PULSE OF WESTERN PROGRESS

Importance of Wyoming Oil Wells to Cmaha Industries.

CAPITALISTS SHOULD BESTIR THEMSELVES

The Passing of Ploneer Methods-A Wyoming Wonder-Virginia City Settling Down-Railroad and Municipal Projects-Northwest News.

The subject of laying a pipe line from the Rocky mountains to the Missouri river for the purpose of conveying the product of oil wells, now flowing and others that would rapidly be developed in the oil-bearing districts of the mountain region, has been agitated more or less since it has been known that oil exists in the Rocky mountains. The natural descent from the oil fields of these mountains to Omaha is most favorable to this pipe line scheme. Omaha could be made the great central distributing depot for the Missouri valley and the benefits arising from such an industry cannot be estimated. The high price of fuel along the section traversed by this pipe line would make a demand for large quantities of crude oil for fuel, not only for manufacturing, but for heating purposes, and in a short time all the locomotives accessible to this pine line would burn crude oil in place of Nebraska is fast becoming a wealthy state. This pipe line enter-prise could be largely constructed and operated by home capital, at least when including Colorado and Wyoming. The pipes could be made of Colorado iron. Refineries could be constructed in Omaha and Denver. The development of the Rocky mountain oil fields would equal or surpass Ponnsylvania in her palmiest days. Cannot Omaha and Denver move in this matter? C. F. SHEDD.

The Ground Settling. A correspondent at Virginia City. Nev., reports that the ground over the mines in that city is gradually settling, and in settling is moving bodily eastward in which direction lie the deepest and most extensive underground workings. This movement of the ground, however, does not appear to much disturb the equilibrium of buildings as in former times-probably because it is new more general and regular. Some years ago, particularly on South C street, buildings were to be seen leaning toward all points of the compass, but at present these small local disturbances appear to have given away to and absorbed in the more stendy general eastward or downhill movement. Though not much obse ved in structures on the surface the instability of the ground makes itself disagreeably and expensively manifest at a very slight depth. The water or gas pipes are either pulled apart or pushed together until kinked and broken, and in places they are curiously "humped up" and twisted. Strangely enough no cracks appear on the surface in the places where these underground evi-dences of movement are found. At present the chief of the fire department is having an overhauling of the pipes of the water system and excavations are to be seen all over the city. In most instances the trouble is to be found at points where the water pipes connect with the hydrants, but bad breaks are occusionally found in the direct lines of the main.

The March of Civilization.

The explosive vigor characteristic of pioneer life in the west is now a reminiscence. A more modern spirit dominates the land. In years not long past e ruling principle was the survival of the quickest. He who questioned the veracity of stranger or acquaintance or impugned their moral status invariably drew his gun, not only to punctuate his remarks but to prevent a sudden funeral. So marked was this characteristic that he who wagged a flippant tongue was looked upon as a prospective suicideone who harbored the tired feeling which leads to the grave.

The change from pioneer methods to modern freedom on the frontier was conspicuous in the late campaign. "You're a liar," "The charge is false," "I brand it as a fabrication," "My opponent wilfully prevarieates," and "It is as false as hades," are a few of the choice explotives which strew the political field. They were employed with reckless abandon in press and stump, yet no blood was spilt. Nary a corpse encarnadined the valleys or uplands. No premature funeral wound its melan-choly way to where the millions weep. A vigilant and anxious watch for even an amateur scrap was unrewarded. The only blows proceeded from agitated lungs, which countless ballots soothed.

The conclusion is irresistable. The expissive and pursuasive force of neer morals has been gathered to the

Death in a Bear Trap. Four hundred Nez Perce braves,

accompanied by their squaws and papooses to the number of 800, are in the midst of their annual hunt or slaughter in the mountains of their reservation. They are having great luck, and have already killed thirty-nine big bears, forty elk, 105 deer and scores of mountain sheep. Nearly all the bears have been caught in traps made of heavy logs, and the savage animals have caused the rodskins no end of

One morning a half-breed named Pete Crawford crawled into a trap to see if the bait had been disturbed, and he ran right into a wounded bear that had crawled into the trap to sleep. The an-imal had not touched the bait, consequently the trap had not been sprung. The bear at once attacked Pete, seizing his neck with its powerful jaws and nearly biting off the redskin's head. Pete's dying struggles sprung the trap, and the heavy logs fell and crushed both man and bear to death.

