The Montana Post.

Saturday.....Jan. 13, 1866.

To Advertisers.—*The* POST *is the pioneer newspaper of Montana, has double the circulation, and contains at least one-third more reading matter than any paper in the Territory. Those wishing to bring their business conspicuously before the public, will bear this in mind.*

Job Printing of all Kinds—Cards, Billheads, Ball Tickets, Show Cards, Wedding and Visiting Cards, Posters, Hand-Bills, Circulars, Theater Programmes, etc., —done at the POST JOB OFFICE in the best style and at low prices. Satisfaction guaranteed.

NOTICE—The connection of H. N. MAGUIRE with the MONTANA POST, ceased on the 1st of January, 1866. D. W. TILTON & CO.

THE PRESIDENT'S MESSAGE.

The President's Message arrived by the Wednesday evening's mail, and we hasten to lay it before our readers in the form of a Supplement. We have risen from its perusal with mingled feelings of gratification and pride—gratification at the dispassionate method with which the President has treated all the novel and perplexing questions now agitating the public mind; at the calmness, cheerfulness and hopefulness with which he speaks of the great future of the country; at the resolute determination of its author, manifest in its every line, to live and act; to see justice done to all; liberty secured for all, and that the Republic receives no detriment;—pride, that the country in so hopeful a condition is ours; that the great achievements his glowing pen describes are the work of its people—our countrymen; and that a document so creditable, emanates from a person who, by his life and history, is peculiarly the child of democratic institutions.

There is a feverish impatience in some quarters, and among good men too, that everything desirable is not to be obtained in a day; but we are wisely reminded (not as an excuse for idleness, or to justify a lack of earnestness), that time is an essential agent of all beneficent reforms. The Message demonstrates that President Johnson rides no hobby. He has no pride of opinion, and he is wedded to no peculiar method by which governments in the late revolted States are again to be instituted and set in healthy motion. He leaves to the wisdom of Congress the shaping of the policy, insisting only that all be done kindly to secure stability and justice. Mr. Johnson has disappointed the hopes and expectations of his foes; he has been true to his own magnificent history, and he has declined to be seduced, by shallow flattery, into infidelity to his convictions by guerillas in politics, who regarded him an easy prey. Exercising unparallelled clemency, his common sense still holds sway, and before letting go the powerful hands in which he yet holds the guilty, he will insist on security for the future. Indemnity for the past no one demands.

The malignant fanatics find in him a foe to their wicked propositions to forget the immutable justice, and the lovers of progress, of liberty and of humanity, find him their tried, unfailing friend.

Our old ship begins to move kindly and grandly on her destined way, and the distrust of some of our people in the fidelity of her pilot vanishes before the calm utterances of this paper into thin air.

THE SIOUX CITY ROAD BETWEEN THE STATES AND OREGON.

Nothing can possibly be more important to the inhabitants of the Territories than uninterrupted mail communication with the States. At present, the people of Montana are, in this respect, at the mercy of the elements, and business men watch the clouds with as much interest as their fellows of the Eastern cities do the bulletin boards, during the time of a panic. It has become a commercial necessity to us that this disagreeable state of things should be remedied, and we are happy to say that, without any great outlay, the Government can establish a daily mail service to Portland, Oregon, by a route which, crossing no important or highly elevated Divide, can be traveled with comparative ease and security during the whole year.

The people would undertake the building of the road if the authorities would let the contract, and station a few troops along the line, at the crossing of the Yellowstone and other convenient points, for the protection of the service and of the immense emigration that would inevitably take this route in preference to the mountainous, circuitous and difficult roads by which goods and pilgrims reach this land of gold via Denver, Salt Lake City, or the Lander Cut-off. Large districts of the country traversed by the new line, the one by which Captain Sawyer's train came to the Territory last Fall, are eminently adapted for agricultural settlement, offering in this respect a strong contrast to the barren wastes which lie along the old tracks to the States, and it is a remarkable but well ascertained fact that the amount of snow on this, the most northern line, is much less than on any other between Montana and New Mexico. On the western section of the proposed road from Sioux City to Walla Walla, a distance of three hundred miles of contiguous mining camps would be crossed, and owing to the favorable location of the line, and its directness, it would take only the same time to reach Portland, Oregon, that is now occupied by the journey to Salt Lake City. Long before we could reach the State of Colorado, if traveling on the old "Overland," we would be in the State of New York by the new highway, if it were placed in good order for travel. Ten years' experience has demonstrated that the passage of the Divides, at the points where the proposed route would strike the mountains, would offer no serious obstacle to the daily transport of the mail at all seasons, and the continuous transit of the heavy freight which would, as a matter of course, seek the lowest, easiest and most direct path to the mining regions.

