THE MONTANA POST.

THOS. J. DIMSDALE, EDITOR.

Saturday.....Aug. 26, 1865.

NOTICE.—For the information of the public, we beg to state that H. M. BRYANT is the traveling Agent for the "Montana Post," and is authorized to solicit subscriptions; to obtain orders for job work, and to collect and receipt, for all moneys due to this office.

THE MONTANA POST---VOL. 2, NO. 1.

The present issue of the POST inaugurates the commencement of the second year of its existence as the pioneer newspaper of the Territory. The present proprietors purchased the stock in trade of Mr. John Buchanan, and commenced the publication with the third number. From that time to the present, it has been their constant care, and our own also, to improve the paper in every way, so as to make it worthy of its mission, and creditable to Montana. How far we have succeeded it is for others to judge; but of the efforts required to sustain it, in a land so remote from the ordinary source of the supply of material and current news—few, besides those actually engaged in the work, can have any idea. Snow capped mountains, rugged defiles, and swollen streams are placed between us and the nearest point of telegraphic communication with the States, for half a year, and when we read of the troubles and difficulties of those who have only heard of these things, we cannot help smiling; for we of Virginia think we are all right when we get that far on our way during a winter trip to the East, leaving the dreaded snow clad "Divide," and Snake river, behind us. While our paper has been enlarged in size to a considerable extent; the amount of reading matter has been very greatly increased, and we hope that in quality, as well as in quantity, the public will see that extended facilities have been met by increased exertion. Of our new stone Printing Office, Job Press and supply of material, we have before spoken, and thus mechanically reinforced, we intend that no effort on our part shall be spared, in the future, to augment the interest and value of each succeeding number.

Looking around us, we see on every side the evidences of progress and prosperity. The appearance of our city is so much improved, that persons who have been absent from it only a year, scarcely recognize it. Two churches, a well regulated municipal Government, a permanent Court Room, many stone buildings, an excellent system of Water-Works, a noble Masonic Hall, organized society, and a sense of peace and security, are among the new vouchers for our welfare. In the Territory, a great advance has been made in securing the navigation of the Missouri, thus giving us another commercial highway to the States; and a wagon road to Iowa has been commenced. In mining, the prospects are cheering. Last Chance and its net-work of gulches, and Helena, a mountain city, are not yet of a year's growth. Blackfoot, White's, Confederate, French, McClellan, Washington, Montana, the placers around Silver Bow, and many other gulches, are at full work, with thriving towns either built, or in course of erection, in their vicinity. Quartz lodes, in numbers sufficient to paper a large house with the certificates of pre-emption, have been discovered, hundreds of them as rich as, or richer than, anything ever before known. That we have plenty of coal in various parts of the country, we know; and that iron, lead, copper and quicksilver are there in quantity, we are likewise assured. All over our country, ranchmen are settling in crowds, and, even this year, the amount of grain and vegetables raised is very large and important. Steady family emigration is arriving, and we are happy to know, for their sakes, that our first school tax is levied, and will soon be collected. One Legislature has lived and died, doing, as is usual in Territories, a considerable amount of good and a great deal of evil.

Quartz mills, crushers, and a great many machines of different kinds, are arriving constantly. Daily lines of communication are opened by stage companies, and we think hat there never was a place so far from at settled country, or the ocean, where so much has been done in so short a time.

Troops for our protection are rapidly marching towards us; a convoy for treasure will be shortly established, and, unless the people of Montana are so foolish as to commit political suicide at the next election, we know of nothing that can prevent a career of prosperity such as never before the sun shone down upon.

Our *principles* we feel to be unchangeable. We love our whole country; we are jealous of its honor, and we are loyal to its traditions and Government. Every day sees accessions to the ranks of those who think with us; and those who will not agree with us, know that they cannot answer our arguments. Throwing aside partizan politics, without giving a foot of ground where principle is concerned, we have labored for the good of the people, giving all men fair play: acting invariably with charity to all, and with malice toward none. Making our salutation to our patrons, we hope for them and for ourselves a prosperous year, and fully resolved to do our whole duty as the representatives of the Press in this Territory, we commence our task.

NOTICE TO EDITORS.—For the information of our brethren of the Press, we beg leave to observe that Montana is not Idaho, and we should be obliged by their crediting Fights, Stage Robberies, Arson, etc., to their proper localities. When they get up a good Vigilance Committee over the mountains, or are strong enough to run Law without it, which is still better, it won't matter so much; but at present our trouble is not with our own folks, but with theirs. We are also informed that we have driven out Chinamen; but as there are only six, we believe, in the Territory, and they answer regularly at chopstick time, the announcement is premature. The snow must blind the eyes of the Nevada folks, for, with them, Idaho is always Montana.

