The Modoc Stronghold.

A VISIT TO CAPTAIN JACK'S CAMP IN THE LAVA BED, A FEW WEEKS AGO.

The distance from Fairchild's to Jack's rocky camp is twenty-five miles, over the roughest road, or rather trail, that I ever saw or dreamed of. The first ten miles is traveled by the regular Lost River wagon road, which is pretty fair, but after that the trail is taken and then comes the hard part of the journey—over bluffs whose steepness makes it a miracle that anything animate can ever descend them; through rocky gorges, that to look at one thinks it impossible for even a mountain sheep to find a foothold; through sagebrush and across lava rock plains, and into narrow ravines and caverns, the narrow path leads and turns and winds till one is lost in the rugged labyrinth. Almost every hour we were obliged to dismount and lead the horses through some yawning rocky chasm or down some steep declivity that no mounted man could descend. The horses, though, were sure-footed and got us through such places safely, though very slowly. Twelve miles of such perilous travel brought us to the summit of the last bluff before descending to the edge of the great bed of scoria, where the Modoc chieftain has so long held thirty-nine millions of American people at bay. We reached this point at 4 o'clock. The snow storm had broken away, and the setting sun, directly behind us, shed a brilliant glare over the valley below. The scene was one of the grandest I ever saw. The point where we stood on the bluff was directly at the southwestern corner of Tule Lake. From our position the lake was immediately to the left, its waters washing the base of the hill beneath us. Beyond, slightly to the left and across the glassy sheet of water, rose a range of high mountains, imbedded in a fleecy snow covering, and reflecting back the golden sunlight into the mirror-like surface at their foot. Immediately in front and due east was the famed lava bed, of which so much has been said and written. As far as the eye could reach in one direction, and back to the rugged volcanic hills to the southward, this remarkable formation extended from our position at least one thousand feet above it. It had merely the appearance of a sage brush, plain as level as a marble floor. Not a single unevenness could be detected, except away off miles away on the lake shore the faintest suspicion of a ridge showed itself, but it was so slight that at first glance it failed to catch the eye. Fairchild pointed out this little break in the almost painful regularity of the surface, and said that this was the scene of Jack's triumph.

This is the place in which he defied the power of all the troops on the Pacific Coast. The party stood looking at the wonderful scene for fifteen minutes, and then again dismounting, prepared to descend the steep slope. A narrow trail led down in a zigzag direction, and over this the horses had to be led slowly, step by step. Down, down we went, groping cautiously, expecting almost every instant that an unlucky slip or a careless step would send some horse and leader whirling down the sharp incline. Fifteen minutes of this perilous work, in which no one dared scarcely cast his eyes off his own or his horse's feet, and we were at the edge of the lava.

But what a change! What from the summit seemed a level plain was seen transformed to ridges, mounds and piles of hard, jagged, flinty rocks, reaching as far as the eye could see. To pass over these seemed impossible. To go through and around them appeared like a task that a man would hardly undertake, to say nothing of a horse; but a little trail led off for a hundred yards or so and then was lost behind a ridge of rocks, and into this the Indian, Bogus Charley, boldly led the way. Charley was mounted on a little pony not yet two years old, but the little thing skipped over the hard, flinty "pedregal" with the agility of an antelope. The trail was narrow, crooked, and so filled with lava rocks that the horses had difficulty in finding places to put their feet; hence the progress was slow and tedious. Once in a while a clear place was found on the edged lake, but only for a few yards, and then the path led off again into the hard, jagged scoria, and through the thick, tangled sagebrush. Whenever a rise in the surface was reached we could see the ridge where Jack's camp lay, rising higher and bolder, and something of its terrible grandeur became apparent. We had gone a mile or more through this bed, when suddenly coming where the narrow trail turned around a ledge, we came full upon an Indian.

The Indian had seen us from behind a rock long before we had seen him, but discovering Charley at the head of the file of horsemen, he had made no sign until we were well up. Then he came into the trail and advanced to meet us. When Charley rode up he spoke a few words and sent him across the rocks by a cut off, to apprise Jack who it was; for, of course, every Indian in the camp had seen the party before they began to descend the bluff. The Indian bounded off like a deer when he learned that it was 'Squire Steele, and long before we reached the camp every Indian there knew that we were friends, so nothing further was seen of sentinels or lookouts, though I have no doubt we passed several.

