

THE POWDER RIVER COUNTRY

Dark and Bloody Ground—Fifty Battles With Indians.

BRAVE MEN SLAUGHTERED.

Lieutenant Bingham's Gallant Fight
—General Brisbin Continues
His History of the North-
west in the Bee.

FORT MCKINNEY, Wyoming Territory, July 13.—To the Editor of the BEE: These papers were discontinued by reason of the writer changing station from Fort Robinson, Nebraska, to Fort McKinney, Wyoming. Having become again located under the snow capped peaks of the Big Horn mountains in the very country we were writing about, the papers are now resumed.

Singularly enough the last account of the country given, was up to old Fort Phil Kearney, and now we begin to write almost in sight of that tragic shot where in one day, fifty-two infantry men, twenty-seven cavalry men and two citizens gave up their lives for the settlement of the country.

Most of the readers of the BEE will I think still remember the Phil Kearney massacre, which took place December 21, 1866, when Colonel Fellenman and his whole command were killed, not a man being left alive to tell the tale of the bloody battle.

The facts leading up to the massacre were briefly these: In March 1866, the government desiring to find a nearer and better route into Montana determined to occupy the Powder river country, build three forts and open a road from the Platte river to Montana via the Powder and its tributary, the Tongue river. Colonel Henry B. Carrington, then commanding the Eighteenth infantry, was sent with six companies of his regiment to occupy the country and build three posts, one at Fort Reno on the Powder river; one eighty miles south on the waters of Tongue river or Powder river to be known as Phil Kearney; and one at the crossing of Big Horn to be known as Fort C. F. Smith. General Philip St. George Cooke, then commanding the department of the Platte, with headquarters at Cheyenne, gave orders to General Carrington marched with 700 men, 500 of whom were now raw recruits who had never seen service of any kind before going into the Indian country. General Carrington was himself inexperienced in Indian warfare and his twelve officers were nearly all as inexperienced as he was. The purpose was to establish the forts and open the road by negotiation with the Indians occupying the country, and maintaining them by treaty. Serious resistance on the part of the Indians against the wishes of the government was not at first thought of.

It soon became apparent, however, that the Indians were going to war, and General Carrington telegraphed, in August, for reinforcements. These were readily promised by General Cooke, but none came until late in November, when only one company, C, of the Second cavalry, joined. On August 21 General Cooke had notified Carrington that he would be supported in holding the fort, and General Cooke would send a regiment from St. Louis to assist him. In December many recruits joined and the winter shut down hard and tight. Requisitions for ammunition were not answered and the troops had but a feeble supply of powder, ball and cartridges. The situation was deplorable in the extreme and the dilatoriness of the government greatly disheartened the troops in the field. The command at C. F. Smith had but ten pounds to the man, those at Kearney but forty, and those at Fort Reno and the post at Reno but thirty pounds per man.

On the 6th of December the Indians attacked the wood train, cut getting wood for the garrison. Captain Fetterman, with some mounted infantry and a detachment of cavalry, under Lieutenant Bingham, was sent to the relief of the train. Fetterman moved to Lodge Trail ridge while Colonel Carrington and Lieutenant Grummend with about twenty-five infantrymen, mounted, crossed Big Piney to intercept the Indians if they should be driven down the ridge. Fetterman and his two hundred Indians attacked Fetterman and separated Lieutenant Bingham with fifteen men from the rest of the command. Bingham fought furiously, but was soon cut off from his own party with Lieutenant Grummend and two or three men. Colonel Carrington rescued the dismounted cavalrymen, but could not find Bingham. Eighty Indians showed up between Carrington and Bingham and he could not reach him. Some men were shooting in a ravine near by, and Carrington's men attempted to reach them. Seven Indians were seen pressing four soldiers with their spears close at their backs, and one of the soldiers was recognized as Lieutenant Grummend. They were rescued and the detachment passed on. They soon found Lieutenant Bingham's body, but life was extinct. Near him lay Sergeant Bowers still breathing, but his skull had been cleft with a tomahawk. He had killed three Indians who had revolved before being overthrown. Private Gazzon, who was shot under him, and just as the Indian was about to spear him he was rescued. Private Donovan, who was with Lieutenant Bingham's party, escaped. He said they had been surrounded by thirty Indians while Lieutenant Bingham and Grummend were pursuing a dismounted Indian and cutting at him with their sabres. Lieutenant Bingham and Sergeant Bowers bodies were brought into the fort and buried next day with military and Masonic honors. Captain White, who, I believe, still lies at Niobrara, Neb., conducting the services.