THE City of the Saints is in a state of commotion and excitement at the acting of Mrs. Julia Dean Hayne. The lady stands at the head of the profession in the West, and her impersonations of character fully deserve the encomiums passed upon them. Those who ought to know, all say so.

The People's County Ticket.

The People's County Ticket is now before the citizens. As it contains the name of no man unfit for his position, and as we believe that the County would be benefitted by electing the men nominated, we recommend its support to those anxious for the promotion of the weal of the community. Judge Alden is an upright, courteous and well informed gentleman, who would do credit to the choice of the people as Probate Judge. William P. Wheeler the candidate for the Recordership, is of good repute for honesty, and capability as a business man. James Williams and his character are familiar to everybody; cool, courageous and reliable, he would make a good Sheriff. Theo. Muffly has, by his conduct during his present term of office, proved his fitness for a continuance of it. John Vanderbilt is an honest man, and well informed on the points necessary to be known by a County Assessor. John L. Corbett is a well educated, practical engineer and surveyor, who knows his trade, and is an estimable citizen. O. B. Whitford is amply qualified by professional knowledge and good character, for Coroner. The Rev. A. M. Hough every voter knows, whether he be of one party or of the other, is *the* proper man for School Superintendent—a most important office, with little pay and much work. The nominees for County Commissioners are John Potter—of whom all that know him say: "John Potter is a good man;" C. C. Housel is an experienced and thoroughly upright business man, with a stake in the country, and a good citizen. William A. Shroyer is an energetic, practical man, who knows all about Madison county and its wants, and would represent the miners with credit to himself and with advantage to them. Conrad Weary, the banker, is just the man, of exact business habits and commercial squareness of dealing, to be Sealer of Weights and Measures, and we opine that he would earn his money. O. F. Strickland is well qualified for the position he has held as Probate Judge. His professional knowledge, together with his fair and impartial decisions, have given very general satisfaction.

These are the men on the People's Ticket. If elected, we have a right, from their past conduct among us, to believe that they will fill their offices satisfactorily, and justify the confidence of the electors. We hope that the voters of Madison will take their own business into their own hands, and refuse to follow pernicious party precedents, by electing any man of whom they may hereafter be ashamed.

THE VIGILANTES OF MONTANA.—We publish this day, according to our previous announcement, the first chapter of the "History of the Vigilance Committee," which will be continued as a serial in every issue of the POST, to the end of the work. The labor of preparing such a record of fact is very great, the utmost care and circumspection being necessary to avoid error. The author's determination has been to lay fancy aside, and to produce fact, trusting that the genuine and unbiassed statement of events as they really occurred will find greater favor with the public than a more highly sensational, but less veracious story.

We are the more established in this opinion, by an inspection of a work called the "Banditti of the Rocky Mountains," which is compiled on the opposite principle. There is no more similarity between the scenes described and those enacted in these mountains, than is just sufficient to permit the use of familiar names whereby to gull the public. The disgust we have felt at reading this vulgar fable has only stregthened us in our purpose to put a tight curb on imagination and to adhere strictly to fact. Our narrative will be interesting enough we trust without any admixture of falsehoods.

FROM OLD BATCHELOR—We have received a very long letter, dated at Diamond City, from which we learn that the claims worked in Montana Gulch pay from $20 to $50 per day per man; that owing to a lack of competition, provisions rate high—flour, $30; bacon and hams, 70 to 75 cents. Mining tools are dear—picks, from $10 to $15, and shovels from $8 to $10. Buildings are going up at the rate of eight or ten a day, and a company is bringing in water by a new ditch. The principal drawback is the high price of tools, which hinders prospecting, both in the gulch and in quartz, of which there is plenty around. The suicidal plan of holding many claims, which will neither be sold at a fair price nor worked by the owners, is practiced there as well as elsewhere, and eventually must be put a stop to by legislation. The rest of the letter being a detail of personal adventure in other countries, we are unable to publish, from lack of space.

THE YELLOWSTONE ROUTE TO THE STATES.—A very ably written advertisement of the Mackinaw fleet, bound for the States by the Yellowstone route, will be found in another place. In the matter of a selection of routes for home we cannot consistently advocate any line, by land or water, to the exclusion of all others. If the shoals and the Indians can be safely passed, the boat route will be both short as to time, and delightful as to accompaniments. On the other hand, if the stock is lively, the wagon sound, and the Sioux are not on the ground, the trip by wagon is sure, and, to many, very pleasant. Each style of locomotion has its advantages, and our judgment in this case of rocks, shoals and Indians *vs.* Indians, alkali and rough roads, is, "In all these things be ye fully persuaded in your own minds."