As we passed along Fairchild called our attention to many points of interest; the place where he and Dorris had their first interview with Jack in December last—the one attended with so much peril; also where the troops were formed for the last fight, and the positions occupied by the several companies; the bluffs they carried and those they didn't carry; where he and his men passed around the edge of the lake and formed their junction with Bernard, and many other things calculated to give one a complete understanding of that lamentable failure to drive Jack from his stronghold. Finally the big ledge was reached, and turning up from the lake into a deep rocky ravine, where the trail was so narrow that our stirrups scraped the flinty bowlders and the horses were obliged to creep along, Charley announced that we were within 300 yards of the Indian stronghold. Riding along slowly and with almost bated breath—for the party now began to realize their position—some of the horses gave a snort, and pricking up their ears stopped. The *Chronicle* correspondent's horse, which was immediately behind Charley's pony, seemed particularly averse to going ahead; and as his rider could see nothing to frighten him, he said, "Charley, what's the matter? What does this horse see?" "Oh nothing. I guess he smell dead soldier there in rocks. We pile up rocks there over two or three and that scare him. Come along." After another hundred yards were passed, the trail widened a little, and we began to see signs of the proximity of Jack's camp. Rounding a turn in the ravine we saw on a high ledge ahead the Indian battle-flag pole planted. The flag that floated from it was the tail of a wolf, and as it dangled back and forth in the wind it seemed the most significant war banner I had ever seen. A few minutes more and the party made a sharp turn in the rocks, which brought them suddenly on the Indian camp.

[TO BE CONTINUED.]

Consumption, Scrofula, Etc.

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Plain City, L. W. Shurtliff.
Mound Fort, David Moore.
Lynne, Robert B. Hazel.
Slaterville, Thomas Richardson.
Harrisville, David Rawson. (?)
Marriat, S. P. Halverston.
West Weber, John L. Hart.
East Weber, A. Spaulding.
South Weber, John Cook.
River Dale, Sanford Bingham.
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Centreville, Wm. R. Smith.
Bountiful, John Stoker.

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Weber City, C. S. Peterson.
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Littleton, W. G. Smith.
Kichville, John Seaman.
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Hennefer ville, Chas. Richens.
Echo, Elias Hasper.
*Coalville, W. W. Cluff.
Unionville, Alonzo Winters.

WM. W. CLUFF presides over Morgan County and the above four Wards in Summit Co.

Wanship, G. G. Snyder.
Rockport, Edwin Bryant.
Peoa, Abraham Marchant.
Morell, John K. Lemmon.
Kamas, W. Harder.
Parley's Park, Ephraim Snyder.

SAMUEL F. ATWOOD, Presiding Bishop over the above six Wards.

WASATCH COUNTY.

ABRAHAM HATCH, Presiding Bishop.

*Heber City, Abraham Hatch.
Midway, Henry S. Alexander.
Charleston, John Watkins.
Wallsburgh, Wm. E. Nuttall.

SALT LAKE COUNTY.

1st Ward, S. L. City, Jos. Warburton.
2d " James Leach.
3d " Jacob Weller.
4th " Thomas Jenkins.
5th & 6th, W. H. Hickenlooper.
7th " W. Treseder.
8th " E. F. Sheets.
9th " S. A. Woolley.
10th " John Proctor.
11th " Alex. Hollier.
12th " L. W. Hardy.
13th " E. D. Woolley.
14th " Thomas Taylor.
15th " E. T. Burton.
16th " Frederick Kesler.
17th " Nat. an Davis.
18th " L. D. Young.
19th " A. H. Raleigh.
20th " John Sharp.
Sugar House Ward, W. C. A. Smoot.
Brighton, A. H. Raleigh.
Big Cottonwood, David Brinton.
Mill Creek, Reuben Miller.
South Cottonwood, J. S. Rawlins.
West Jordan, Archibald Gardner.
South Willow Creek, I. M. Stewart.

TOOELE COUNTY.

JOHN ROWBERRY, Presiding Bishop.

F. T. City, G. W. Bryan.
Pine Canyon, Moses Martin.
*Tooele City, John Rowberry.
Granyville, T. H. Clark.
St. Johns, G. W. Burridge.
Centreville, James Jordan.
Vernon, Hyrum Bennion.
Deep Creek, Edwin Tadlock.
Skull Valley, B. F. Knowlton.

UTAH COUNTY.