This disaster was the culmination of a long series of skirmishes and the beginning of more serious trouble, ending in the slaughter of Colonel Fetterman and his whole command.

On July 17 preceding the Indians had first appeared hostile, and crawling within the picket lines seized the bell mare of Captain Haymond's party and ran off with it. Captain Haymond and his party dashed after the horse, and was soon surrounded by 300 Indians. They did not kill him or his orderly, but they took all the mules. Two companies of infantry and fifty mounted men went in pursuit but were not able to recover any of the stock. Two men were killed and three wounded, and at the same time came up the road a report that Louis Gazzon, a trader, and his whole party had been killed. Captain Haymond, who was tent on securing the lost stock, had to give it up and retreat as the Indians appeared in overwhelming numbers in his front. On his way back to the fort he found French Pete, a freighter, and his wagons. All had been killed except Pete's wife, a Sioux, and five children, and they were found hid in the bushes. The wagons had been plundered and six dead men lay near them, among them Mr. Henry Arrison, a wealthy citizen of St. Louis, and partner of Mr. Gazzon's.

On the 24th of July Mr. Kirkendall, a lawyer, attorney, and counselor, was sent out with a howitzer and the Indians fled at their approach. The train contained five officers of the Eighteenth infantry with baggage and servants and a lady and child, Mrs. Lieutenant

WANDS. Lieutenant Daniels, of Indiana, a young officer who was a little in advance of the train, selecting a camping ground for it was killed. Captain Tempest, Lieutenant Bradley, and Captain Chapman White, who with the attacked train and all fought well, Captain White taking a full hand. Captain Kirtland, now of the Seventh infantry, was the officer who went to the relief of the beleaguered train and to whose coolness, promptness and bravery all owed their lives. This fight took place at the crossing of Crazy Woman's Fork on the old Kearney road.

July 22, only two days before the fight was narrated, a citizen train had been attacked at Buffalo Springs, on the Dry Fork of the Powder river, and one hundred had been killed and two wounded. On the same day the Indians ran off the mule herd at Fort Reno, but only succeeded in getting away with one mule, On the same day Nye, a citizen of Kearny, lost four mules, and Mr. Axe and Dixon two each.

July 23rd a citizen train was attacked at Dry Fork and two men killed. On the same day Louis Cheney's train was attacked, one man killed and his horses, cattle and property destroyed.

July 24th the Indians attacked the stock at Fort Reno and ran off the cattle of John B. Flores, a citizen.

July 26th a large citizen train was attacked at Brown's Springs, eight men killed and two wounded, one of whom afterwards died. They are all buried in one grave at Brown's Springs, which is unmarked, and I guess now unknown even as to its location. Yet there lies the remains of nine brave men as ever lived.

The country was now everywhere unsafe, and battles and skirmishes were a daily occurrence. Mr. Green, Frank Leslie's artist, was one morning killed and scalped, while only a few minutes' walk from the post of Phil Kearney.