MRS. ELIZABETH GRANT writes to the Mayor of this City, from Soda Springs, under date the 24th inst., asking that enquiry may be made, and information obtained concerning her husband Benton Grant. The lady has started West before the expiration of the time named for his return to his home in Davis Co. Missouri. She is going to Olympia Washington Territory, where any letters may be addressed. Her brother, Walter Linasey, is with her husband, and Linasey's wife with one child is in company with Mrs. Grant.

People's Ticket---Madison County.

For Delegate to Congress—GAD E. UPSON.
For Probate Judge—ISAAC R. ALDEN.
For County Clerk—WILLIAM P. WHEELER.
For Sheriff—JAMES WILLIAMS.
For County Treasurer—THEOPHILUS MUFFLY.
For County Assessor—JOHN VANDERBILT.
For County Surveyor—JOHN L. CORBETT.
For Coroner—O. B. WHITFORD.
For Superintendent of Common Schools—A. M. HOUGH.
For County Commissioners—JOHN POTTER, CHARLES C. HOUSEL, WM. A. SHROYER.
For Sealer of Weights and Measures—CONRAD WEARY.
For District Attorney—OBED F. STRICKLAND.

Letter from Helena.

HELENA, Aug. 22d, 1865.

ED. POST:—Since my last, our town, especially the lower part of it, has presented a lively appearance. Buildings of better style than those of six months ago, and most of them with tastefully designed fronts, are rising daily, as if by magic. Business, however, in everything, except provender and building, is slack, the miners not having yet commenced to lay in their winter's supply, and I am afraid that they will not do so, until goods of all kinds take a rise of fifty per cent. A large number of miners are making preparations for a visit to their homes. The several Mackinaw Boat Companies are organizing for the purpose of giving security to passengers from the attacks of either red or white marauders, both by the numbers of the company and the shelter afforded by the boats. Sprague & Co.'s fleet of six ball proof boats will leave Fort Benton this week, with two hundred and fifty men. Should they reach the lower river in safety, this mode of leaving the Territory will be adopted by all, next season, as it affords to the traveller a method of transit comparatively easy, when compared with the tedious overland journey by teams.

Notwithstanding the widely spread rumors of marauding Indians and road agents, I notice, every day, that single teams leave town, with four to five passengers, bound, as they say, for "America." I can safely prophesy that there will be a great scarcity of skilled hands during next winter, owing to this cause, and, perhaps, the main interest of Montana—lead mining—may suffer somewhat in consequence. The real and only reliable basis of prosperity in this Territory is to be found in the gold and silver bearing quartz, of which there is abundance, both in quantity and quality. When Eastern capital and labor shall be turned in this direction, and mills erected throughout the Territory, we shall be able to give an account of ourselves that will astonish the world, and set Wall street crazy with the "Montana Gold Fever." Emigrants coming into this Territory need not go to work in the mines, by the day; for a large scope of country, east of the Missouri, lies unexplored, needing only the hand of the sturdy prospector to develop it, and reap a rich harvest of the precious ore. But it is a sorry fact that our placer digging prospectors, after discovering a good gulch will not go to work; but in most instances they "gobble" as many feet as they can, in their own and fictitious names, and hold them to sell, but not to work, and in all cases, will demand an exorbitant price—in some instances, as much as a man can take out of the claim. Were it not for this malpractice, hundreds of men that are now leaving the Territory would stay here, and the consequences would be beneficial in their results to the community. Goods in large quantities have been pouring into Helena from all quarters, last week, and the prospect of a sufficiency is pleasant to contemplate, after a retrospective view of the scarcity of last year.

Oliver & Co., the most energetic and persevering of pioneer stage companies, have now started a line to Confederate and White's gulches, completing a perfect communication with all the principal mining camps of the Territory.

The weather has been very pleasant during the past week, the thermometer ranging from seventy to ninety degrees. The evenings and early mornings are cool, insuring a pleasant night's rest to all mankind and

BUMMER.

