped that the new state would take up her position in line on the 4th of July. The reason for his action was an interesting one. The president, it seems, found that the law ordained that the new star should be placed upon the American flag for each new state on the 4th of July succeeding its admission to the Union. The president left it to Dubois, the delegate from Idago, to decide whether to have the bill signed at once and get the star or leave the star over until July 4, 1891. Dubois chose the star now and as the result the bill has been signed and 43 stars are due upon the flag tomorrow.

BOSTON WOOL MARKETS.

Similar Reports From all Markets—Buyers Very Tardy.

BOSTON, July 8.—The condition of the market is unchanged. It would be difficult, says the American Wool Reporter, to outline a duller or more uninteresting state of affairs than exists at present. Every one is waiting, growers, dealers and manufacturers; waiting for a chance in some factor of the situation which will allow of concessions. Signs are multiplying that the sudden spurt in wool, which occurred some weeks ago, resulting in the buying of early California, Utah and Texas wools at growers' prices, has completely died out; in fact, scarcely any one appears to have confidence enough in the future to pay the prices demanded in the interior.

DULL AND UNSATISFACTORY.

PHILADELPHIA, July 8.—The domestic wool market is dull and unsatisfactory, even more quiet than the preceeding week. Manufacturers are not willing to pay present asking price for wool, and dealers are not disposed to sell for less than last week's quotations. Some have already purchased at holders' prices in the west, but the most of our merchants have held off, and are waiting still for further developments.

WAITING FOR LOWER PRICES.

NEW YORK, July 8.—Manufacturers of men's wear are on the eve of a new season, and it is altogether probable that until they can determine its course the wool market will not show any great demand from this class of buyers. The trade are building upon a quiet and sluggish market for a few days longer, and expect to see during this period an easier feeling in wool.

WHAT THE AMERICAN WOOL REPORTER SAYS.

The American Wool Reporter has pretty clear ideas as to the state of the wool market in Montana. It says: "Advices from Montana are to the effect that a deadlock exists between growers and buyers and that but a trifling amount of wool has been sold. Twenty cents seems to be the general asking price, but this dealers hesitate about paying, recognizing as they do that the wools are heavy this season. At 18c. considerable wool would probably be bought, but growers' views must first soften to that value. Two or three Boston houses have ordered their representatives from the field; and this indisposition which appears so general will probably result in larger consignments than usual."

A Confederate Reunion.

CHATTANOOGA, July 8.—A federal reunion of confederate veterans is meeting here.

The Big Petition Rejected.

LONDON, July 3.—Publicans petition to parliament will not be received because many signatures are forged or fictitious.

Supposed Frauds.

CHICAGO, July 3.—The failure of Clapp & Davis, Chicago jewelers, is said have been a gigantic fraud and the creditors petition for a new receiver. Their claims aggregate $846,625.

SOME MINERAL GLEANINGS.

Dr. Mussigbrod's Gold Mine—The Ore Find Strike.

Drs. Mussigbrod and Mitchell have recently bought a gold mine and two mills with a combined capacity of twenty tons per day near the head of Bear's Gulch in Deer Lodge county. The ore is said to be unusually high grade and free milling, so that nearly all of it can be saved. The vein is wide and crops out upon both sides of a high mountain, exposing enough rock to make the purchasers safe. They regard their purchase as a fine one and will push the work of development as rapidly as possible in order to determine the actual value of their new property. Their establishment and work will doubtless draw a large visitation of prospectors to Bear's Gulch, as both are known to be careful and experienced men who rarely make mistakes in their judgment on such property.

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The sensation of the past week has been the great find made in the New State, one of the most promising properties of the Oro Fino (Montana) district. They have been sinking a shaft on this lead for some time and a few days since they cut the lead at 200. They had expected to find much better ore than had been found above, but were not prepared for the wealth that was disclosed. A two-foot vein was disclosed that was so rich in silver that it was said to resemble the pure article more than the ordinary ore. Most fabulous stories have been circulated regarding its richness, but the truth is perhaps unknown to all save those directly interested. Some idea of the value they place upon it may be gathered from the fact that they have been busily buying up what little stock was outstanding in face of the fact of its having jumped from 50 cents to $5. Some time since a party of Salt Lake capitalists evidenced their faith in this mine by buying up all the treasury stock at 50 cents, and they are now reaping a speedy and rich reward.