On August 9th, in one of the frequent attacks on the timber train, four mules were taken quite near the post, but a brave fellow, Corporal Phillip, rushed among the Indians, killed one, wounded another, and knocking a third off his pony, drove the mules back to the fort. August 11th the Indians returned, and in an attack drove off seven mules, numerous ponies, and a number of sheep. In the evening, twenty mules were driven off. September 10, ten horses were attacked near the fort and although they fought well, thirty three horses and seventy-eight government mules were captured and driven away. Pursuit was unsuccessful and not a hoof was recovered. September 13, the Indians attacked Crady and Carter's train at Goose Creek killed one man and captured two hundred and nine head of cattle. They ran a herd of buffalo into the camp, and drove off the cattle and the Indians attacked the herd at the post again, stampeding it and wounding two herdsmen, Captain Tom Eick and Lieutenant Wands pursued but failed to come up with the Indians. Private Donovan got an arrow in the hip and no sooner had he pulled it out than he was shot in the same place by another. He left this one sticking in the wound and rode back to the fort. September—a soldier named Gilchrist was killed while on herd. On the 16th of September Peter Johnson, while returning from a advance of his winter return, from the fort, to the Lake Do Smet, was suddenly cut off by Indians and killed. September 17 the Indians attacked the fort herd and took forty head of cattle. September 20 they attacked a citizen train at Piney, and after a long fight were driven off. September 23 they ran off twenty-four head of cattle from the fort. The troops turned out and a battle was fought, thirteen Indians being killed and many wounded. The soldiers lost one, killed and six wounded. There was a regular battle fought at close quarters. Lieutenant Brown commanded the troops and Red Leaf the Indians. On the same day Lieutenant Matson was attacked in the hay fields and a citizen contractor named Grull was killed near the fort. The 27th Patrick Smith was killed and scalped at Piney. Up the road Casper Welch was killed and at Dry Fork, W. R. Pettis and A. G. Overfelt wounded. The bloody drama went on day to day and almost every hour someone was killed. One of some officer, soldier or citizen. I have no account to the events, but a full account of them would fit a book. There were surprises and struggles in the lonely woods and lingering deaths on the broad prairie far from home and friends. The death struggle was approaching, and I prefer to tell of it in another letter, and how the brave Fetterman and his command fought and died in the conquest of the Powder River country, where all is now peace, and fields of grain cover the very spot on which hostile battalions of white and red men stood dealing death to each other.

JAMES S. BRISBIN.

The Internal Condition of Russia. The Vienna correspondent of the London Daily Telegraph has received from a friend at Kief the following description of the situation in Russia.

One-half of the population (says my friend) are to be found symptoms of a deeply rooted and increasing discontent.

From this even the army is not free, seeing that the continued prostration given to the regiments of the guard above the other troops is a source of unceasing complaint. Moreover, the vexatious system of supervision by the commandant of the regiment over his officers, and of the officers over each other, tends more and more to loosen the spirit of fellowship and open the door to suspicion and strife, especially for private relations—not even for the correspondence of his officers. Recently a ukase from St. Petersburg is said to have been issued to the military commanders to the effect that letters to the soldiers were not to be delivered until the contents had been examined. Landlord property is under a ban, the great landowners are oppressed by government officials on one side, and threatened by the peasantry on the other. In dispute with the landlords, with the peasants, for fear of agrarian riots, generally sides with the peasantry. Besides this, the value of land is driven down to the point of ruin, by the inhibition against letting it to Poles or Jews, who, in the southwest of Russia were the best and most enlightened farmers. The demoralization of the authorities is ever more and more on the increase. It is a well known fact that the chiefs of circuits and superintendents of districts derive their income from the manufacturers, merchants and landowners of their jurisdiction. It is not attempted to keep the system a secret; the joint stock sugar factories place such outlets openly in their account under the heading of honoraria. Even police functionaries do not scruple to accept largess. Respectable officials are forced to be spectators of practices which they may detest, but are unable to prevent. In religion, sectarianism, especially the sect of the Sunnis, is making enormous strides; while the influence of the Orthodox priests on the peasant population is steadily decreasing. Meanwhile the peasant population, leashed by the organs of government, goaded by Panislavists, courted by the Nihilists, and altogether in a condition of economic deterioration, presents a distressing spectacle, and affords every reason for apprehending the very worst at no distant epoch. Everywhere disorganization and decay, everywhere a sense of gloom which can only be dispelled by energetic reforms at home. Of such inclusive reforms at home, there are no indications observable. Half measures are taken, which only aggravate the mischief and detract yet more from the respect due to authority.