DESULPHURIZING.—The following is Prof. Ed. N. Kent's new process of desulphurization, as reported in the New York *Advertiser*: "The ore is ground in the ordinary manner; then mixed with a solution of salt in water to the consistency of dough; then pressed in the form of bricks or slabs, by any suitable moulds; then, being hard enough to retain their form, they are piled up in a manner similar to bricks in an ordinary brick kiln, and a fire built beneath them. The heat from this source, aided by the presence of the salt, derived from the salt water, will decompose the sulphurets, making sulphate of soda and chloride of the base metals, and leaving the gold entirely free from its combination, so that there is nothing left to interfere with the ordinary process of mechanical separation. A merit quite apparent in this process is the fact that no ovens with separate fires are necessary for the desulphurizing of a large amount. Nhe quantity of ore capable of being piled up in an open yard, in the form of bricks, is of course unlimited. That the desulphurization must be perfect, seems to be secured by the intimate mixture of salt (chloride of sodium) with the pulverized ores. Any other method than dissolving the salt in water would hardly effect this desirable result. This process, however, like every other, must stand the test of actual trial at the mines, where all the conditions necessary to success are encountered."

INDIAN DIFFICULTIES.—The Salt Lake "Telegraph" of the 18th inst., has the following:

Some time ago a repair train of ten wagons left Laramie, and repaired the line up to the South Pass. After the repair was fully effected, the Indians pulled down five miles of the line between Sweetwater and Platte Bridge, carried off four miles of wire, and burned nearly all the poles. The repair train was immediately ordered back from the South pass, to make all good; they started, taking with them all the local soldiers from South Pass, St. Mary's and Sweetwater, and were shortly after followed by a regular cavalry escort.

The train reached the break Wednesday morning about 6 o'clock. At 8 o'clock, Harry Creighton "came in circuit" six miles this side of Platte Bridge, and reported to Salt Lake City, to keep a sharp look out, as he would have the line repaired in a few hours. Mr. Creighton stated that the Indians were then all round him, watching at a distance of a few miles, and that he had only about one hundred soldiers with him.

Since the recipt of the above information from Mr. Creighton, the operators in this city have discovered that the line has been cut again. Mr. Carleton supposes either that the Indians followed the repair train to within sight of the fort, and then attacked them, to draw out the soldiers and bring on a big fight, as they did some two months back; or, that they followed the repair train, stripping the line as they went, as before. It is cut again anyway.

The ease with which these interruptions can be effected by the Indians, is scarcely conceivable. One determined man can keep the line continually down, as he can destroy, in a day or two, that which will take months to repair.

TELEGRAPHING AT SIGHT.—M. Eugene Godard, the French Imperial æronaut, has made some very interesting experiments in a method of telegraphing. By the aid of a single luminous point, M. Godard sends messages to any part of the visible horizon. The experment s were tried at the Observatory and in the Rue de Puteax. A lamp with a reflector was placed in the third floor of a house in that street, while a similar lamp was burning in the terrace of the Observatory. The system is extremly simple; by means of screens, which, by concealing for allowing the light to eecape, partial or total eclipses are produced. The screens are either of white or red glass. The colors emitted and the duration of that emission, suffice to form an alphabet analogous to that of words used by the usual electric telegraphs The extreme simplicty of this method would be especially useful for signaling at sea in time of war. Two corps d'armee could thus most easliy communicate with each other.

HENRY A. WISE has turned up in Richmond, and recently made application for re-possession of his plantation, situated at Rolliston, a few miles from Norfolk. In his application, Wise sets forth that he is a paroled prisoner; that he belonged to the Army of Northern Virginia, and that he received a paper in due form at the hands of Maj.-Gen. John Gibbon, on the occasion of the final and total surrender of Lee's army, granting him the privilege of going about undisturbed and unmolested.

San Francisco Dispatches.

San Francisco, Aug. 11.

Pixly, in his address before the Mechanics' Institute, declared himself against negro suffrage, and in favor of the exclusion of all Chinamen from the country.

The crash in Yellow Jacket and Uncle Sam, yesterday, caused almost a panic among the brokers, and Montgomery street never looked bluer.

In running to the fire on Tehama street, yesterday evening, some of the steam and hand engine companies got into a fight and knock down. No lives lost.

The ruins of the Pacific Warehouse rekindled last evening, causing another alarm.

The steamer Shubrick, which was at first mistaken for the Sacramento, arrived at ten o'clock last night, from the lower coast.

The Second Regiment California Volunteers, under command of General Wright, has been ordered to Arizona, and will depart as soon as transportation can be secured.

Seven hundred passengers leave by the steamer tomorrow.

It is understood that O'Byrne has pleaded guilty to a part of the charges against him before the Court Martial.

The steamer Sacramento arrived from Panama this morning, with the mails and two hundred and fifty passengers.

No gold quotations since July 22d received, but a large demand for conversion in U. S. Bonds, and paying forfeits in liquor seizure cases, caused greenbacks to advance to 74½@71½.

