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A RUSH ON THE RESERVATION.

Lively Times on the Opening of the Win- Judgment

nebogo and Sionx Lands. DUBUQUE, Iowa, March 19. Dep. In the United States circuit court nty United States Marshal Hopkins yesterday Judge Deady delivered an and his assistant have returned to opinion in the case of the Oregonian this city from the Winnebago and Railway company (limited) vs. the Sioux reservation, whither they went Oregon Railway and Navigation comsoon reservation, whither they went to look up claims and hunt criminals. They relate a remarkable experience with the rush of people, who went there by the hundreds to claim these lands as soon as the president attached his signature to the document made a defense that the plaintiff was which opened these lands for settle- not a corporation and had not powment. The reservation, he says, comprises the best land in Dakota, having been selected by the Indian agents years ago. They are on the cast side of the Missouri river, and thus protions operation and marked the defendant had not power to take it, although expressly authorized in its articles of corporation to lease any railway in Oregon. Plaintiff defendant had not power to take it, although expressly authorized in its articles of corporation to lease any railway in Oregon. Plaintiff defendant had not power to take it. those portions opened for settlement are bounded on the north by Pierre, and on the south by Chamberlain. township, and 640 acres in a mile. According to the homestead law, every head of a family, whether an ablebodied man or a servant girl, and every male over 26 years of age, has a right to pre-empt 160 acres of land. Five minutes after the time, on Fridny afternoon, when president Arthur signed the executive order opening the lands to settlement, the fact was known in Chamberlain, and as soon as one man crossed the reservation line with a load of lumder thousands of others in waiting action for the rent due in November.

der thousands of others in waiting followed him. All the hired girls in the hotels were in the front ranks.

Not a bather show res. the hotels were in the front ranks. Not a barber-shop was open. Nearly all the business men, except the hotel and saloon keepers, were in the anxious and excited crowd. Teams and wagons were employed to haul settlers at \$25 per day in advance. Those who preferred town lots employed a lawyer, who laid out a town site opposite Chamberlain. During Friday night the erection of 100 km lots exhouses was commenced, and the suits and actions depend upon the houses was commenced, and the town is being rapidly built. May of the houses are already occupied by families. The prospect is that much litigation and bloodshed will be the are besides, we understand, actions are desired. result of the excitement. The agent by individual bondholders and sharcof the Chicago, Milwaukee and St. holders of the Oregonian Company
Paul railroad filed warrants in the (as expressly covenanted in the lease) Paul railroad filed warrants in the las expressly evenuanted in the lease parameter of his company to a large portion of the land contained in the resistance respectively of the rents in deervations and now settled upon. The fault—over and above the actions of Indians are unfriendly to the settlers the Oregonian Company as a corporate Everything New and First-Class.

and are encouraged by the Indian tion. The Oregonian Company more agents, who in many instances over intends to sue the O. R. & N. Co. drive settlers away. Until a reg. for damages for operating the railroad drive settlers away. Until a registration office is open on the reservation the settlers will not leave their of the lease, whereby the natural claims, fearing that they would be jumped if they did so. The Indian agents refuse to register until they receive formal notice from the government that the land has been in £38,600—nearly \$200,000—which thrown open to settlement. In many will be sued for regularly year by year.—Occoposition, 19th. cases the settlers were unable to find year. Oregonian, 19th. the corners of the sections, and when surveys were made \*k was found, in many cases, that cabins some distance writes from Baraboo Station, C. & N. writes from Baraboo Station, C. & N. First Class in Every Respect. the corners of the sections, and when here first, and the man who displayed the most formidable Winchester rifle or navy revolver generally induced the other fellow to believe that he dic.

The work of erecting shanties on the claims progresses night and day. Several law suits have been entered where more than one have taken rea. It cost \$12,000 to consist the description of the ground, hurting my back badly. By the use of \$t\$. Jacobs Oil I was cured and was able to go to work. I have been hart a great deal, but this remedy takes the lead of all I have ever used. I will always be an advocate of it."

where more than one have taken possession. People from abroad did not seem to anticipate the rush, for those by the dynamite explosion in the parliament buildings at London, who arrived at Chamberlain Wednesday found that every inch of the land had been pre-empted. The trains going to Chamberlain consisted of several shearers and presented to several shearers and sheare eral sleepers and passenger coaches, jammed full of poor fellows who labored under the delusion that they had only to visit the reservation and stay on it over night to acquire possession of 160 acres. Agent Gassman received orders from the interior department not to allow the Indians to

feared at any time. The O. R. & N.

New York, March 18. The desirability of giving up the present management is again being actively discussed by Oregon Railway and Navigation stockholders in Boston. Two suggestions find supporters. One is EDWARD HALL.

Sold by W. E. Bresident M. W. VECHHEIMER. President Secretary that the road be leased to the Northern Pacific alone; the other that it be leased to the Northern Pacific and the Union Pacific jointly. Those actively favoring the dual lease by the Northern and Union Pacific include Fire and Marine Insurance Co. many of the O. R. & N. directors; also Wm. Endicott, holder of 25,000 shares of Oregon Railway and Navigation President Adams is reported favorable to the arrangement. Smaller Boston holders of Oregon Railway and Navigation argue that the Union Pacific should be included in the arrangement, because one Boston property should help another wherever possi ble, in order to further the general in terests of the city.

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many cases, that canns some distance, apart were really on the same section.

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interfere with the settlers, but there is bad blood existing and trouble is feared at any time.

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