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The Tombstone, Arizona, mines are unworked because of the water. A correspondent says: "Riches are still in these mines, under the water. They cannot be reached unless the water is lifted, and that means the expenditure of a sum approximating $1,000,000. No one company feels like going to this expense, since its pumping would help all its neighbors; indeed, every mine in the camp. Efforts have been made to consolidate the interests of the camp and jointly erect a pumping plant, but without success thus far. All miners agree that the water encountered in this camp is enormous; indeed, that it is quite phenomenal; but with silver permanently at from $1.15 to $1.20 the difficulty would be soon overcome and Tombstone would once more be itself."

"The Hoffman."

Herman Ludke, representing O. J. Holmes, the Helena decorator, has just finished the decorative work for Tyson & Smith's new sample room, "The Hoffman," in the Dunn block. This is one of the finest rooms in the west and no expense has been spared either in the decorations or fittings. The ceiling is finished in gold buff and olive in bold relief. The frieze of palms and tropical plants with the gold and silver fitters give the room the appearance of some fairy grotto. The dado is in imitation of antique hammered metal and with the golden chandeliers, the floors inlaid with walnut and oak in beautiful designs, and the fixtures of the richest mahogany, form a combination which for beauty and magnificence is unsurpassed in the west.

New Firm.

Mr. Gilchrist, who recently visited his sister, Mrs. E. V. Rubottom, has accepted the proposition of Mr. Rubottom to enter into a partnership and the firm will be known as Rubottom & Gilchrist. They will keep in stock a fine assortment of wall paper, window shades and fixtures, pictures, frames, mouldings, and every thing else pertaining to interior decorations. In the future it will not be necessary for anyone to send to Helena for anything in this line, for they can find what they want at home. See their new ad. in another column.

REJOICING IN FAIRHAVEN, WASH

The Great Northern Railroad Buys the Fairhaven & Southern.

GOOD TERMINAL FACILITIES SECURED.

An Agreement on the Silver Bill Has Been Reached by the Conferees.

The Treasury Will Have to Buy Four and a Half Million Ounces Silver Per Month.

FAIRHAVEN, July 1.—Official confirmation of the big railroad deal by which the Great Northern railway absorbs the Fairhaven & Southern has been given. Included with the Fairhaven & Southern in this purchase are without question the finest terminal, manufacturing and ocean shipping facilities possessed by any railroad on the Pacific coast. They include over 100 acres in the heart of the city, several miles of unequaled water front, and rights-of-way and wharfs, altogether possessing an immediate intrinsic value of many hundreds of thousands, and a prospective value reading well up in the millions. It now transpires that shrewd James J. Hill has been quietly gathering together this vast property for months, and that in some instances thousands of dollars have been paid for fractional and much-needed tracts to parties who originally purchased the same from the Fairhaven company for a song.

EXTENSIVE IMPROVEMENTS.

The Fairhaven Herald contains many interesting details connected with this important transaction. It also contains interviews with Vice-President Clough and Chief Engineers Becker and Donovan of the Great Northern and Fairhaven Southern roads respectively, as well as with other officials, all going to show that this move by the Great Northern is equal in importance to the absorption of the O. R. & N. by the Union Pacific. These officials give many interesting facts with reference to the Great Northern's extensions east, north and south from Fairhaven, and the vast terminal improvements to be made here. All these lines are to be extended as fast as men and money can do it, and terminal improvements costing some $200,000 are already under way.

BRIGHT PROSPECTS IN STORE.

This interview shows that Fairhaven is to profit by its transcontinental line, even in a greater degree than have Portland and Tacoma profited by theirs, from the fact that the Great Northern will have a line about 150 miles shorter, with easy grades to the open ocean, than any other. Also by virtue of its own contemplated superior ocean service it will gather here a large share of the Oriental trade, which now goes southward by routes nearly 1,000 miles longer.

The Fairhaven & Southern is to reach the Canadian Pacific in ninety days, and the southern extension will connect with the Northern, Union and Southern Pacific before the close of the present year, giving Fairhaven the benefit of four transcontinental lines almost before we can realize it. The same vigor characterizes construction on the main lines east. Some of the heavy sections are now being pushed day and night by the use of the electric light. Over 3,000 tons of steel rails are being handled to-day by the Charles Moody.

Miles of streets are being graded, planked and substantially built up through what was an impenetrable forest 10 months ago. A $100,000 system of water works is in operation, as well as the best system of electric lighting in the state. The massive stone, brick and iron hotel, costing over $100,000, is under roof. Gas lighting and electric street railways are in progress. Real estate transactions ran up to about $250,000 in the past 48 hours. The city is gaily decorated in honor of the great railway deal, and the rapidly increasing number of visitors by the 35 steamers and steamships already touching here lends great animation to the scene.