The whole subject is one of the greatest importance to the people of the Northwest, and we are glad to know that action is being taken in the matter by our citizens. The inhabitants of Helena are getting up petitions for presentation to Congress, and letters have been written to influential men in Washington and other Eastern cities, soliciting their co-operation in the necessary work. We hope that Virginia will not be behind in the matter. With a population of 25,000 people dependant on the present dangerous, precarious and irregular method of communication with the East, nothing can be more important than the establishment of a short and practicable post-road to the States. In two years, such an undertaking would trebly repay the necessary outlay to be incurred, and more than double our population. Sixteen hundred weary miles have now to be crossed, where nine hundred only are interposed by nature, and the idea of running many hundreds of miles out of the way to strike into the heart of the Indian war-ground, and to seek, through alkalied wastes, a circular path to impassable crossings of snow-clad mountains, when such labor is totally unnecessary—is too foolish to be worth the refutation. Public meetings and petitions to Congress, signed by thousands of citizens, will be the best, if not the only means of showing to our friends at home that we are not totally blind to our own interests.

Our Delegate should be instructed to press the matter vigorously, and to enlist on his side the influence and exertions of his compeers and the members of the National Legislature from Idaho, Washington, Oregon and Iowa. We shall await the public action in this matter with impatience as well as with anxiety; for any long delay will render it impossible to obtain our object—the sanction and assistance of the home authorities—without the loss of another and a most valuable year. The time occupied in the carriage of a letter from New York City to Virginia is, at present, about a month. Twelve days would be amply sufficient for its transportation by way of Sioux City. The cost of freighting and the personal expenses of travelers would be less than one half of the present rates, and this enterprise, together with the one mentioned in another article, will do more for the people of Montana than anything which the wisdom and liberality of Congress could devise for the development of this rich mineral region, except the inevitable North-Pacific Railway; to which, however, it offers no obstacle; but is, in fact, the forerunner.

OUR AGRICULTURAL RESOURCES.—We are happy to inform our readers that the department of agriculture is in no way behind the foremost enterprises having for their object the development of our resources and the supply of our wants. A sufficiently close calculation, for practical purposes, results in the discovery of the fact that from five thousand to seven thousand acres of wheat will be harvested in this Territory, next season. The higher figures will probably be the closer approximation of the two, to absolute accuracy; but taking the smaller amount, to avoid all possibility of exaggeration, at an average yield of twenty bushels to the acre, which is much below the usual produce, this is a guarantee for the material of forty thousand sacks of flour; and the offal will be extremely valuable, bran being an article much needed for feeding purposes, and for making bread wholesome as well as palatable. Our vegetables will probably all be raised at home. In one more year we hope to be independent of foreign supply, as far as the article flour is concerned. Oats, barley and rye will nearly meet the demand for them, next season. We have good reason to be proud of the very valuable addition that we have made to our means of support.

An Important Movement--New Roads to the Head of Navigation on the Missouri.

Among the many enterprises, both public and private now on foot, having for their object the developement of the resources, and the increase of the commercial prosperity of Montana, we know of none of more importance to the business portion of the community than the recent survey and location of the new roads to the practical head of navigation on the Missouri River. It will be remembered that the Legislature, last winter, granted a charter to the "Missouri River & Rocky Mountain Wagon Road & Telegraph Company," which association afterwards consolidated with two other similar organizations, requiring them to survey and locate, within one year, certain lines of road, leading from our principal towns, to the important commercial entrepots above mentioned. The work of surveying these roads has been fully accomplished. A report of the operations and a plat of the line has been placed on file in the office of the Territorial Auditor. As this is a matter that interests all our citizens, we give the following synopsis of the document:

The main line of the roads runs from Virginia City, across the divide via Gallatin, Bozeman and Big Horn cities to the mouth of the Yellowstone, with a branch diverging from it, at a point a few miles east of Virginia City, which leads via Hot Springs and Crow Creek, to Helena, and thence by White's Gulch to Kercheval City at the mouth of the Mussel-shell River. The routes located under the charters of the companies consolidating with this Company, are from Fort Laramie to Bozeman City, and from Kercheval City via the south fork of the Mussel-shell and Twenty-five-yard Creek to Gallatin and Virginia cities.

While the establishment of mail and telegraphic communication with the States by way of Sioux City is of the utmost importance, the opening to travel of the roads from Virginia City and Helena to the mouth of the Mussel-shell is a matter of even more immediate interest to such of our merchants and business men as are interested in the speedy transmission of freight from the States.

An examination of the Mission River, coupled with the experience of the past three years in navigating the upper Missouri, has demonstrated the fact that the mouth of the Mussel-shell River, is, for all practical purposes, the head of navigation, for the larger class of boats; the important obstructions to navigation being above this point. We do not desire to under-estimate the importance of communications with other points on the river, but merely present a few facts, the results of actual surveys, showing the great advantages which must accrue to us from the shortening of the line of travel from our inland cities to the steamboat landing on the river. The distance from Helena to the mouth of the Mussel-shell is but seventy-five miles further than to Fort Benton, and an experienced freighter, who has examined the line, gives it as his opinion that, over the road that the company are about opening, six yokes of cattle can draw a load weighing six thousand pounds. The distance from Virginia City to Kercheval City is but thirty-five miles farther, in a straight line than it is to Fort Benton. The travelled road to Fort Benton from Virginia City is about ten miles shorter than the new road to Kercheval City. From Virginia City to Helena by way of Hot Springs the distance is eighteen miles less than by the present route, the divide east of this City being the only one to be crossed. The distance from Virginia City to Kercheval City via White's Gulch, is but fifty miles farther than to Fort Benton.