IN THE ELECTRIC FIELD.

The Power Required for Electric Lighting
—Tabulated Result of Tests.

LONDON JUBILEE LIGHTING.

Electric Motors—An Electric Trumpet
—Lights on the Lake—
Lights on Trains—
Motors—Flashes.

Power Required for Electric Lighting

Franklin Winkie, M.E.: In the production of electric lights the principal factor for commercial consideration is the power required as compared with the number of lights produced of stated candle-power. Contracts for electric-lighting apparatus should therefore state all conditions which affect the cost and amount of power to be required in order that future of the apparatus may be demonstrated and settled without equivocation. Guarantees of horse-power economy are therefore to be made upon the coal required for producing the necessary steam power, or the number of actual or indicated horse powers required for producing a given result in light, i.e., number of lights of stated candle-power. Where a large number of roads in this country are to be made upon the way of the construction of individual roads, the cost of the construction of a large number of roads in this country, especially on competing lines, which add every attraction and comfort in order to put in the system of batteries and charging dynamos driven from the motor, the cost of the dynamo from the momentum of the train running down grade would not be available on such a road. For those who argue that the locomotive must not be called upon to do more work than it now performs either in the charging of the batteries or their hauling on the cars, the solution of the problem lies in the direction of the method of a separate lighting plant on the train. It is evident, therefore, that a wide latitude is permissible for the gratification of individual taste in the adaptation of existing conditions. So far as the results taken in this country at the present time go, Mr. Blodgett's opinion is a valuable one. He states that storage is no dearer than gas, for the same amount of light, while further obvious improvements, both in the batteries and the lamps, will make this balance turn decidedly in favor of the electric light, even on the single ground of economy. It seems to be tolerably well established that if the storage battery can perform the duties of car lighting satisfactorily, its cost will be less than the cost of the construction of a large number of roads in this country, especially on competing lines, which add every attraction and comfort in order to draw patronage.

Jubilee Lighting in London.

The English papers should show that the use of electric light for jubilee celebration purposes was larger than the cable dispatches gave reason to believe. The Anglo-American Brush corporation, the Gulcher company, R. E. Crompton & Co., Messrs. V. C. & Sons, Woodhouse & Rawson, Messrs. Faraday and Messrs. Laing, Warton & Down, all were busy to their utmost capacity during the jubilee week.

Where the steam power plant is not part of the plant furnished, then the best basis for guarantee of power is the number of actual horse powers of 33,000 foot-pounds to be delivered to the dynamo or machinery furnished by the electrician.

Power required should be agreed upon for not simply the whole number of lights taken at one time, but as well for fractional parts, as three-fourths, one-half, one-fourth, the whole number; for the commercial efficiency of dynamos decreases with fewer lights.

Shall it come to a test, the constructor of the plant should pronounce conditions satisfactory. Until the conditions are agreed upon, no test of power should be regarded as of any value.

As to conditions and results for purposes of test of a commercial efficiency of an electric lighting plant, it is the duty of the person who measures the power to know simply how many lights he has in circuit, and what "pressure" he has in the circuit, as well as the number of lights of stated candle-power.

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An Electric Trumpet.

An electric trumpet has been recently devised by Mr. Blodgett, of a short brass tube mounted on wood and containing an electro-magnet whose ends face a vibrating plate, on which is fixed a small piece of soft iron. Against the plate the armature rests a regulating screw with platinum point, which serves for automatic interruption, by vibration of the armature. With two Leclanche elements a musical sound is obtained, which may be varied in pitch, intensity, and timbre by means of the screw.

The instrument may be easily employed in signaling on ships, railways, tramways, etc., it may also serve as a receiver for signals of the Morse type.

Electric Lights on the Lake.

