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Large deposits of iron have been discovered in the Black Hills country.
The Lansing Republican says the U. S. land offices have received directions to enter no more applications to locate soldiers' homesteads under section 3206 of the revised statutes of the United States.

A Sioux City dispatch says hundreds of teams of Black Hills adventurers are caught between Yankton and the hills, and it is feared that great suffering will ensue, as many of them are beyond the reach of fuel and feed for their stock, and unable to move in any direction on account of the deep snow.

The people of Berrien Springs in this State are about to build a narrow gauge railroad, to be called the Berrien Co. & Indiana narrow gauge railway. Boston Harbor is proposed as one terminus and some point on the line between the State of Indiana and Michigan as the other. The proposed route would be about thirty miles in length, to be increased at some future time at the will of the directors and stockholders of the company.

Here is a couple of items of news, which are undoubtedly true, and which show conclusively that whenever a railroad is built from here to St. Paul, it will not lack for freight patronage. Fairbank, Minnesota, shipped to the east last year 122,960 barrels of flour and 29,902 bushels of wheat, while Minneapolis has nine merchant flouring mills, with a capacity of 1,500,000 barrels a year, a large portion of which finds its way to the eastern market.

The Frankfort Express is agitating the subject of a line of boats from that point to Escanaba. A flat charcoal furnace is located at that point and they are desirous of obtaining the iron ore, which by the way they have always obtained from the L. S. region by this route, and they also think that a line of passenger boats would be a great benefit to their section of the country. Go ahead with all enterprises of that kind. Mr. Express is assured that we will do all in our power to help you.

The silver vein at the Cleveland mine has not yet been struck in the downright shaft, but during the past few days the miners have encountered a change in the formation of the rock. On Thursday they came upon a seam of clay, and they are now in a bed of black slate. Capt. Mellen thinks they are very close to the copper vein, which he thinks is from four to six feet above the silver vein. In all probability they will know something definite before our next issue.—Ontonagon Miner.

The Marquette Journal furnishes us with the information that considerable inquiry for shares in the Cleveland Silver mine of Iron River has been indulged in for the past few weeks.—Mr. Doukerty proprietor of the Morgan furnace intends to blow in one stack soon after the first of the month.—The Cleveland Iron Co. have got out for shipment to the Centennial for exhibition, a most magnificent specimen of their iron ore, weighing, so good judges say, from 14 to 16 tons. It will be strongly handed, and a special car is being constructed of sufficient strength to convey it thither. This immense mass of ore is remarkably clean and pure, and it is to be hoped it will reach its destination in safety. The Jackson Iron Company have also shipped two magnificent specimens of their ore. The larger is from No. 4 pit, and weighs about two tons. The smaller—a splendid piece of the Jackson red specular—is about 1,000 pounds weight. The Iron Cliff company also shipped a beautiful specimen of the Barium mine ore, weighing 1,000 pounds.

A great many of the mining companies in this district are preparing for an active summer's work. Although mining has not been as vigorously prosecuted the past winter as in former years, still we anticipate the shipments will equal that of last season. The Saginaw mining company will ship more this coming season than any former year, as well as so the New York mining company. The Cleveland mining company's shipments will probably reach the amount shipped up to close of navigation of '73, but it is not generally thought that it will over-reach it. The markets remain stagnant, and there are no apparent prospects for a revival at present. What ore our company's sell, is sold on long time but on good security, and this enables them to carry on the business and keep the country from going to the dogs. The laborer has a hard time to get along on his small wages and the mining companies have a still harder time to get hold of a sufficient of the "greenbacks" to pay them. We all hope for a change in the market that will be favorable to both the company and the community.—Iron News.

THE TRIBUNE.

Published every Saturday at
Escanaba, Delta County, Michigan.
TERMS: \$2.00 PER ANNUM IN ADVANCE.
CHAS. D. JEWELL, Editor.

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Black Hills.

The editor of the Bismark, D. T. Tribune, gives vent to the following ideas in regard to the Black Hills diggings in the issue of March 15th of that paper:
"That there is gold in the Black Hills, and in great quantities, there can be no doubt, but we would not recommend anyone to leave a good business or a comfortable home to go there, unless they can afford to lose their time and expenses should they meet with disaster, for, no matter what the opportunities may be many will fail. But the Hills are not valuable for gold alone. There is no region which affords better opportunities for obtaining desirable farming lands—no region in the United States so well adapted to stock raising, so those who fall in love with the hills will find openings to others, if they determine to succeed. There are many who have nothing to lose, but much to gain. To them, the Black Hills present an opening that should not be passed by. There is gold that will certainly pay good fair wages, while large fortunes may be made; besides, the hard knocks gained in a mining region will do any pilgrim good."