We should deem it an insult to the good sense of our business men, were we to go into an elaborate argument to show the advantages accruing from the landing of goods at this point. A few facts will suffice. The goods brought to this country during the past three years could have been landed at the mouth of the Mussel-shell from fifteen to twenty days sooner than they could possibly be delivered at Fort Benton. It must also be born in mind that their arrival at Fort Benton at all, or without transshipment, has always been uncertain, owing to the frequent and sudden fall of the water in the river. By the proposed roads, it is but four days land travel, from Helena, and one from Virginia, to Mussel-shell, in excess of the time necessarily occupied in travelling to Fort Benton, and there is a strong probability that freight will arrive at this place at the appointed time. There is also an abundance of forage and of game around the mouth of Mussel-shell and along the valley, and there are no precipitous hills to be overcome throughout the entire journey. These reasons will be sufficient to satisfy our merchants that they can receive goods shipped to Kercheval City much earlier than if shipped to Fort Benton, even when arriving at the most favorable stage of water, and at a cost for freight of five cents per pound less. The difference in expense can scarcely be estimated when the probable detention for a whole season is to be taken into consideration. We are credibly informed that the profits of the steamboat companies that contracted to deliver goods at Fort Benton, were all absorbed in the expenses of land transportation, from the highest point which they were enabled to reach on the river, their passage to Fort Benton being rendered impracticable by low water.

We are informed by Mr. N. P. Langford, President of the Company, that the work of grading these roads will be speedily commenced, and that they will be fully opened to travel before the arrival of boats at Kercheval City, next spring. The reduction in the cost of freighting (always a cash outlay), which the success of this enterprise will ensure, must produce a corresponding reduction in the prices of goods—a result devoutedly to be wished for in this land of high prices.

The Directors of the Company deserve much credit for perfecting their surveys under all the difficulties they have had to encounter, and we believe that they are in a fair way to reap a rich return for their enterprise and for their large outlay of money.

Of Kercheval City, at the mouth of the Mussel-shell, we shall have something to say hereafter.

SHOCKING MURDER.—A letter from Hell Gate, Missoula county, dated the 25th December, 1835, states that a man named Matt Craft was murdered by Tom Daggerty alias Black Tom. We are informed that the murderer took a double-barrelled shot-gun from Bob Pelky's saloon, stating that he was going to kill Craft, and that proceeding to a house where his victim was sitting beside a tailor, who was working at his trade, he fired through the window, the shot passing under the arm of the man, who was drawing a stitch at the time, and striking Craft in the back of the head. Death was instantaneous. The Sheriff has the prisoner in custody. The parties had been engaged in a scuffle during the previous part of the day, in which Daggerty was rather roughly handled by Craft, who pulled his beard and threw him down. Daggerty made no resistance at the time, stating afterwards that he knew that Craft carried two Derringers, and that he would have been instantly shot if he had done so. In revenge for the insult, he fired the fatal shot.

TROOPS FOR MONTANA.—In our summary of news will be found an announcement that the application of General Meagher, for troops for this Territory, has met with a favorable response. A strong cavalry force will be here as early in the spring as the state of the roads will permit. In view of the constant state of alarm in which this community was kept during a great part of last year, owing to the accounts and rumors of Indian depredations, we cannot but congratulate the people of Montana upon the receipt of this good news. Acting-Governor Meagher deserves the thanks of the community for the energetic and persistent action which has resulted so successfully in the obtaining of the military protection so much needed, in a Territory exposed as ours is to the ravages of our barbarous red foes. It will also place the power of the civil authority on a secure and immovable basis.

EDUCATIONAL.—The County of Madison enters fairly on the path of educational progress. There are public schools organized under the Territorial Act, at Virginia, Nevada, Junction and Mill Creek. The County School Fund is rapidly increasing, and will probably amount to $6,000 or $7,000 in a year from date. It has been an arduous task to get the work started, and we were sometimes desponding enough; but now it goes bravely on. Edgerton county is exerting itself nobly in the matter, and soon we shall have public schools dotted all over the mining camps of our mountain home. There need be no reluctance on the part of parents to emigrate to Montana; their children will be cared for. An uneducated American is a reproach to his country.