WESTERN ITEMS.—An action was recently entered against the California Steam Navigation Company by Orson H. Elliott, who, while on a trip on board the Pacific, from Victoria to San Francisco, was compelled by the officers to sleep on deck without any covering, his feet being frozen through the exposure. On the 12th inst., he was awarded $10,000 damages,

The boiler makers of San Francisco are on a strike.

In Carson, recently, a pigeon attacked a bull dog, a fight ensuing, resulting in the death of the warlike dove. The owner of the latter shot and killed the dog, for which a jury adjudged that he should pay $71 to the owner of the dog.

By order of Gen. McDowell, Lieut. Col. Ambrose Hooker is to assume the command of the sub-district of Nevada, vice McDermitt deceased. Hooker's regiment is the 6th California Volunteer infantry. His head-quarters are to be at Fort Churchill.

On the 10th inst., a fire broke out in a building adjoining the Cary House, Placerville. Before the flames were extinguished, which were rendered difficult, owing to the want of water, property was destroyed to the value of about $50,000.—*Salt Lake Telegraph.*

A SINGULAR CASE.—Some weeks since a highly respected young lady of this city went on a visit to her friends on the Sacramento river, above Sacramento, and while there went out with a party who were running about the bluffs. The weather was very warm and the young lady became sufficiently heated with the exercise to perspire freely. Some of the party went into a boat and commenced rowing about on the river, and while doing so they took off their shoes and stockings and bathed their feet in the cool water. Our young lady friend from San Francisco held one of her feet in the water so long that circulation, suddenly checked, became permanently suspended, and on reaching shore the limb commenced swelling so rapidly that she was soon unable to walk. She was brought to this city, and every effort made to subdue the inflammation but without avail. Mortification commenced, and yesterday it was found necessary to amputate the limb half way above the knee in order to save her life. The operation was skillfully performed by Dr. Holman, and the unfortunate girl is now considered out of danger.—*Alta.*

JOHNNIE GOING HOME.—A Washington correspondent says: In marked contrast to the triumphal return of our laurel-crowned heroes is the homeward travel of the Rebel soldiers. Nearly every day a few hundred are landed here and distributed to their homes at the cost of the Government they have been seeking to destroy. Every day long lines of them reach from the ticket window of the Transportation office far out on the wharf, each one with a scrap of paper in his hand, waiting his turn to have his paper examined and receive a passage ticket to carry him further South. The papers which the Rebel soldiers flonrish so ostentatiously, are to them a sacred talisman. They have them ready on all occasions. Ask them a question, the paper is fluttered in your face. Railroad conductors and steamboat clerks have become tired of reading them; and men in gray clothes, with long hair, and swarth complexions, may venture to take passage without money in their purses, for many months to come, so that they have a dingy piece of paper to produce; no ticket collector will care to examine it closely."—*Cincinnati Times.*

A TRUE MEMBER OF THE FAMILY.—The energy, determination and large amount of every-day practical good sense of our late President, Abraham Lincoln, is proverbial. A short time since a young man, aged about nineteen years, applied to Mr. J. C. Towers, for employment in taking care of horses. He represented himself to be a nephew of our late President. Said he was without means, and wanted work. He was accepted and entered upon his duties as hostler. Since then it has been ascertained, that he is a veritable nephew of the illustrous Lincoln. He possesses those peculiar characteristics of the family, and is determined to succeed. He was in the gunboat service during the late rebellion. *Cincinnati Paper*

THE Bey of Tunis has anuounced his intention to send here an Envoy Extradordinary to congartulate our Government on the triumph of its arms in suppressing the rebellion and to express his good will. It will probably be General Heussin, who has written an admirable letter on Tunisian slavery, and will be accompanied, at the Bey's desire, by Mr. Ames Perry, our Consul at Tunis. The Bey has had his portrait painted, which, with some specimens of manufactures, will be sent as a present to the President.

THE Nevada (Cal.) *Gazette* says about 140 laborers commenced work lately near Gold Run, excavating for the Central Pacific Railroad. The company are now pushing ahead their works with great energy, and it is confidently expected that by July, 1866, the cars will be running as far as Crystal Lake, a point about nineteen miles above Dutch Flat.

ON the visit of the Captain General of Cuba to our iron clads and naval steamers, as they lay in the harbor of Havana, the Monadnock honored him by firing one of her fifteen-inch guns. This so startled him from his equanimity that he jumped backward and by accident sprained his left leg. He was attended by the fleet surgeon.

THE Albany *Journal* says: "General Grant is far from well. The Herculean labors of the past eighteen months have made serious inroads even upon his iron constitution. He is troubled with night sweats, and complains of prostration. He goes to Saratoga in a few days to recruit."

Miscellaneous.