The indians had a high old time at Pete's funeral, and in a spirit of revenge have inaugurated a relentless war against bears.

A Wyoming Wonder.

One of nature's strangest freaks, which the government is surveying with a view to making it a part of a public reservation, is the Devil's tower, or, as the Sioux Indians call it. the Matee Tepee, located on the Belle Fourche river in northeastern Wyoming. The country for tifty miles around consists of high table lands, deep canons and narrow, fertile valleys-nothing to indicate the possible existence of any such freak of nature.

The tower is a gigantic column, a monster obelisk of lava, which rises to a height of 1,729 feet, almost twice the height of the Eiffel tower. At the base the huge shaft measures 326 feet through in one direction. Huge crystais of the volcanic rock, measuring from one to three feet through, start at the base and run unbroken to the top, giving to the column a peculiar fibrous appearance,

even when viewed from the table lands forty miles away. How did it get there? How was it

made? Once in a while in the present age we have heard how portions of the bottom of one of the occans have been pushed up by volcanic forces, and even a new island added to the charts. Ages on ages ago similar volcanic forces started a jst of lava up from the bottom of the ancient geological ocean that covered all the northwest at that time The squirt of molten rock evidently did not break through it into the waters above, but froze, as an iron man would say, in the hole it had made. The slow cooling off, the gradual loss of its flery energy, probably lasted for many long years, and gave time for the particles to arrange themselves in the huge crystals that arouse all of our astonish-

More Public Land.

The commission appointed to negotiate for the purchase of a portion of the Siletz Indian reservation in Oregon has concluded its labors. A contract was made with the Indians for the purchase of 18,000 acres of land for \$142,600, or about 80 cents per acre. A great deal of this is fine timber land, the farming land of this reservation having all been allotted. The government pays for this land \$75,000 in cash and the balance is on interest for the benefit of the Indians. When the allotment of lands of this reservation was made each Indian was given eighty acres, and there were 532 of them. This land has just been surveyed and the allotment has just now been finished. The Siletz reservation has 178 adults, among them being Indians from nearly all the tribes of western Oregon. There are no longer any tribal chiefs, and to secure the contract signatures of a majority of the male adults had to be secured. It was for this purpose and to make an agreement satisfactory to the Indians that the commission was sent out.

A Montana Ratiroad Project.

Articles of incorporation of the Heiena & Southern have been filed in the office of the secretary of state of Montana. The projected road, backed by Helena capital, is designed to bring southern Montana into close rail communication with Helena, which is to be the northern terminus. The route is along the Missouri valley south to Crow creek, thence southwest to a junction with the Utah & Northern at Dillon. The road will traverse a rich section of the state touch the northern boundary of the Na tional park, as well as Virginia City and the mining regions which produced millions of gold in the early days of the territory.

Spokane's City Hall.

Spokane, the metropolis of eastern Washington, has undertaken the erection of a city hall. The site is the corner of Front and Howard streets, 75 feet frontage on the former and 100 feet on the latter street. It will be four stories and high basement, with a two-story annex on the rear. The cost, exclusive of furniture, is estimated at \$100,300. It will be completed in 1893.