As will be seen by the article, the editor is not over and above, enthusiastically over the prospects of the country, considering that he is right on the ground, and would naturally be interested in attracting emigration in that direction. In relation to the fare from the east, and the outfit required after arriving there the Tribune delivers itself thusly:
"The fare from Chicago to Bismark is \$31 for first-class and \$25 for second-class, while arrangements are complete for a stage route, the first stage leaving in a few days. The price has not been determined upon, but it will probably be from seven to ten dollars. Parties, however, will find no difficulty in obtaining passages within these rates, or opportunities to accompany trains for a nominal consideration. Parties have walked from Bismark to the Black Hills in eight days; heavy trains have made the trip in ten days, and light teams are making it in from four to six days. Peter Selms is all ready to run a line, and McLean & Macleider are sending men through in eight days for seventeen dollars."

The Menominee Journal, is evidently troubled with wind on its stomach, and as a consequence has had an specimen of both entitled "Newly." Youngsters are frequently bothered in that way and old women are willing to cure it with a dose of pepper-mint or some such simple remedy. We do not consider the attack at all dangerous and think it hardly requires any attention, but are willing to set the part of the Good Samaritan and relieve a brother in distress, confident that as the youth grows older, the attacks will be less frequent. With rare magnanimity "Newly" concedes that our harbor is open 61 months in the year and for the balance of the time, "you might as well terminate a railroad at the north pole. That ought to be so, because the writer says so. We of course know and the majority of the readers of the "Journal" know that the North Pole and Duluth and Green Bay, are very superior in climate, to the north end of Lake Michigan. Cause, duty if there was a railroad from the Mississippi river, terminating at the north pole, or Duluth or Green Bay, that the terminus would be far superior to Escanaba, of course all the readers of that electric light of journalism, the Menominee Journal, are aware of that fact. Two intended articles, about a "branch to New York" is probably intended to amuse some of the school children; if so it is extraordinarily funny. We have no idea that the editor owns any interest in the Menominee iron range, or that he tried to secure any contract for the building of the railroad, and it distresses us exceedingly to see that his vision is getting totally obscured by gazing at everything through that medium and that he is sacrificing all common sense to that one idea alone. It reminds us of the story of the old western farmer, who got badly bitten in purchasing a fine tract of land out west, without success. After ascertaining that it was nothing but a pile of rocks, the shrewd idea struck him to sell it for town lots. With that benevolent intention he got up a beautiful map, laid out in various colors, with broad streets, avenues, parks and squares, locating a court house here and town hall there, and liberally sprinkling various public and educational cities, all over it. To complete the thing a railroad ran through the center of it. In describing the beauties and advantages of the new town he had learned to "speak his piece" by rote and generally wound up by calling attention to the R. R. Among other honest methods which he had for making a living, was selling cattle. One day a stranger was endeavoring to make a purchase of a cow and the old farmer after describing her good points—slim legs, tapering horns, bushy tail, fine udder and general make-up, she astonished the buyer by informing him that she had "a railroad running right straight through her." That was too much of a cow for him and spoiled the trade. Now it seems to us that "Newly" is in some such danger. He says that he regards the building of a railway from the Mississippi river, to this place as essential in connection with the Northern road and is excited

S. ADLER.

That it will excite the animosity and jealousy of both Chicago and Milwaukee. We, of course, are very much afraid of the animosity and jealousy of those cities especially of Chicago. We know that those places do not care if we have 40 railroads, if we don't ask them to build them for us. And most likely before Chicago starts on a new railroad project, she tenderly begs Milwaukee, Green Bay, Marquette and Mackinaw not to have any animosity or jealousy toward her, for so do we. And most likely Milwaukee, preferably asked the same favor of the other cities before commencing a new railroad from her boundaries. "Newly" also says, "parties sympathizing with projected railroads in the west, have discovered long since that Chicago and Milwaukee influence in the matter of raising funds cannot be ignored." But he seems to ignore the fact that our western terminus, St. Paul and Minneapolis, numbers collectively, nearly as large a population as Milwaukee, that their exports and imports are as great, and that their wants, as their keys to the northwest, are as many as either Chicago or Milwaukee. There might be some sense in using this argument, if the grain shipped from Minnesota over the St. Paul & Escanaba railroad was all intended to be sent to those places. New York will without doubt, be the destination of the bulk of it and we always had an idea that that city had nearly as much funds as either Chicago or Milwaukee. But "Newly" is terribly afraid that if we don't keep very still about it, the fifty or twenty miles of railroad necessary to give him communication to his mine, won't be built,—that if we excite the ire of our big brothers below us, we may expect total annihilation. Don't be alarmed,—companies do not build railroads now-a-days for fun. If a railroad was not expected to pay from the Menominee Iron Range to this point, it will not be built. And if it will be a paying enterprise, all our other railroad projects, will not prevent it, nor will the extreme conservatism of "Newly" for its completion. After first reading the sensational article, that we have just wasted our valuable time on is reviewing, we thought to grant the "rest" that was requested. But, when we remembered, that all the South asked for, after committing a foolish act, was to be "let alone," and that somewhere it is said, "there is not rest for the wicked," we concluded to say a word or two. When you feel uneasy that way, call on us again. It won't hurt us and will please the babies.

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