Fairhaven's coal, iron, lumber and stone resources are being developed on a mammoth scale. It is believed that 1,000 tons of coal can be shipped daily by October. The lumber mills have a capacity of about five hundred thousand feet daily, most of which is absorbed by city improvements and railway extensions as fast as sawed.

Lost in the Mountains.

About June 4 one of the detachments of the Great Northern surveyors reached the snow line in the upper course of Cut Bank creek, one of the tributaries of the Marias. Here they camped and Sol Abbot who was acting as guide and one engineer went on to look out a route. They started out on snowshoes, taking with them a pack outfit and provisions for four or five days, expecting to return at the end of that time. Since then nothing has been heard from them and it is feared they are lost as deep snows have fallen. Sol Abbott is an old timer in Montana and is well known. It seems hardly possible that he could miss his way but he has been gone so long that the worst is feared. This report comes from an old friend of Abbott's who heard the report from McDevitt, Hughes and others on the Marias river who are acquainted with the facts.

Off the Bridge.

On Sunday while attempting to ride his horse across a railroad bridge about two miles above Riceville, James Milligan's horse fell off on one side and he was thrown off on the other side of the bridge, landing on some rocks nearly 100 feet below. The horse was killed, but Milligan was only badly bruised.

A FORGER AT WORK.

He Forges two Checks and Succeeds in Getting Cash for Them.

Two forgeries have been committed by the same person within the last few days. The forger first made out a check for $11.50 payable to James A. Hiler. He forged to this the name of James K. Clark and induced Macdonald of the Woodbine saloon to cash it, after deducting a small sum for drinks. The forger also made out a check payable to J. A. Savage for $11.50. This he signed "J. K. Clark Co." omitting the "&." This check was cashed at Dick Mansfield's. The writing is plain but clumsy. City Marshal Trest has the case in hand. If there are any other victims they should come forward. The public should be careful in cashing checks. When a stranger offers one in payment for goods the store keeper should have it verified at the bank before giving any change that may be due apparently. Mr. Clark says he knows nothing of the persons to whom the checks were made payable.

THE GREAT FALLS & CANADA.

Extensive Preparations for Large Traffic.

Mat Donn drove a TRIBUNE representative last evening to the station and terminal grounds of the Great Falls & Canada Railway where we tarried long enough to observe the many improvements going forward and to receive from Messrs. Ross and Barclay a pleasant reception. The grading for the great transfer trestle, the numerous sidetracks and the standard gauge tracks that run alongside the coal bins where they are to be loaded with coal, is all finished and the iron will be laid in a short time. The company owns 105 acres of terminal ground in one of the prettiest spots in the Sun river valley and the whole of this will be needed for railroad purposes.

THE TRANSFER TRESTLE.

The coal transfer trestle will be something novel in this section. It will be 1,000 feet in length and 26 feet high. Beneath this will be great bins for coal which will be dropped from the cars by the opening of a trap door adjusted to the bottom of each car. From these bins the coal will be loaded on the standard gauge cars through shutes. Gravity will graciously do most of the work, so that the transfering of this product will be a quick and inexpensive operation. An entire train of coal can be run on the trestle and unloaded in an almost incredibly short time. So also 15 or 20 standard cars may be run alongside the bins and receive their full quota of black diamonds in quick order. Inside of eight weeks those who desire to see this operation may witness it by paying a visit to the terminal grounds of the Great Falls & Canada. The road will be operation at that time.

RAPID PROGRESS.

"How is the work on the line progressing?" asked the reporter of Mr. Ross.

"We are making good progress," was the reply. "The end of track is now within six miles of Conrad, where we cross the Marias. We are delayed some by the unusual number of bridges along the Dry Fork, but expect to be across the Marias in 10 days. Then it will be clear sailing, and bridges will be few and far between. From the Marias we will lay three and four miles of track a day easily. The grading will be completed to the boundary line by the 20th of this month and two or three weeks later the entire grade will be finished. If it is necessary we will send part of our grading force across the line to help out. If you wish you can say positively that the Great Falls & Canada Ry. will be completed and in operation from Great Falls, Mont., to Lethbridge, Alberta, on or before the first day of September next."

BIG TRAFFIC IN PROSPECT.