Northwest News. Spearfish, S. D., is to build a 100-ton

chlorination works. The Idaho university is ready to receive the \$15,000 voted by congress. The registered vote of Montana was 50,909, an increase of 12,000 in two

A sixteen-ounce nugget was found in the South Fork mine near Oroville,

Cal., last week. Pierre, S. D., has unearthed a Cardiff giant, "Soapy" Smith's plaster of paris

stiff is moving eastward. Los Angeles voted to issue bonds to the amount of \$526,000 for the commencement of a municipal water works

Up in the Okanogan country seven Indians indulged in a firewater ghost dance and cremated themselves in a A ten-stamp mill is under construction

at Boise City, which has given quite an impetus to quartz mining in the mountains there. Steel rails for the Deadwood & West-

ern are on the way to the terminus. The work of laying the iron will be vigorously pushed. The advent of the Great Northera

road at Spokane was signalized by a reduction from \$16 to \$12 of the coal rate from Duluth and St. Paul. The assessed valuation of Silver Bow

county, Montana, is \$21,096,344. The total tax to be collected for municipal and county purposes amounts to \$460,296. The Helena land office is flooded with applications for timber land entries since the decision from the general land office, published a few days ago, was received.

It is understood that Miss Nora Houser has been decided upon as the Montana girl who shall be selected as the model for the Montana silver statue. This young tady is at present living at Deer Lodge.

Rush Valley, U. T., has a mine natural shoe blacking. An analysis of the peculiar stuff reveals the fact that it is composed of 16 per cent of carbon, 18 per cent of bitumen and the remainder aluminum, almost pure.

A kitten became lodged in the fly wheel of an engine in Portland, Ore. The wheel ran for six and one-half hours. The cat was taken out nearly lifeless, but recovered. The flywheel makes 256 revolutions per minute, and every revolution pussy traveled seven-

A Black Hills paper, which, for pro-fessional reasons, shall be nameless here, followed the announcement of Cleveland's election with an instructive and researchful disquisition on 'The Bottom of the Ocean,' and on the following day discoursed intelligently on "Prehistoric Monkeys."

A fine chunk of high grade copper ore weighing between 500 and 1,000 pounds, is now mounted on a pedestal in front of the Husbandman office. White Sulphur Springs, Mont. This magnificent speci men was hoisted from forty feet beneath the surface on the Copper Duke lead, one of the Cooperopolis group, a couple of weeks since, and is enroute to the World's fair.

George Sontag, the California train robber, who was convicted of robbing the Southern Pacific express car, was sentenced to imprisonment for life. His two companions, Evans and John Son-tag, are still in hiding in the Fresno county mountains, although a score of the ablest detectives in the state have camped on their trail for weeks. If they are captured they will both be hanged, as they are responsible for the death of three of the pursuing officers and the wounding of several others.

In the district court of Utah the Southern Pacific lost a big damage suit, \$14,000 being awarded against the company by a jury for the death of George Woods, a bridge builder. Woods was in the employ of the railroad in 1890, and was killed in a freight wreck at Terrace, U. T. The cause of the smash-up was a defective switch and a faulty flange on the engine. Sarah Woods, the wife of the dead man, and her two children brought the suit, claiming \$30,000 damages. The case

has been appealed. Not excelled by any high-priced liniment. Salvation Oil, twenty-five cents a bottle.

RAILROAD

Narrative of One Whose Foresight Was

Justified by Results

BUILDING TO THE MISSOURI RIVER

The Early Day : of Omaha and Kansas City President Lincoln and the Union Paettic Terminus-Exploiting

New Towns.

Among the staunch, farseeing financiers and builders whose aggressive enterprise opened the path of progress in the transmississippi region, Mr. James F. Joy of Detroit enjoys front rank. In a talk with a reporter of the

Detroit Free Press Mr. Joy gave instructive reminiscences of railroad building across Iowa and the making of towns on the Missouri river. "There was no trouble," said Mr.