The Chicago city council are dealing with a number of matters of interest to the electricians, through the influence of Prof. Barrett, city electrical engineer, a number of schemes for lighting and signaling have been brought to the attention of the people. The latest one of these is called the "vessel dispatcher" scheme. At a meeting of the fire and water committee the plan was set forth in detail by Prof. Barrett, as follows:

Build a central station at the tug offices on South Water street, near Franklin, and establish telephone connection with all the bridges on the main branch of the river, as far south as Twelfth street, and on the north to Chicago avenue. The total number of bridges, including the three railroad bridges under the vessel dispatcher's control, would be nineteen.

The adoption of this plan will serve to stop the incessant whistling by tugs, and effect a saving of one-fourth of the time now needed for opening and closing the bridges.

One hundred and seventy-eight lights required 34.4 horse-power, equals 7.3 lights per horse-power.

Ninety-one lights required 14.36 horse-power, equals 0.34 lights per horse-power.

Forty-five lights required 9.08 horse-power, equals 0.46 lights per horse-power.

Five lights required 4.79 horse-power, equals 0.14 lights per horse-power.

Dynamos only, no lights, 3.07 horse-power.

The following is a tabulated result of simultaneous tests of horse powers and of lights. They are interesting in comparison, because they show improvements made in the past few years, and also how the commercial efficiency of electric lighting apparatus decreases with fewer lights.

The first was made by us recently upon a 200-light machine, made by a prominent company four years ago, using the most improved lamps now made for that company. In both tests lights were

held to sixteen-standard candle-powers.

One hundred lights required 13.28 horse-power, equals 8.1 lights per horse-power.

Fifty lights required 7.75 horse-power, equals 6.4 lights per horse-power.

Dynamo only, no lights, 3.78 horse-power.

The following is the partial result of a similar test recently made by us of actual horse-powers required by the apparatus of a younger company:

Four hundred lights required 40.89 horse-power, equals 9.98 lights per horse-power.

Three hundred lights required 30.83 horse-power, equals 9.70 lights per horse-power.

Two hundred lights required 20.91 horse-power, equals 9.5 lights per horse-power.

One hundred lights required 12.38 horse-power, equals 8.1 lights per horse-power.

Fifty lights required 7.75 horse-power, equals 6.4 lights per horse-power.

Dynamo only, no lights, 3.78 horse-power.

Electric Motors.

Chicago Tribune: Prof. Elisha Gray, of telephone fame, is perfecting an invention with wonderful possibilities, and one which promises great results. It has already reached that stage which insures its practical success, the experiments thus far proving eminently satisfactory.

The "teleautograph" is the name by which the instrument will be known, which conveys a very fair idea of what this instrument really is. In operation it will be possible for the operator to draw a diagram on the plate or instrument, and this will be reproduced by the machine.

The teleautograph is a device which will receive a tracing point, which may be a properly-inked pen or even an ordinary lead pencil attached to a movable arm in the receiving machine at the other end of the line.

A number of experiments with the machine have been made at Highland Park where Professor Gray's laboratory is, all of them of the most satisfactory character.

The circuit was not a very long one, but the tests were of that kind which in itself is not of much importance, and not matter much, and that the work could be done over 1000 miles of wire as perfectly as over 100.

Professor Gray has not yet applied for patents on the invention, but it is fully covered by caveats, so that he has removed the injunction of secrecy, and feels free to talk on the subject with his friends.

He is inclined to think the machines will be required in all cases where absolute accuracy in the delivery and timing of an order is required, and with manually operated machines.

He is also inclined to think the present system of telegraphic communication, in fact, that an operator will simply transcribe a message, and while in the act of so doing, will wire it to any point on the continent, the reproduction at the other point always being a facsimile of the writing of the person at the machine.

An attempt was made yesterday to see and talk with Mr. Tripp, Professor Gray's attorney, who is well posted about this electrical invention and its ramifications.

Mr. Tripp, who is an attorney, and Mr. W. H. Porter, who is associated with Mr. Tripp, gave the reporter the information set forth above, adding that Professor Gray regarded the invention as a more important one than that of the telephone.

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