From the Denver News we learn that a movement is on foot, having for its object the discharge of married soldiers. The suffering of many of their families is great, and the number of men so circumstanced is not so great as to make their detention indispensable.

A primary meeting was called in Denver, and similar ones throughout Colorado, for the 29th ult., to elect delegates to a convention, to meet at Denver on the 8th inst., to consider the propriety of a State organization, etc.

W. Edward Dorris, a much respected citizen, Route Agent on the Kansas City, Santa Fe and Denver Stage Line, died at Bent's Fort, on the 21st ult., from the effects of a scratch while dissecting a mule which had been poisoned.

The Chicago *Tribune's* St. Paul correspondent informs that paper of the arrival of the lot of six dogs for hunting the Indians. An agent is purchasing more of them down South.

The *Miner's Register* says that Carlos Smith and Henry Glover, of Denver, and Sommers, of Mountain City, were waylaid and killed by Indians, in Arizona, with the exception of Glover, who was badly wounded. Joel C. Wood, of Denver, was accidentally shot while out hunting. John P. Myers, proprietor of the Everett House, Black Hawk, was killed by the bursting of his gun.

New Zealand papers speak discouragingly of the prospects for the termination of the war. Rev. Mr. Volkner, German missionary, was murdered, his brains taken out, cooked and eaten by the New Zealand savages.

In a Court over in Washoe, a juror was asked if he was in favor of or opposed to capital punishment. Here is his reply: "Well, Judge, you, see before I left the Atlantic States, I was always opposed to capital punishment; but since my arrival on the Pacific slope, my mind has undergone a slight change, and I am now decidedly in favor of the experiment of hanging."

The Denver *News* says that sixteen years ago this July, Lieut.-Gen. Grant was mining for gold on the North Fork of the American river, California. He, dressed in blue flannel shirt and coarse miner's rig, labored away for about two years, literally earning his bread by the sweat of his brow. He was not successful, however.

We learn by a dispatch from Placerville, Aug. 11th, that a tremendous fire occurred there, supposed to be the work of an incendiary. The loss foots up about $37,000.

THE grave of the mother of our late President is located in Spencer County, Indiana, near the little village of Gentryville, embowered amid the majestic forest trees of the country. There is neither headstone nor monument to denote the sacred spot, and the place where the remains lie buried is an unfrequented locality, or comparatively so. A short time before his death, Mr. Lincoln wrote a letter expressing his intention to visit the grave this summer and cause a suitable monument to be erected; and in this letter (to an old friend) he expressed the regret that the business cares of life had so long compelled him to postpone his duty.

[Advertisement.]

Boat Expedition.

Bridger's crossing of the Yellowstone, below the kanyon, is within the distance of ninety miles of this city, and not to exceed thirty beyond the already partially settled valley of the Gallatin. Our citizens know but little concerning the Yellowstone; but those who have visited it, and sailed down it, concur in the opinion that, as a whole, the valley through which it passes is the richest and most extensive on this part of the continent. From all accounts, commencing with that of Lewis and Clarke, who descended the river in boats, from a point near Bridger's Crossing, to its mouth, more than sixty years ago, the navigation of the Yellowstone is almost entirely unobstructed for the whole distance of 850 miles, to its junction with the Missouri. For the benefit of those persons who contemplate going East in the fleet of Mackinaw boats, now building at Bridger's Crossing, we transcribe the following general account of the river from Lewis and Clarke's Travels:

"The Rochejaune, or Yellowstone river, during its whole course from the point at which Captain Clarke reached it, to the Missouri, a distance which he computed at 837 miles, is large and navigable for pirogues, and even batteaux, there being none of the moving sand bars which impede the navigation of the Missouri; and only a single ledge of rocks, which, however, is not difficult to pass. Even its tributary waters, the Big Horn, Clarke's Fork and Tongue River, may be ascended in boats for a considerable distance. The banks of the river are low, but bold, and nowhere subject to be overflowed, except for a short distance below the mountains. The predominating color of the river is a yellowish-brown; that of the Missouri, which possesses more mud, is of a deep drab color, the bed of the former being chiefly composed of loose pebble, which, however, diminish in size in descending the river, till after passing the Lazeka. The pebbles cease as the river widens, and the mud and sand continue to form the greater part of the bottom. Over these, the water flows with a velocity, constantly and almost equally decreasing, in proportion to its distance from the mountains. From the mountains to Clarke's Fork, the current may be estimated at four and a half miles an hour; thence, as low as the Big Horn, at three and a half miles; between that and the Lazeka, at three miles; and from that river to the Wolf rapid, at two and three quarter miles; from which, to its entrance, the general rapidity is two miles per hour. The appearance and character of the country present nearly similar varieties of fertile, rich, open land. Above Clarke's Fork, it consists of high, waving plains, bordered by stony hills, partially supplied with pine. The middle portion, as low as the Buffalo Shoals, contains less timber, and the number diminishes still lower, where the river widens, and the country spreads itself into extensive plains."