Joy, "in obtaining the right to bridge either the Mississippi or the Missouri, The difficulty was in getting money to do the work. The returns from an investment in building a railroad across the state of Iowa, 300 miles, through a country almost unsettled, were not easily perceivable, and many men of courage and enterprise were slow to engage in what seemed to them a doubtful scheme. The Quincy road had obtained a small land grant in lowa, about 400,-000 acres, and with the help of that, and the strength of our connections to the east—the Chicago, Burlington & Quincy, and the Michigan Central—the money was raised to build to the Missouri river. Our terminus there was to be at the point where the river Piatte debouches into the Missouri, Plattsmouth-ilto gether the best place for the crossing, and otherwise desirable for a town-but we subsequently turned there and went up-streum to Omaha.
"The conclusion shows what slight

things sometimes decide the future of great cities. When it was discovered that the Union Pacific, after following the easy and natural route down the Valley of the Platte to within four miles of Plattsmouth, deflected thence and went up-stream twenty miles over rough hills and heavy grades to end at Omaha, I went to the directors to see about it. They gave me a hearing, and I did my best to convince them that it was for the interests of their road to oin us at Plattsmouth. They agreed with me perfectly on this point, but said they were so tied up, as an absolute condition, to make Omaha the

Selecting Omaha.

"President Lincoln, by the terms of of the act, decided where the eastern terminus of the Union Pacific should be. When he was asked to select the place, he put his finger on the map at Omaha, and said: 'This must be the point.

"I know not whether Mr. Lincoln had any interests in Omaha or not, or what decided him to select that place as the terminus of the transcontinental line, but he chose it, at any rate, and that sottled the question. We all went to Omaha as the terminal point, west, for our lines. The Quincy, the Rock Island and the Northwestern, all reached there at about the same time. The Rock Island was the first, I believe, to get there, the Northwestern next. Our terminus having been Plattsmouth, we did not go up to Omaha until afterwards.

"This was the Burlington extension of the Chicago, Burlington & Quincy. Our Quincy terminus remained for some time longer without any western connection. The Hannibal & St. Joseph railroad was chartered by the logis-lature of Missouri. A portion of the road was built before the war. The troubles in that state and the presence of the armies there absolutely stopped such work as railroad building. Afterwards I became president of the road, and the extension to the Missouri was immediately undertaken.

"The road would have accommodated our Quincy connection better if it had started from that city, but the Missouri legislature would not do anything to advance the interests of an Illinois town, if it might militate against the prosperity of a Missouri town. Down the river, a ways below Quincy, was the town of Hannibal, ambitious, and influential enough with the legislature to make it the chartered starting point of the road. The war was over and the race for the Missouri river was begun from this town. We turned our line at Quincy, and ran down the river opposite Hannibal, and built a long bridge across the Mississippi and connected with the Hannibal & St. Joseph there.

An Important Question.

"As we progressed westward with the work, it became necessary to decide a question, as yet unsettled, where should we cross the Missouri? Our charter took us to St. Joseph, but that was not a completely satisfactory point, though we built there.

"One Sunday evening three gentlemen from Kansas City came to my home in Detroit, and in my library they talked of the advantages of their city as the terminal point for our road. They had letters with them from people in Boston, who were in control of the Hannibal & St. Joseph and the Chicago, Burlington & Quincy railroads. These letters requested me to go to the Missouri river and decide upon the place for the crossing. Another town that wanted it was Leavenworth, where the government had established a military

post and built an important fort.
"Accordingly I went down there. The country had been desolated by the war, and had not yet begun to recover from its effects. At one piace we passed near a village every house in which had been stormed, and every door and window

"A team took me from St. Joseph. twenty miles through the woods, and there I crossed the river to Leavenworth. It was then a city of 6,000 or 7,000 people. It seemed a most beautiful place, a magnificent country, with handsome, level prairies—the finest I had over seen—and a very pretty town.

I looked the situation over, and from the lay of the ground and the character of the river there, presenting no difficulties for creeking -I was most favorably impressed with it.

"Loavenworth, of I have said, had then 6,000 o 7,000 people, and Kansas City about 4,000. It was an important question to the inhabitants of both cities, and they regized it. I was acquainted with me vin each of thetwo ities, and, of course, everybody knew the object of my mession.

Making Kansas City

"I went up the river to Kansas City, and it seemed to ma the coughest, most forbidding and undesirable place that men ever undertook to build a city in. The hills rose up from the edge of the river to the height of 250 feet. The whole face of the country was a succes-sion of hills and ravines. The hills were very high and the ravines were very deep. It compared most unfavorably with Leavenworth.