Mr. Barclay, the chief engineer, sees a most encouraging outlook for business on the new road. "It will be," said he, "an important feeder for Great Falls, as it makes tributary to your city an immense area of good country. You will probably be surprised to see us bringing in here this fall 1,000 tons of coal a day, and there is hardly a doubt but we will do it. In a year these shipments are likely to reach 2,000 tons daily. Our market will be pretty much the entire state and the railroads will want large supplies. The Butte smelters will find our coal just what they want and we can lay it down to them at $5.50 a ton, although prices have not yet been determined upon. After the Great Northern is built into the Flathead country you will see us hauling from the junction ores to your smelters and timber for your buildings, and in general the "little narrow gauge" will play an important part around here.

OTHER LINES TO BE BUILT.

Mr. Barclay said the company will surely build westward from Lethbridge to the Crow's Nest pass where fine anthracite coal is to be had in abundance and he is inclined to think this work will be undertaken the present season. A connection with Calgary is also certain in the near future, thus giving Great Falls direct communication with the entire northwest territory of Canada.

NARROW GAUGE NOTES.

Mr. Rogers, who opened the Manitoba station at Benton and had charge of stations at Minot and other places for that company, will be agent of the G. F. & C. Ry. at this place. He is a thorough traffic man and is the right man in the right place.

A third mail will be laid on the Great Northern track into town and narrow gauge passenger trains will come into the Union depot.

Donald Grant is expected to arrive here in a day or two.

Mrs. T. M. Ross joined her husband here Sunday and will remain for some time. They are quartered with Mr. Barclay and family in the house that will be used hereafter for a section house.

When the new road is in operation a large number of men will be employed at the terminal here. Besides the trainmen, sectionmen, station employes and yardmen a large force will be employed in transferring. The natural result will be the building up of a lively little town near the station. The available land is owned by Messrs. Paris Gibson, T. E. Collins and others, and we may safely count on a plat of the embryo city being soon filed.

The shipping station for Dupuyer, Birch creek and the agency will be at Pen d' Oreille, about six miles this side of the Dry Fork. A well of good and unfailing water has been secured there and it promises to be a station of some importance.

Conrad, of which Col. James McDevitt is the owner, promises to be the largest town between Great Falls and Lethbridge. It is at the crossing of the Marias and is the natural trade center for a large section of good stock and agricultural country. We are promised a "special" flat-car for s-trip to Conrad as soon as the road is completed to that interesting point.

AN OLD SOLDIER'S STORY: In the late war I was a soldier in the First Maryland Volunteers, Company G. During by term of service I contracted chronic diarrhoea, since then I have used a great amount of medicine, but when I found any that would give me relief they would injure my stomach, until Chamberlain's Colic, Cholera and Diarrhoea Remedy was brought to my notice. I used it and will say it is the only remedy that gave me permanent relief and no bad results followed. I take pleasure in recommending this preparation to all my old comrades, who, while giving their services to their country, contracted this dreadful disease as I did, from eating unwholesome and uncooked food. Yours truly, A. E. BENDING, Halsey, Ore. For sale by Lapeyre Bros.

TALKING OVER THE IRON WIRES

Great Falls Merchants Will Converse with One another by Telephone Today.

MORE FAVORABLE CROP REPORTS.

How Joe Herring Subdues the Wild Broncho of the Plains in his Corral.

The Board of School Trustees Appoint Professor Danks Principal for the Coming School Year.

Hello There!!

Today the Great Falls Telephone company will open their lines for business.

The ladies who will have charge of the central office will be on duty and subscribers may freely converse. About 60 instruments are connected with the central office, but the remainder will be put on in a day or two. The citizens of Great Falls may well be proud of the excellent exchange which the company has put in. The switch board is of the latest pattern and is as near perfectas electrical experts can build. The poles and wires and all other appliances are of the very best.

The central office will be managed by three ladies each of whom will remain in the office eight hours. This arrangement will give the people the use of the telephones day and night including Sundays. Some persons may not be familiar in the use of the instruments and for their benefit a few pointers are appended:

Ring once for the central office, ask for the central office to give you the number desired; then ring twice to attract the attention of the person to whom you wish to speak. This applies always except where two or more offices are in the same room. In this case the number of times to ring is indicated in the directory. For example—the American express and W. U. telegraph companies may use one telephone. To attract the express company ring twice, if the telegraph company is wanted ring three times. When through talking ring once. When your telephone rings do not answer with a ring, but answer by voice, giving your message promptly. Above all things, don't get excited and talk loud, but converse in the ordinary tone of voice.

When a fire occurs ring up the central office, tell the operator where the fire is and she will tell the engineer at the water works

When through talking hang the hand telephone up with the end to which the cords are attached uppermost.

Cut these directions out and paste them on the wall by the telephone if you are not familiar with its use.

Subduing the Broncho.