A more delightful trip than that which will be afforded by the Mackinaw fleet, down this beautiful river, next month, it would be difficult to imagine. In contrast with the plains, it certainly possesses charms more than compensatory for any supposed difference in the risk of life, by exposure to the Indians, especially when it is considered that none of the direct routes to the States are free from this danger. Almost every mail, despite the large army under command of Gen. Connor, brings us intelligence of attacks upon trains, and the murder of emigrants on the plains. No greater risk, certainly, can be incurred on boats. The fleet will consist of thirty or forty boats, each thirty-six feet in length by eight feet in breadth, with good floors, and afford accommodations for six or eight hundred passengers. The boats will be protected by double gunwales of two inch plank, rendering them partially impervious to bullets, and entirely so to an arrow. Port holes will be made between the gunwale and the covering or roof of the boat, through which a defense can be made with comparative safety to the passengers; and over all will be a roof or covering, composed of double thicknesses of plank, placed at an angle which will resist arrows altogether, and glance balls, unless fired in nearly a direct line. All on board will be protected by this roof. Each boat is provided with a pump. A skillful pilot, who has descended the Yellowstone eight or ten times, and is acquainted with almost every stone in its channel, has been employed to conduct the fleet. He is, moreover, on friendly terms with the Sioux, and in case of difficulty, could probably negociate a peace in advance of actual hostilities. He is to be assisted by an exqerienced guide, who, last year, conducted Sully's army on its march up the Missouri. Thus provided while passing through the Indian country, it is the intention of the expedition to travel both night and day; and with such power as six or eight oarsmen in each boat can afford, it is calculated that a speed can be attained averaging from ten to fifteen miles per hour, thus completing the trip from Bridger's Crossing to the Missouri in four or six days.

A single point only on the Missouri, below the Yellowstone, is regarded as at all dangerous. That is in the vicinity of Fort Rice, and two or three hundred miles below. As the river on this part of the route is wide and deep, and there is no necessity, in case of danger, for boats of the size employed by the expedition, to follow the steamboat channel, the danger can be greatly obviated, if not entirely overcome, by shunning either shore, and keeping as near the middle of the stream as possible. The Indian camp at Berthold is composed of Gros Ventres, who are entirely friendly. How much safer than a trip performed in the way proposed by the boat expedition, can one be performed by a mule train across the plains? Protected by boats that are at least partially armor proof, and of a size to be easily handled in the shallowest water; with all needful means of defense; the inference may be fairly indulged, that the Indians will not make any attack; or at least, that any attack they may make will not amount to more than an ordinary ambuscade. A wagon train is certainly more exposed, and though it may be argued that men on land may more speedily form into a body for defense, yet while doing so, hundreds of them may be slain—and in the ultimate battle, all may be overpowered. Then there are evening and day-break attacks, to which they are exposed, and for which they are seldom prepared.

Passengers by the boats, with no more to apprehend from Indians than passengers by train, will escape all other fears and annoyances—such as loss of stock, exposure to cold, breaking of wagons, and the thousand and one cares which serve to develop all the evil, and overshade all the good there is in man's nature. The trip by boat will be made in half the time that it can be made by land, at about half the expense, and through a country affording greater variety and grandeur of scenery than any other on the continent; moreover, it is not a new experiment, as a successful trip, in boats of a different fashion, hastily made, illy contrived, and nearly two months later in the season, was made last year.

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LETTER LIST.

Letters remaining unclaimed in the Post Office, Virginia City, Montana Territory, August 23d, 1865

To obtain these letters the applicant must call for "advertised letters," give the date of this list, and pay two cents for advertising.