HAVE WE HAD A BOURBON AMONG US?—In divers and sundry notices of Montana and mining matters, which we have seen in the New York papers, the "HON. H. J. Sage, of Montana," turns up inevitably. Diligent inquiry in this Territory as to this gentleman, his mystery, his claim to be from, or to represent Montana, has thus far remained utterly fruitless; and, before pronouncing on the genuineness of this particular Sage, we hope our readers will come to the rescue. Is he really another Campbell, of Vigilante fame, who, after being here about three months, tells more than occurred in Paris during the famed "hundred days" of revolutionary story? Sage we have; but, Oh! H. J., have we got you, or have you got us?

THE "Democrat" of this week takes the "Post" to task for disavowing its political complexion. If, like the back-sliding Peter, the "Post" has denied its lord and master, the Republican party, it should repent before the cock of the next election crows thrice, and it is everlastingly too late—before the harvest is past, and its back-sliding soul cast out to a place we won't mention.—*Montana Radiator, 6th inst.*

The POST will probably survive the attack of the "Democrat." The present indications are that it will. The Editor of the "Radiator" would show more judgment in consigning us to Heaven than to the warm quarters hinted at; for in the former case we should be entirely out of his way.

THE BULLION TEST.—A letter from R. C. Ewing, of Helena, informs us that the ten stamp mill of Fisher & Co., now working on the "Sultana" lode, Grizaly Gulch, cleaned up $2,615, after four and a half days' run, on surface rock. He challenges Hot Spring, Summit, or any other place, to beat it, and says that our friend McCormick saw the gold weighed.

A LETTER from a trustworthy source, dated at Helena, says that the writer has received information that the Bloods have driven the settlers into Fort Benton, and have stolen the horses as far as the Dearborn.

Internal Revenue Returns for Montana.

The figures which we publish below, and which are certified as correct, by Mr. N. P. Langford, the Collector of Internal Revenue for the District of Montana, afford a cheering indication not only of our material prosperity as a people but of the zeal and fidelity with which the United States officers have discharged their duties. We understand that the Territory of Utah, many years settled, and containing a population five times greater than ours—returns as collected, less than half the sum that has been raised here. It can hardly be supposed that we are ten times richer than Utah, and yet such would be the inevitable conclusion, were things managed on the square, in both places.

At the same time we must express our conviction that the handsome contribution to the resources of the general government is largely due to the energy, forethought and business tact of the principal official and to the activity of his subordinates. The fact cannot be otherwise than beneficial to our interests in the East. A territory that repays the grant of the National Legislature more than five fold, at the commencement of the fourth year from its settlement is surely well worth consideration, and active support. Had the old roundabout, red tape system of returns been adopted here, not a third of the lawful revenue could have been raised, among a population so largely nomadic and migratory as ours has been. Weekly and even daily returns, made directly to the proper officers, have been the rule in Montana, and the highly satisfactory result which appears below is the consequence. $81,737 80 is a snug New Year's gift to Uncle Sam from a two year old territory. Mr. Ashley will smile benignly as he calls to mind his prediction and its fulfilment.

Total assessment prior to January 1st, 1866,	$87,434 35.
" collections " " "	81,737 80.
Collected for licenses issued.	$37,335 36.
" " manufactures tax etc.,	7,467 18.
" " income of 1864,	26,768 86.
" " slaughtering cattle, etc.,	2,585 49.
" " freighting and expressing,	4 621 57
" from other sources,	2,959 34.
Total	$81,737 80.

Of the $37,335 36 collected for licenses, $13,660 76, or nearly two-fifths, was for wholesale and retail liquor licenses, and $4,346 20 for miners' licenses. The total number of cattle slaughtered is 5,722.

The number of persons indicted for neglecting and refusing to take licenses, is about 400. Number of distraint warrants issued 584. All but about four per cent. of the assessments will be collected.

Correspondence.

EXECUTIVE OFFICE, Virginia City, M. T., January 7th, 1866.

To Acting-Mayor Castner, Virginia City:

MY DEAR SIR: I had the gratification of receiving a very interesting letter, this morning, from Brigadier-General Connor, commanding at Great Salt Lake City, which contains the following paragraph, expressive, as you will see, of the General's grateful appreciation of the sentiments avowed in his regard, and in approval of his recent military operations against the Indians in our Territory, at the public meeting called for the purpose, on the 14th of last month, over which you had the good fortune to preside:

——"I feel deeply grateful for the action of the people of Virginia City, at the recent mass meeting, in the adoption of resolutions, approving my course and policy, and beg leave, through you, to express my appreciation of their kindness and good will. Whenever I can be of service to them, officially or otherwise, or to their Acting-Governor, personally or otherwise, be so good as to command me freely."

It gives me sincere pleasure to communicate to you, as the presiding officer of the meeting referred to, these cordial expressions of Brigadier-General Connor, and, through you, to our fellow-citizens of Virginia.

I have the honor to be, my dear Sir,
Very faithfully your friend,
THOS. FRANCIS MEAGHER,
Acting-Governor.

COUNCIL CHAMBER, Virginia City, M. T., January 6th, 1866.