A. O. SMOOT, Presiding Bishop, Provo.

First Ward, J. P. R. Johnson,
Second Ward, A. H. Scott,
Third Ward, Hyram Tanner,
Fourth Ward, Wm. Follett,
Lehi, David Evans.
Cedar Fort, H. F. Cook.
Fairfield, John Carson.

DAVID EVANS, Presiding Bishop over the three last named places.

American Fork, L. E. Harrington.
Alpine, T. J. McCullough.

L. E. HARRINGTON, Presiding Bishop over the two last named places.

Pleasant Grove, John Brown.
*Provo, A. O. Smoot.
Springville, Wm. Bringhurst.
Spanish Fork, A. K. Thurber.
Salem, *alias* Pondtown, Robt. H. Davis.
Payson, J. S. Tanner.
Santaquin, D. H. Halladay.
Spring Lake Villa, B. F. Johnson.

J. S. TANNER is presiding Bishop over the four last named places.

Goshen, Wm. Price.

JUAB COUNTY.

JOEL GROVER, Presiding Bishop

Mona, Edward Kay.
*Nephi, *alias* Salt Creek, Joel Grover.
Levan, Elmer Taylor.

SANPETE COUNTY.

Fountain Green, R. L. Johnson.
Moroni, G. W. Bradley.
Fairview, Amasa Tucker.
Mount Pleasant, W. S. Seeley.
Spring City, Frederick Olsen.
Ephraim, Kanute Peterson.
Manti, A. J. Moffit.
Gunnison, J. S. Horne.
Fayette, John Bartholomew.

SEVIER COUNTY.

J. A. YOUNG, Presiding.

Salina, Peter Rasmussen.
Glenwood, Hosmann Pratt.
*Richfield, Nelson Higgins acting.
Monroe, Moses Gifford.
Annabelle Springs, Edward Roberts.
Joseph, Ivor Isaacson.

MILLARD COUNTY.

THOMAS CALLISTER, Presiding Bishop.

Scipio, Daniel Thompson.
Cedar Springs, *alias* Holden, David Stephens.
*Fillmore, Thomas Callister.
Meadow Creek, W. H. Stott.
Oak Creek, P. D. Lyman.
Kanosh, Culbert King.

BEAVER COUNTY.

JOHN R. MURDOCK, Presiding Bishop.

*Beaver, John R. Murdock.
Minersville, James McKnight.

IRON COUNTY.

Paragoonah, S. S. Smith.
*Parowan, W. H. Dame.
Summit.

W. H. DAME, Presiding Bishop over the three last named places.

Panguitch, G. W. Seys.
Cedar City, Henry Lunt.

KANE COUNTY.

Kanarra, L. W. Roundy.
Harmony, W. D. Pace.
Relreuo, J. H. Johnson.
*Toker, J. T. Willis.
Virgin, John Parker.
Rockville, C. R. Smith.
Long Valley, James Leatham.
Kanab, Levi Stewart.

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Harrisburg, O. B. Adams.
Washington, J. W. Foremaster.
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Santa Clara, Edward Bunker.
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For Excellence in this Market. They are built of the very

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SOUTHERN RAILROAD!

On and after Dec. 20, 1872,

DAILY TRAINS

WILL LEAVE THE

Utah Central R. R. Depot

Salt Lake City at 7 a m and 2.30 p m
Arrive at Lehi at 9 a m and 4.30 p m
Leave Lehi at 9.30 a m and 5 p m
Arrive at S L City at 11:30 a m and m

In addition to the above

MIXED TRAINS

Will run Daily, Sundays Excepted,

LEAVING THE

UTAH CENTRAL R. R. DEPOT,

Salt Lake City at 1 p m, and Lehi, at 6 a m.

Passengers will please purchase tickets at the Office. Fifty Cents additional will be charged when the Fare is collected on the Train.

For all information concerning Freight or Passage, apply to

JAMES SHARP,
General Freight and Ticket Agent.
JOHN SHARP,
GENERAL SUPERINTENDENT.
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UTAH CENTRAL

RAILROAD.

Pioneer Line of Utah.

On and after December 20, 1872,

DAILY TRAINS

Leave Salt Lake City at 5 a m and 2.45 p m
Arrive at Ogden at 7 a m and 4.45 p m.
Leave Ogden at 8 a m and 5.50 p m.
Arrive at Salt Lake City at 10 a m and 7.50 p m.