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" Jno W 2	Cox S M	Cole H W
Cropf Jno	Croppe Peter	Clark Wm
Clancey Jno C	Cristman Das D	Cheney Ed M
Cooper Mrs J A	Croy Andrew 2	Chandler Wm D 2
Conner Jabez	Crowe Arthur	Charles T W
Conlay Hiram	Crandall O S	Charlton Geo F
Crawford A	Crawford Geo M	Church Geo
Colmann T	Creighton Jno M	Chatelain H
Comely N	Craven Thos L P	Chineher Thos
Clay Henry	Clark Thos	Canthorn B R
Coltam Wm	Cooper Fred R	Carey Robt
Combs E H	Colson Jas M	Calvird P C
Chain H C	Clarke A Wm	Campbiel Ela T F
Carpenter S M	Clay H H	Carley Geo
Canaday R N M	Cowden Henry	Caldwell G V 2
" Milton	Connyers C	Calihan Wm
Caldwell J C	Coler Wm R	Clark Jos H
Dean Jas	Depp Geo	
Duckworth Jas	De Young H C 2	Dickerson S S
Davis Jas A	Dallas Alex	Dinwiddie N W 3
" M	Dalamy W H	Dick Jas
" Mrs	Drennan Wm	Donahue M L
Danning Wm T	Doze J B	Daisey August
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Evily Jas M	Evans Bishop	East Jno
Escaubrach Geo F	Ernbley W 2	Eastman Geo W
Earl Wilbur	Ellis Porter L 2	Eglin Jas M
Foulds Jas	Ferrel B F	Fairweather Thos
Freeland Joshua	Panham C B	Farquhar Geo
French Milo	Ferguson C G	Faltin Jeff T
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Flaraty Jas	Farrell Thos	Foster Hamilton
Flory A P	Farris Wm	Fink Jas O
Fletcher A J	Fern Wm	Fenn Wm
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Gordon M J	Gleason A L	Grible Geo
Gray Thos B	Gibbs Sam	Grater Mrs E M
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Gonn Jno W	Gallager Bernard	Goss Anson 2
Goodburne Jno A	Gammell Jas	Goswell Josiah A
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Geddings M	Groshon Thos C	Goodrich Jas H
Gibson Jas W	Ganther Geo	Gibson Jas C
Goodall H C	Gregg B 2	Goursey A
Hill Thos	Hardenbrook A	Hahlsted Henry
Hughell Josephus	" H	Harrison M
Huhgood Chas	Hammett A W	Haglin W C 2
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Hutcheson Jno W	Hartman Alfred	Hainds Jos H
Hynts Jno	Harrison Jas C	Hart Jacob
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Hutstedler J M	Harrington Geo	Hull Isaac
Hooper Wm	Haas Peter	Huddleston Bolsor
Hocking Jno H	Hawkins Capt M H	Harrington Johan'h
Howell Lewis M	Haines Jos L	Hardin B J
Hogle Austin	Hardenbrook Mrs T	House Wm
Hinkle Jno	Hardin Jno	Hinkle Wm A
Hutchison Thos	Hawley J B	Heyser Wm R
Hunter Carter	Hart C B	Helms Uriah
Hill E S	Hany Jefferson	Hedges M D
Hendershott	Harter Wm H	Hester Robt
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Hegge Nels J	Hammonds Jno 2	Handy A S
Herron C W	Hill Jno	Harris W E
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Irvin Johnston		
Johnson Stanton	Jenkins Jas L	Jennings Jas T
Jordon Isaac	Jones Watkins	Johns Thos B
Jamison Jno B	Johnson Chas H	Johnston Silas
James P 2	Johndro Henry	Johnson A J
Krattcer Geo M 2	Kempland A L	Knight Jno M
Kifer Conrad	Keeler M C	Kennedy E L
Knox S G	Kelley Thos S	" " Wm
King Louis M	Kranshoff M	Kelley M L
Kinney Jno	Kysinger Geo	
Landis Sampson	Lycan Jas M 2	Logan S J
La Barge Capt Jos	Loeffler Jno	Love Wm H
Lander J H 2	Leet F G 2	Liter Wm
Lemaster J W	Laurent A	Liter Wm H
Levi S	Lanning Nat	Liboit A F
Lambert Wm	Lindsay Andrew	Lindsey Sephen
Langhorne S W	London Wm	Little Robt
Lacklank E K	Lusk T B	Livengood Jno B
Lahey Richard 2	Lucas Wm H 2	Lillard Thos M
Lyman L B	Louder Thos	Lee Dr Warren
Lewis Stephen	Lukas Wm H	Lawler Thos
Lamarche Mrs P	Lone Jno P	Leasure Goran
Laurence Henry	Low J W	Lewis Ed W
McLain Thos A	McGonigal Jas	Mahon Jno
McConnell Frank	McMinn Robt	Mattingly J L 2
McCarty Francis M	McDoneli A	Marshall Alex
McCevoy Henry	McMeans Wm	Malow A
McCoy Jno	Michel J S	Martin Jno S
McIntosh Jas	Moody Jas Y	Magruder E L
McCarrison Jno	Murray S H	Maimard Ethel
McIntyre Geo	Murphy Levi	Mayhan Jas A
McL