To His Excellency Thos. Francis Meagher, Act'g-Governor:

DEAR SIR: It gives me much pleasure to receive, through you, the communication of Brigadier-General Connor, announcing the lively interest he takes in the welfare of my fellow-citizens of Virginia City, and his willingness to serve them and their interests, officially, individually or otherwise, and thank you for your kindness in thus communicating the intelligence.

Permit me to add that, in my judgement, if the Government would give General Connor the authority, with men and means, to treat with the savage Indians west of the Missouri, in his own way and time, I would guarantee that he would have them all *civilized* within the scope of the Rocky Mountains, in nine months, and would be the means of saving thousands of lives, and our mails would pass to and fro from our rich territories unmolested. And, if Congress would not interfere with our mineral lands, and render protection to our hardy pioneers, who brave privations, endure hardships, and labor with strong arms to penetrate the iron-clad walls and mountains of granite, opening up some of the richest lodes that have ever been discovered; and, if some of the millionaires of the East would import machinery, and place it on these rich lodes, (as some have already done), they can extract from the same such an amount of gold as to astonish the world.

We want a United States Mint in Montaña, and then the people of the whole civilized world would soon handle the gold and silver found and coined here; and we intend, with your assistance, to be able to rap at the door of the General Government for admission into the Sisterhood of States; and, though we may be the LAST, we will not be the LEAST, for, in a few years, Montaña will be able to pay the whole national debt.

I have the honor to be, very respectfully, your obedient servant.
J. M. CASTNER,
Acting-Mayor.

TELEGRAPHIC ABSTRACT.

DATES TO DECEMBER 30th.

Mexican Affairs Reported Settled--The Empire Guaranteed by France, England, Austria and Italy--Heavy Loss by Fire in Rhode Island--Flood in the Susquehanna---Mr. Seward goes Abroad for his Health--Foreign News, etc., etc.

New York, Dec. 29.—Per the Australian, from Liverpool on the 19th. It is stated that the Spanish Government has accepted the mediation of England in the Chilian difficulty.

The Fenian special committee had adjourned from Dublin to Cork. The "Herald" of the latter city, alludes to the recent departure of skilful pilots for America as evidence of contemplated naval operations by the Fenians.

President Johnson's message was regarded as friendly to foreign nations.

The Emperor of Austria opened the Hungarian Diet with a speech, pointing out what was necessary for the Hungarians to do.

Sir H. Stork, in addition to his functions as Governor of Jamaica, will be President of the committee of inquiry.

The official retrnu of the cattle disease for the week report 1,528 cases in excess of the previous week.

Mrs. Yelverton has given notice of a motion for a new trial of her case, against the "Saturday Review."

The extradition of Stevens has been demanded by the British Government, on the ground of prison-breaking. The French Government referred the British Minister to the original crime for which Stevens was committed, contending that the minor offense was merged in the high political crime imputed, and consequently refused to surrender the refugee.

A correspondent of Saunders's "News Letter" thinks Stevens is still on Irish soil.

General W. Webb, United States Minister to Brazil, has been confined to his room in Washington, for some time, by illness.

The Secretary of the Treasury, yesterday, in a circular, called the attention of custom officers and agents of the government in foreign countries, to the late act of Congress, to prevent the spread of foreign diseases among the cattle. It says the importation of bovines; sheep, goats, horses and mules is entirely prohibited. The custom-officers of the United States are requested to explain the object of this act and the regulations, to all concerned in their vicinity.

Chief Justice Chase, in conversation, yesterday, remarked that whenever he found the case of the United States vs. Jeff. Davis, on the docket, he should proceed to try it; but that under no circumstances will he try it in Virginia, while that State is occupied by the military.

There seems to be entire unanimity among the members of Congress, regarding the bill recently introduced, giving bounties to the volunteers of 1862.

The "Herald's" dispatch says passports have been made out at the State Department for Mr. Seward, his daughter, Colonel Clarence A. Seward and wife, and Mr. Robinson, confidential messenger of the State Department, to visit foreign ports.

The General Land Office decides that parties that make entries of claims to the United States, cannot be allowed to make entry for a third party, as after such surrender, their privileges are exhausted. In the first instance, the party wishing to continue his residence upon and cultivate the tract for the term of five years, may acquire complete title by paying the price fixed by law, and proving actual settlement and cultivation to date of payment.

The "Post's" Washington special says there are unauthenticated rumors that Mexican matters are definitely arranged, and that France is to withdraw from Mexico. United States citizens are to behave themselves, and Maximilian and his Austrian body-guard and adherents are to be left to fight it out with the Mexicans who object to his rule.

The President is said to be so satisfied with the condition of the South and with our foreign relations, that he has determined upon a still further reduction of the volunteer force.

Letters from Vera Cruz, dated Dec. 15th, say that Ruis, Judge of the Supreme Court of the Republic, has abandoned Juarez, and protested against the latter continuing to serve as President after his constitutional term of office has expired.