In addition to the above,

MIXED TRAINS

WILL RUN DAILY,

Sundays Excepted.

Leaving Salt Lake City at 8 a m and 5.30 p m, and Ogden at 5 a m and 5.50 p m.

Passengers will please purchase their tickets at the offices. Fifty cents additional will be charged when the fare is collected on the train.

For all information concerning freight or passage apply to

JAMES SHARP,
Gen. Freight and Ticket Agent.
JOHN SHARP,
GEN. SUPERINTENDENT.
d11-1y

GILMER & SALISBURY'S

DAILY

Stage Lines

THROUGH

Utah, South-east Nevada and Montana,

Leaving Salt Lake City Daily, running South to

Tintic, American Fork, Mount Nebo, Sevier, St. George, Utah; and Pioche, Nevada;

PASSING THROUGH

Provo, Springville, Spanish Fork, Payson, Salt Creek, Chicken Creek, Round Valley, Fillmore, Corn Creek, Beaver, Minersville, and

All the principal TOWNS and MINING CAMPS in Southern Utah and South-east Nevada.

Also leave Corinne, Utah, daily, running North to

Virginia City, Helena, Fort Benton, Deer Lodge, Cedar Creek Mines, and passing through all the principal TOWNS and MINING CAMPS in Montana.

PRINCIPAL OFFICE,

WELLS, FARGO & CO. BUILDING

SALT LAKE CITY.

d8 tf

U.P.R.R.

UNTIL further notice trains will leave and arrive at Ogden daily as follows:

LEAVE.

Daily Express, ... 8.30 a.m.
Mixed, ... 6.30 p.m.
Freight, ... 10.30 a.m.

ARRIVE.

Daily Express, ... 5.10 p.m.
Mixed, ... 2.35 p.m.
Freight, ... 6.10 a.m.

Daily connections made at Ogden with Utah Central Pacific road from Salt Lake City and all points in Southern Utah.

At Bryan with stages for Sweetwater mines.

At Cheyenne with Denver Pacific road for Denver, Central City, Georgetown and all points in Colorado and New Mexico.

At Omaha with Chicago and Northwestern, Chicago, Rock Island and Pacific, Burlington and Mo. River, Kansas City, St. Joe and Council Bluffs railroads, and Missouri River line of steamers for all points East and South.

Tickets for sale to all points East at office of Wells, Fargo & Co., East Temple street, and at the office of Utah Central Railroad, in Salt Lake City; also at Union Pacific Railroad Ticket Office in Ogden, at which office berths on sleeping cars can be secured.

Arrangements have been made whereby passengers desiring to visit Denver on their way East can avail themselves of an excursion rate from Cheyenne to Denver and return at greatly reduced rates.

For particulars and all information in regard to passage, apply at ticket offices.

Passengers should be careful to secure their passage tickets to all Eastern and Southern points via Omaha, and thus avail themselves of the advantages of a through sleeping car, comfortable accommodations and quick time.

THOS. L. KIMBALL,
Gen'l Ticket Agent.
T. E. SICKLES, Chief Eng'r and Supt.
d79

Through Cars to New York.

61 MILES THE SHORTEST ROUTE

BETWEEN

CHICAGO AND NEW YORK

IS VIA THE

PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY

AND

Pennsylvania Central R. R.

THROUGH LINE.

QUICKEST ROUTE to the EAST

3 Daily Express Trains

With Pullman's Palace Through Cars, leave

CHICAGO, FORT WAYNE AND CRESTLINE

On arrival of trains from the West for

PITTSBURG, HARRISBURG

Philadelphia, Baltimore, Washington City,

New York, Boston,

And all principal towns and cities in the East.

☞ This route is especially desirable for business men, as it gives them an opportunity to visit Pittsburgh, Philadelphia, New York and Boston, the best markets in the East.

Ask for Tickets via Pittsburgh, Fort Way & Chicago Rail-way, and Pennsylvania Central R. R. Tickets can be obtained at all regular Railroad Ticket Offices in the West, at the Company's Office, 56 West Madison Street, and at Depot corner Madison and Canal Streets, west side, Chicago.

F. R. MYERS, Gen'l Pass. and Ticket Agt., Chicago.
W. C. CLELAND, Ass't Gen'l Pass. Agt., Pittsburgh.
J. N. McCULLOUGH, Gen'l Manager, Pittsburgh.
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