Joe Herring's corral in the south side of town resembles the regular Wild West show and attracts many persons who desire to witness the process of breaking the wild broncho. Joe has a large number of range horses which have never known what it is to receive feed and have never seen the inside of a stable. When broken these horses become gentle in a short time and are very serviceable. As the prices on such animals are low purchasers are readily found. The intending buyer selects the animal he desires and soon a trade is made.

In catching and riding the horse requires the highest skill of the professional "broncho buster" and often the danger is very great.

Two "busters," who are experienced horsemen, each with a lasso, enter the corrall. The animals are started around the enclosure and soon in the crowding, galloping herd the horse selected comes in sight. Then with practiced eye and skillful aim the circling rope is thrown and falls around the horse's neck. Seldom does the noose miss the mark. Then comes the struggle. The horse which has never known resistance feels the tightening coil about his neck; he rears, plunges, tries to run; two or three men measure their strength with his, while the deadly noose, with every struggle tightens around his throat. In a short time he comes to a stand, but the pressure is not removed, he trembles from head to foot, the sweat starts from him in drops, he makes a final desperate plunge and falls. Instantly the rope is loosened and a cowboy grasps him by the head and holds him down while a halter is placed on his head.

Then he is allowed to rise, but he knows nothing only to resist with all his strength. He will not follow the halter. Then "Old Whitey," a powerful horse, is brought out, mounted, and to the horn of his saddle is fastened the halter rope of the broncho. Now comes the hardest struggle. The broncho pulls back with all his strength, but Old Whitey, who is accustomed to the work, lays down to it and "snakes" him out by main strength. Next comes the process of bridling and saddling. After two or three attempts the bridle is usually in place. Then slowly and with much care the blanket is put in place. The victim finds he is not hurt in this operation and becomes quieter. Next the saddle is put on and if the animal is not too fractious the cinch is fastened before he can get from under it. Sometimes the horse makes desperate efforts to get the saddle off, he will rear, plunge, buck, roll, but all to no purpose. After he subsides from this struggle the rider prepares to mount. To an inexperienced man this would be a hazardous undertaking, but the cowboy has no fears. Grasping the bridle below the headstall he turns the horse's head to the side, places his foot in the stirrup and vaults into the saddle. Now the horse makes frantic efforts to throw off the unaccustomed weight. With head down, he suddenly brings his back up, like a jack in the box, and woe to the rider who is not prepared, for he will be sent up into the air as if shot from a catapult. But our cowboy has been through this experience before and is ready for any emergency. After "bucking" a few times the horse usually starts off on a mad run, trying in this way to rid himself of the burden. This is just what the cowboy wants and, with whip and spur, he urges the poor animal to its utmost speed. This run is continued until the animal is exhausted and before he reaches the corral again he has learned to obey the rein and spur. In a few days these animals are tractable and are desirable saddle horses.

SPRAY OF THE FALLS.

[From Tuesday's Daily.]

Bar silver yesterday, $1.04½; lead, $4.50; copper, $16.65.

S. J. Kinsey is rejoicing today over the advent of a girl baby at his home.

Few cities as young as Great Falls can boast of two lines of street cars and two electric light plants.

The Ingersoll Mining company has been incorporated by Allen Pierse, Stephen Pierse and F. P. Atkinson; capital stock, $1,000,000 in 1,000,000 shares of $1 each. Operations will be in Meagher county.

John B. Wilson, the man shot on Highwood June 12th lost by E. J. Price, is out of the hospital today for the first time since he was wounded. The wound has entirely healed up and Mr. Wilson does not expect to suffer any more inconvenience.—River Press.

The Great Falls Business college received several new students yesterday. The gradual increase in the attendance is the best guarantee that the instruction is thorough. The college now has a larger number of pupils than any similar institution in Montana.

Duncan Cameron, of Cameron Valley, is in the city. Mr. C. is a practical farmer and by intelligent labor has demonstrated that the foot hill regions are as fine for farming as any part of the United States. He has an excellent prospect for crops of grain and vegetables.

David Graham, one of the largest growers of grain in Cascade county, is in the city. He reports that his crops on both Box Elder and Belt creek are looking well, and promise a good crop. He has in nearly 100 acres of wheat and oats. Mr. Graham owns land adjoining the townsite of Armington. Lately he sold one acre to one of the miners for $500. This is quite an increase on what Mr. Graham paid the government.

Notice

The partnership heretofore existing under the firm name of Ross & Cronkhite is hereby mutually dissolved. John B. Ross continuing the business.

JOHN B. ROSS,
E. L. CRONKHITE.

Great Falls, Mont., July 1, 1890.