Arrivals of soldiers from France continue, twelve hundred having landed at Vera Cruz on the 6th inst., and about four hundred more on the 11th, all of whom were immediately sent into the field. French cannon and other war munitions and supplies were daily arriving. The city was being greatly strengthened, and reinforced with heavy and the most improved guns. The work was being carried on as secretly as possible, principally at night.

The "Times" special says the trial of Gee for the maltreatment of prisoners, begun at Raleigh, has been removed to Saulsbury. A. D. Richardson and Junius Brown, correspondents of the New York "Tribune," and A. E. Davis, have been summoned by the Government as witnesses.

The Fenians are contemplating a Congress of both factions to prevent strife and settle matters. Ellen O'Mahoney appeals again for contributions to the cause of Ireland from the sisterhood.

New York, Dec. 30.—Secretary Seward and family will go to Havana, and from there will probably go to Rio Janeiro.

The "World's" special says: It is now alleged that a treaty was entered into by France, England, Austria, Italy and Spain, to guarantee Maximilian's throne, and was signed sixteen months ago, before the close of the war for the Union, and when the opinion abroad was almost universal, that the rebellion would be successful. Recent events, especially the diplomatic correspondence since the close of the war, have made it, in the opinion of the upholders of Maximilian, desirable that the treaty should be given to the world. It is understood that the next mail from Mexico will bring it.

Material interests in which English and French subjects are concerned also point to a probable sustenance of Maximilian's authority. A French company is building a railroad from the City of Mexico to the Pacific, and an English company is constructing a line from Vera Cruz to Mexico. Many other commercial enterprises, promoted by foreigners, are fully inaugurated. The French Minister flatly declares that Maximilian is not going to leave, but that he is stronger than ever.

Providence, R.I., Dec. 29.—The railroad depot at Groton, thirty loaded and empty cars, and the steamer Commonwealth, were destroyed by fire at one a. m. this morning. Loss, $1,500,000.

Williamsport, Pa., Dec. 29.—There is an ice flood in the west branch of the Susquehanna, which is doing great damage. It is estimated that sixty to seventy thousand saw-logs, valued at a million dollars, passed here during the last twenty-four hours. It is the heaviest loss ever sustained by the lumbermen of that section.

Washington, Dec. 29.—A great reduction in the number of civilians employed in military business is to be made. In all cases where possible, soldiers are to be substituted. Discharged soldiers who have been wounded will be first preferred.

The question of negro suffrage was submitted to the people of Georgetown. Seventeen hundred votes were polled, but only one vote was cast in favor of extending the franchise to negroes.

Capt. Semmes has arrived and is a prisoner at the Navy Yard.

New York, Dec. 30.—The "Times" special says Gen. Grant will occupy his new residence in Washington about the 15th of January.

Hon. W. Chandler, Assistant Secretary of the Treasury, left Washington last night, to be absent about a month, on business connected with the Treasury.

Large numbers of the speeches of Sumner and Raymond on reconstruction, have been ordered upon private subscription. Seventeen thousand copies of the former and fifteen thousand copies of the latter have already been struck off for distribution.

The "World's" special says the President will probably send a message to Congress in reply to the resolutions of the House, stating the reason why Jeff. Davis has not been tried. It is believed that as soon as the necessary legislation is completed by Congress for holding a court at Richmond, the trial will be immediately proceeded with.

Chicago, Dec. 30.—The Government has obtained possession of Senator Yulee's letter, written in January, 1861, in which he revealed that a conspiracy was on foot among the Southern Congressmen, who, in secret caucus, resolved that the Southern States should be urged on to secession, while other representations should hold the rest of the States until March 4th, following.

Several members of the Joint Reconstruction Committee have gone to various points in the South, to feel the pulse of the Southern people.

St. Louis, Dec. 30.—The recent reports of suffering on the plains are confirmed. Seventy soldiers of the 17th Infantry, and thirty of the 27th Wisconsin, have been so badly frozen that they have to be left in hospitals. The road is blocked with snow beyond Kearney.

New York, Dec. 30.—The "Commercial's" Washington special says Commodore Shubrick will be President of the court-martial for the trial of Raphael Semmes.

To-day, Edward B. Ketchum was arraigned in the Court of General Sessions and sentenced by Recorder Hoffman to confinement in the State Prison for four and a half years.

The "Post's" Washington special says a strong military force has been sent by Gen. Augur to Alexandria, to prevent any outbreak on New Year's day.

A majority of the new committee on banking and currency are known to agree with Comptroller Clarke in opposing any further inflation of the currency.

The "Herald's" Fortress Monroe correspondent says: Mrs. Clay arrived here on Thursday, and was soon after admitted to an interview with her husband, in his prison. She was surprised to find Clay in good health, his confinement not appearing to have injuriously affected him. The health of Jeff. Davis also is said to continue good. Mrs. Clay will probably remain at Fortress Monroe some time. It is supposed that she has given up hopes of getting her husband pardoned.

