

HISTORICAL FORT LISA WAS AT THREE FORKS

The State Historical Society Will Erect a Granite Shaft Over the Site of the Old Fort, Which the Milwaukee Land Company Will Donate For That Purpose.

W. I. Irvine has interested W. S. Bell, librarian of the State Historical society, and J. Q. Adams, of the Milwaukee Land company, in a historical spot near this place.

At a point located some three hundred yards below the St. Paul's bridge over the Jefferson river at Three Forks, and in plain view of all who may travel over that line, a granite shaft is to mark the spot on which the Manuel Lisa post was built 99 years ago. Inroads of the river have washed away a portion of the site, but on part which remains and overlooks the river as far as the railroad bridge, a monument will be erected by the society. The ground will be burnt over later on and the exact location determined.

The Lisa Fort had been built of logs set in the ground, but first. There had been two rows of upright timbers, but the logs themselves had been destroyed, probably by fire. The butt of the logs had rotted away, leaving a trench which had been noted by the first settlers. The logs had been obtained a quarter of a mile up the river and floated down stream, as Lisa and his men had no horses. The stumps, bearing traces of axes being visible to early settlers.

While in Three Forks recently Librarian Bell called on Jesse Barker, who located here 44 years ago. Mr. Barker is 83 years old although his health is poor his mind is still vigorous.

Mr. Barker came to Montana with the late A. J. Davis of Butte and followed mining in most of the early gold camps. Attracted by the beauty and convenience of the place Mr. Barker took up ground near here, residing there and in his cottage in the old town ever since.

Mr. Barker found many flints and some knives at the old fort site, the arrows having been used in Indian attacks, but has given them away. He has an old knife of a pattern used by the

early trappers which he found near the fort site, and after much labor succeeded in getting a blade which he has used for shaving.

This is all historic ground. After the Clark expedition had returned Lisa and others organized the Missouri Fur company, and sent an expedition into this country. It got to the mouth of the Big Horn on the Yellowstone river where Lisa built a fort. Later Lisa returned to St. Louis but came back with another expedition which built this post in 1809. A lieutenant was left in charge, that winter the fort was attacked by a strong party of Blackfeet. The garrison suffered severely and was compelled to abandon the place.

Three hundred yards above the junction of the Jefferson and Gallatin rivers once stood an old cabin which had been used for a variety of purposes. It was built of hewed logs, and fifteen years ago marks were pointed out to the occasional visitor as the scars left by bullets of hostile Indians in early days; for the old log building formed part of a post used by traders and trappers of generations gone by.

Thomas Ellis and his stepson, William Alexander, of Bozeman, acquired and took possession of the land and cabin about fifteen years ago. A few days later Mr. Alexander found a large number of remarkably well preserved rifles and smoothbore guns in the river near by. The rifles were of the old-fashioned variety used by pioneers and were known as the Missouri rifle, having a very heavy octagon barrel with small bore. The smoothbores were Hudson Bay guns with brass trimmings. As none of them were flint locks they belonged to a generation later than the first explorers. Most of these old weapons have been lost, but the librarian would like to get some of them and learn more of the building's history. The St. Paul road runs over the cabin site.

A FIRST NATIONAL FOR THREE FORKS

Articles of incorporation have been accepted and a charter granted for the First National Bank of Three Forks.

The incorporators are: Harry H. Buck of Spirit Lake, Iowa; B. Van Steenburg, A. E. Buck, Fred D. Campbell, and E. E. Taylor.

Contract will soon be let for a building and it is expected the new institution will be ready for business before the first of the new year.

The bank starts with a capitalization of \$25,000.

LOCAL HAPPENINGS

Workmen and teams are busy grading Main street.

Parnacott & Sterling's building is going up rapidly and will soon be under roof.

C. A. Johnson of Bozeman was a visitor in our town several days this week.

The Dempsey rooming house is being rushed ahead and is fast assuming the shape and proportions of a commodious structure.

Flint-Lynn Lumber Company have had a number of teams busy most of this week hauling lumber to their sheds from the N. P. tracks.

A. L. Roseborough, of the Roseborough Camping company of Gardiner, is here figuring on building on their lots on blocks 14 and 3.

Work has been resumed on the Parnacott and Sterling building after several days delay awaiting the arrival of lumber from the west.

C. E. Carls opened his tonsorial parlor last Saturday and is having a satisfactory trade. Three Forks is fortunate in having a first-class barber.

The Clark Lumber Company's sheds are about completed and stocks of the various classes of building materials are beginning to arrive almost daily.

Both of our lumber companies have experienced grievous delays in getting material through from the west in time to avoid serious delays in building operations.

Harry Hewitt of Miles City is here this week, and as soon as his partner, Mr. Jones arrives the firm will commence the erection of a building on main street.

The Milwaukee road will begin regular passenger service through to Butte commencing Saturday, the 3rd inst. Trains will be run through the new tunnel which was completed recently.

W. J. Walsh has his building under roof and moved his restaurant into the same yesterday. The building will be used for hotel purposes until another house can be erected, when it will be converted into a store.

BURLINGTON P WRECK AT Y

In a Blinding Snow Storm the Burlington Pacific Collided With a Sp
Train—Twenty-one

The worst wreck in the history of the Northern Pacific occurred Friday at 8:10 a. m., when No. 16 crashed into a west bound freight which was just entering on the siding, during a blinding snow storm, the engineer of the passenger train failing to see the signal of the flag brakeman of the freight train in time to avert a crash.

The freight train, which was an exceptionally heavy one, left Park City with but six minutes' time to make the siding which it was unable to make and a flagman was sent ahead. He got perhaps twice the length of the passenger train up the track, but owing to the heavy fog and falling snow the signal was not seen. He threw the fusee through the cab window as the train went by him, but even this signal was not noticed.

The passenger train, which was running 50 miles an hour, crashed into the freight, wrecking both engines and reducing the smoker and baggage car to kindling wood and killing all but a few of those who were riding in the smoking car.

The engineer and fireman of the freight saved their lives by jumping. The engineer of the passenger saw the freight when virtually upon it. He threw on the emergency brake and made a jump for his life. He was practically uninjured. The fireman jumped through the cab window, but his head struck the rail and his skull was crushed. He died in a few minutes.

Some of the bodies of the killed were terribly mangled, some of them being ground into bits so that it was necessary to pick them up in blankets.

When the relief train reached the place the scene was one of a heart rendering nature. Many volunteers were engaged in removing the bleeding forms from under neath the cars. The groans of the injured and dying were most pitiable. Many were pinned beneath the cars and many of the dead had been liter-