"Leavenworth had charmed me; Kansas City disgusted me, yet I soon de-cided that Kansas City was the place for our crossing, and made up my mind that t would be the biggest city in the Mis-

souri valley, rough as it was.
"The reasons were plain; the Missouri river comes down from the north and at this place turns a right angle and flows almost directly east. This geo-graphical fact marks it as the end of the ongest upobstructed straight line to the east, and as the starting point of the most direct and straightest lines to the south, the southwest and the west. Approachable straight from the east, the obvious transportation center of the country west and south, nature, while marking it out thus distinctly as the site for a great city, had yet thrown tremendous difficulties in the way of the

men who might undertake its building.
"The river, as a means of navigation, had nothing to do with my choice of Kansas City as the terminus of our road. ts channel is tortuous and shifting, there are frequent sandbars and at cer-tain seasons very little water in the river. It was used then to a small extent, but it was easy to see that the railroads would do all the transportation business of the country and the river would cut no figure in it. It is rare to see any kind of a steamer on the Mis-souri now except a ferryboat. The contiguration of the river governed the lines of travel and everything favored Kansas City.
"Kansas City settled upon as the place

for the bridge, I began arrangements to build the railroad. The legislature of Missouri had chartered a road known as the Lake Superior, Kansas City & Gulf of Mexico railroad. They had large ideas in the west and this name for a railroad was a manifestation of them. The charter carried with it the right to build a bridge and was especially valuaterminus, that they could not on any i ble on that account. I obtained the consideration, bring their line to Platts- ; transfer of this charter to myself, and to the Hannital & St. Joseph and the hicago, Burlington & Quincy railroads. It was changed in name to the Cameron & Kansas City raflroad-not so highsounding an appellation, but much more to the purpose. Cameron was a place on the line of the Hannibal & St. Joseph railroad, about sixty miles from Kansas

A Rich Country.

"While building the railroads in Missouri I was induced to travel up and down the river to Omaha. The distance is about 200 miles. The country along the shores is as rich as the valley of the Nile. There are a number of good towns, Leavenworth, St. Soseph and others. It occurred to me that it would be a good thing to construct a line along the river to connect the two ends of our roads, the one terminating at Omaha and the other at Kansas City, and to reap the benefits of the tributary country. The line is as level as the river; there are no grades. The road was soon built and has been a profitable enterprise. More is produced to the acre in its vicinity than in any other known region in the world.

"The shares of the Hannibal & St. Joseph after awhite advanced much be yond par, and were in demand at prices more than their real value. My Boston associates could not withstand the temptation to sell. The road passed into the control of New York people, and during that time a connection was built to Leavenworth, and a bridge was thrown across the river there. It has not inured to the advantage of the company, and has demonstrated that the key to the

trade of all that country is Kansas City. "This is about all of the story of the building of the first railroads west of the Mississippi and the Missouri. The wonderful development of the country has caused it to be covered with such lines, and they are constantly being increased in number. My own efforts were confined to the pioneer lines.'

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Satisfactory. Judge: "Before I take board with said the applicant, "I wish to know if you ever have prunes on the table.

"No, sir," replied Mrs. Small; "we never have anything so common. The nearest I come to that is to serve the prunus domestica in a variety of decious ways."

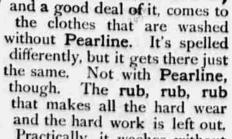
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A. J. Boyakin and George Surfleet have made a rich strike in their Silver Reef mine on Rush creek, between Idaho City and Boise City. An incline has been sunk six or seven feet on it, where rich ore was found. The hanging wall was stripped from the ledge exposing a surface of 10x12 feet, which all proved to be very rich, the pay streak being ten inches thick. The ore carries silver in the form of sulphurets, with some gold. That which is now being sacked for shipment is worth from \$400 to \$1,000 a ton.

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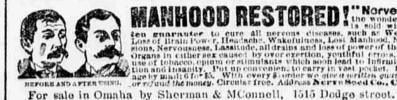
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