Wooster, Mass., Dec. 30.—An inquest on the bodies of Artemus Ward and wife, who were found dead at their residence on Friday morning, resulted in a verdict of "died from inhaling coal gas."

Toronto, C. W., Dec. 30.—Hon. Ferguson Blair has accepted the vacant seat in the cabinet, vice Brown, who resigned. There will be no change in the policy of the Government regarding confederation and other important questions.

NEWS SUMMARY.

The Copperopolis (Cal.) railroad is under contract, and grading commences next month at the Stockton end of the route.

The first bale of cotton goods ever manufactured in California was opened at San Francisco on the 22d ult. It was of sheetings made of Mexican cotton.

A company has been organized for the purpose of undertaking the carriage of goods across the plains by means of common road locomotives. It will go into operation in the spring.

The much belauded route by way of the Gulf of California and the Colorado river, is beginning to fall in public estimation. The Pacific railroad will finally extinguish it.

The people of Puget Sound district having subscribed $90,000 towards the erection of a woollen mill in their locality, the "Telegraph" thinks that such a move would be highly beneficial to the public and remunerative to the undertaker, if inaugurated in Salt Lake City.

A vein of astonishingly rich ore, says the Virginia (Nev.) "Enterprise," has been struck in a shaft sunk on the "Yellow Jacket," in 445 foot level of the mine. The stratum of ore is three feet in width and shows both free gold and native silver.

In the case of Isaac Young, a colored man, who was forcibly ejected, with his wife, from a Cincinnati street car, $800 was awarded as damages to the plaintiff. This settles the question of social equality in Ohio.

Crippled soldiers who accept situations under the Government, forfeit their pensions. A movement is on foot to alter this state of things, which is pronounced unjust. The men get only the poorest situations.

The Controller of the Currency has decided that mutilated notes will be received by the bank that issued them, when all the fragments are returned. In case of any material portions being missing, the loss must be accounted for by affidavit of a satisfactory kind made by a reliable person.

Large quantities of oil have been found in Colorado. Near Cañon City, a well—the only one in the Territory—produces twenty-four barrels per day of the best green oil, and it is only seventy-five feet deep. Several other wells have been commenced. The "News" says: "We have every reason to believe, from the indications and discoveries made, that portions of our Territory are as rich in petroleum as the celebrated Pithole district in Pennsylvania."

PUSHING WESTWARD.—Both branches of the Pacific Railroad—the Iowa and the Missouri—are being pushed vigorously forward. A few days since, the telegraph announced the completion of the road from Omaha to Fremont; and from the St. Louis "Democrat" of the 2d inst., we learn of the extension of the Missouri road from Wyandotte to within three miles of Topeka, the Capital of Kansas. The Commissioners appointed by the Government to examine and report upon sixty-four miles of road west of Wyandotte, returned to St. Louis on the 1st inst. The "Democrat" says the Commissioners were very favorably impressed with the admirable character of the country along the Missouri and Kansas rivers, and its singular adaptation to the grand national enterprise now being constructed over it. The first forty miles were accepted by the Government last fall, and the third twenty miles just examined are said to be even a better road, with nearly straight lines throughout, and no grades beyond twenty-two feet to the mile. At one mile west of Wyandotte the rails of the Missouri Pacific road adjoin those of the Union Pacific, giving a line now intact from Washington to the capital of Kansas, of only 1,300 miles. The company is about building a branch road entirely at its own cost from Leavenworth to Lawrence, on its main line, thirty miles distant. This will be completed by May next, and by the 1st of July next, at the farthest, the Trunk Line will be done as far as Fort Riley, one hundred and thirty-six miles from Wyandotte, making one hundred and sixty-six miles of road in full working order, besides the usual side tracks. The "Democrat" speaks very highly of the energy of the company, and expresses the hope that the main line from California, as well as the Eastern lines north and south of the Central Kansas road, will not be permitted to lag. The California line, we can assure the "Democrat," is being vigorously worked, and everything promises an early completion of the entire road.—*Virginia (Nevada) Enterprise.*

SULTANA QUARTZ LODE.—The runs of the Fisher Mill on quartz from this lode have been as follows: First week, eighty-eight ounces retort; second week, seventy-two ounces; third week, one hundred and twenty-three ounces; and after a run of thirty-nine hours on the fourth week, ninety-nine ounces were taken from the plates.—*Montana Radiator, 6th inst.*

LETTER LIST.

Letters remaining unclaimed in the Post Office, Virginia City, Montana Territory, January 11th, 1866.

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

Adams A D	Arnold R	Arnold Jno N-2
Allison A N		
Bailey J G	Bowers H C-2	Braham J M
Barry Wm-2	Bowen D L	Brown Geo C
Batterton Jas	Boyce Geo P	Browner A O-2
Bateman Mrs R P	Bosworth P J	Brown Jas A
Barnard L A	Boyce Mrs Sarah A	Brooks Mrs E M
Bachman Chas	Boyd Geo C	Butterfield Leonard
Bergstrem C M	Bolan Geo W	Buffington Philip
Beach D L	Bower Alex	Byrne J L
Black Jno R	Brower E P	" Luke
Blake Edward	Brashear F N-2	Burns R K
Bemer B	Brown Jno M	Bumstead L J
Beckwith Henry	Brotherington L C	Buddecke Wm A
Blue Sam	Bradley L B	Burtnett Jno
Blankenship F W	Bryant Abraham	Burd Sam
Bego Anton		
Campbell A M	Church H	Covert D D
Carvell C G	Champlin C M	Clark J L
Caro Louis-2	Chamberlin M	Corbin A H
Carlile J A	Claycomb H D	Cline Lewis
Carlton Geo W	Clampitt Geo W	Conlehan Jerry
Cavanaugh Chas	Codner Geo W	Coffman P B
Carr Jas	Cowden Henry	Clampitt J W
Callean T T	Clancy Wm	Crisp Wm
Cann Geo-2	Covely E B	Crowell Mrs M A
Carter Wm	Clough Emery	Craven J W
Carpenter Clark	Cocking Stephen	Crissman F M-2
Carney Francis	Conn Thos	Crist J B-2
Casley Jas-2	Coffinbery J W	Cummings Geo E
Carpenter Wm H	Condra E P	Curle Jas B
Chain H C	Coberly Jos G	
Day David	Dewees S B	Doolittle Mrs Mary
Depue Ezra W	Darling Jas	Dickinson L C
Davidson M K	Demott Jno J	Dunlap Thos
Davis Richard	Dicken Thos W	Duke Geo I
" Abraham	Dickerson Theo L	Duncan A B
Dailey B-2	Dicken Jno M	Dunlap G P
Edwards D L	English C C	Evans M B
Egan Pat	Elerick Wm R	Eschen Henry
Emery Jos D	Ewing Wm	Epperson Perry
Embody J	Evington Geo W	
Forbis Franklin	Forman Jos	Fisher Edw
Fischer Hose	Forteson Thos	Foster N D
Ford G B	Ford Jno B	" G D
Fowler Wm	Forbes Jas	Frank Isaac
Gentil Jno P	Giltner C J	Grubb A
Garge Nicholas	Gogen Miss Marg't	Graham Jno R
Gemmell Janette	Goodon Geo L	Gamm Wm H
Gates T T	Goodrich Miss Ida	Green Jno H
Galing & Crow	Grisdale Thos	Gray I S
Hays Absalom	Harkey Lewis	Howe Jos
Hanlon Pat	Hatherall Sol	Howes Jno A
Haller Wm	Hale Geo E	" S S
Hall Wm H	Hetrick Simon	Hollister G N
Harris Richard	Henthorn N G	Hughes C
Halley Geo W	Heddington Jno	Hurly Elihue
Hayward Jno W	Heed Jas	Hunbre R G
Harris Tom	Hiram Jno	Hunt D W
Hayden Sam	Hinch P M	Humphrey E H
Hawk Jas C	Hill A L	Hunter D O J
Harper J R	Holman Mathew	" Albert
Hagan R N	Howe Dr O B	Hyde R W
Hartman Wm	Hogan Edward	" J E
Hays Maroin	Horn J A	" Michael
Haukins L	Hodge Collin	
Irby Jno		
James Phillip	Johnson Jas jr-2	Johnston J B
Jefferson L B	" Nellie Mrs	Jones Eber
Johnston S H	" N-2	" I H
Johnson T J	" Martha A	Judge I P
Kahub chas	Kidd David	King Lewis
Keaton J J	Kimball Sam	Kindal H C
Kent J C	Kirtley Jas L	Kirsher Peter
Kelly Timothy	King Jno	Konig Mrs E
Latta J C	Langhorn L W	Littlefield C A
Laughlin J C	Landers J A	Lile C M
Leonard Walter	" Jno	Loneau E
Lee C M-2	Leet F G	Low Jas B
Lamill Jos H	Lewis Geo T	Louis Wm S
Leonard E R-2	" Henry	Lynes J R
Lehner Sam		
McGill chas-2	McKee David	Mansfield Wm-2
McCoy Mitchel	McCerlia Wm	Marsdon Jno
McNear H F	May H W	Mills Alex
McLaughlin J C	Main Jas K P	Miller J R
McLain Thos A	Melton A	" S H
Memahan Jos	Mars Leonard	Montgomery Jno
McKanna Jno	Mansfield Kate	Monk F A
McDonel J	Man P J G	Morgan Jno
McLean Ed	Meeks Jacob	Moore Andrew
McNutt D R	Menor A-5	Montgomery A
McCormick Jas	Mayfield A A	Moore E r
McKinney A M	Mann Dan	" G M
McKinsey Geo	Metcalf T H	Murray Alfred