

THE MONTANA POST.

A Newspaper, Devoted to the Mineral, Agricultural and Commercial Interests of Montana Territory.

D. W. TILTON & CO., Publishers and Proprietors.

"MY COUNTRY, MAY SHE ALWAYS BE RIGHT; BUT, MY COUNTRY, RIGHT OR WRONG."

TERMS: \$8 a year, in advance

VOL. 3, NO. 11.

VIRGINIA CITY, MONTANA, SATURDAY, NOVEMBER 3, 1866.

WHOLE NO. 115.

THE MONTANA POST.

D. W. TILTON & CO., Publishers and Proprietors.

Office at the City Book Store, corner of Wallace and Jackson Streets, Virginia City.

Terms of Subscription: One year, \$8 00; Six months, \$5 00; Three months, \$3 50.

Rates of Advertising: Business Cards, 5 lines or less, 3 months, \$6 00.

Business Cards, 5 lines or less, 6 months, \$10 00.

Business Cards, 5 lines or less, 1 year, \$15 00.

One square, ten lines or less, 1 insertion, 4 00.

do. do. do. 2 do. 8 00.

do. do. do. 3 do. 12 00.

do. do. do. 4 do. 16 00.

do. do. do. 5 do. 20 00.

do. do. do. 6 do. 24 00.

do. do. do. 7 do. 28 00.

do. do. do. 8 do. 32 00.

do. do. do. 9 do. 36 00.

do. do. do. 10 do. 40 00.

do. do. do. 11 do. 44 00.

do. do. do. 12 do. 48 00.

do. do. do. 13 do. 52 00.

do. do. do. 14 do. 56 00.

do. do. do. 15 do. 60 00.

do. do. do. 16 do. 64 00.

do. do. do. 17 do. 68 00.

do. do. do. 18 do. 72 00.

do. do. do. 19 do. 76 00.

do. do. do. 20 do. 80 00.

do. do. do. 21 do. 84 00.

do. do. do. 22 do. 88 00.

do. do. do. 23 do. 92 00.

do. do. do. 24 do. 96 00.

do. do. do. 25 do. 100 00.

do. do. do. 26 do. 104 00.

do. do. do. 27 do. 108 00.

do. do. do. 28 do. 112 00.

do. do. do. 29 do. 116 00.

do. do. do. 30 do. 120 00.

do. do. do. 31 do. 124 00.

do. do. do. 32 do. 128 00.

do. do. do. 33 do. 132 00.

do. do. do. 34 do. 136 00.

do. do. do. 35 do. 140 00.

do. do. do. 36 do. 144 00.

do. do. do. 37 do. 148 00.

do. do. do. 38 do. 152 00.

do. do. do. 39 do. 156 00.

do. do. do. 40 do. 160 00.

do. do. do. 41 do. 164 00.

do. do. do. 42 do. 168 00.

do. do. do. 43 do. 172 00.

do. do. do. 44 do. 176 00.

do. do. do. 45 do. 180 00.

do. do. do. 46 do. 184 00.

do. do. do. 47 do. 188 00.

do. do. do. 48 do. 192 00.

do. do. do. 49 do. 196 00.

do. do. do. 50 do. 200 00.

do. do. do. 51 do. 204 00.

do. do. do. 52 do. 208 00.

do. do. do. 53 do. 212 00.

do. do. do. 54 do. 216 00.

do. do. do. 55 do. 220 00.

do. do. do. 56 do. 224 00.

do. do. do. 57 do. 228 00.

do. do. do. 58 do. 232 00.

do. do. do. 59 do. 236 00.

do. do. do. 60 do. 240 00.

do. do. do. 61 do. 244 00.

do. do. do. 62 do. 248 00.

do. do. do. 63 do. 252 00.

do. do. do. 64 do. 256 00.

do. do. do. 65 do. 260 00.

do. do. do. 66 do. 264 00.

do. do. do. 67 do. 268 00.

do. do. do. 68 do. 272 00.

do. do. do. 69 do. 276 00.

do. do. do. 70 do. 280 00.

do. do. do. 71 do. 284 00.

do. do. do. 72 do. 288 00.

do. do. do. 73 do. 292 00.

do. do. do. 74 do. 296 00.

do. do. do. 75 do. 300 00.

do. do. do. 76 do. 304 00.

do. do. do. 77 do. 308 00.

do. do. do. 78 do. 312 00.

do. do. do. 79 do. 316 00.

do. do. do. 80 do. 320 00.

do. do. do. 81 do. 324 00.

do. do. do. 82 do. 328 00.

do. do. do. 83 do. 332 00.

do. do. do. 84 do. 336 00.

do. do. do. 85 do. 340 00.

Cosmopolitan Bath House.

MAIN STREET, BLACKFOOT CITY, MONTANA.

96-105 R. PLUMMER, Proprietor.

W. W. DE LACY,

COUNTY SURVEYOR—Office at the foot of Wallace street, next door to Mr. Simpson's tailor shop.

He will be ready at all times to survey ranches, ditches, towns etc., and make accurate maps of the same.

Particular attention paid to the survey and mapping of quartz lodes and districts.

101

White Pine Lumber Yard.

Corner of Jackson & Coeur St. Virginia City, M. T.

A. M. HOLTER, Proprietor.

ALL descriptions of white pine lumber constant on hand for sale. R. M. RENSHAW, Agent.

94-106

EL SOL

BILLIARD SALOON, Stonehall building, Wallace street.

Virginia City, Montana.

J. J. HULL, Proprietor.

FINEST CLASS BILLIARD TABLES, Prime Liquors, and No. 1 Cigars obtainable at this fashionable place of public resort.

107

LEA. E. MARSTON,

WATCHMAKER AND JEWELER

Cor. of Jackson & Wallace Sts., Virginia City, M. T.

CONSTANTLY keeps on hand, and makes to order, from Native Gold, all the latest styles of Jewelry.

Particular attention paid to repairing Watches.

65-17

M. CARROLL, GEO STEEL,

CARROLL & STEEL,

Storage Forwarding and Dealers in General Merchandise.

BENTON CITY, MONTANA TER.

88-100

ST. CHARLES RESTAURANT,

BEN. SCHAPPEL, PROP.

Opposite the Theatre building, Jackson St.

This house has just been opened, and is kept on the most approved style. The bar is supplied with the choicest wines and liquors, and no pains spared to make guests comfortable. Ball or Wedding Suppers gotten up on short notice, in the best possible style.

116

H. S. Gilbert, Christian Richter,

VIRGINIA BREWERY,

WE HAVE CONSTANTLY ON HAND A LARGE SUPPLY OF

LAGER BEER,

BREWERY FIXTURES,

BEER KEGS, ETC.

All orders in our line of business will be promptly attended to.

116

CALIFORNIA BAKERY,

Deer Lodge City, M. T.

BILLY WILSON, Proprietor.

A fine saloon is attached to the Bakery, and a Club-Room, both of which are fitted up with all the modern improvements. The purest liquors and the best brands of cigars are served out to customers. I am always glad to see any old friends, who live upon the other side of the mountains, as well as those upon this side.

120

THOS. M. ISETT, (late of Isett & Brewster, Muscatine, Iowa); W. B. FARR, (late of Scott, Kerr & Co., Salt Lake City); JOHN KERR, (of Scott, Kerr & Co., Leavenworth, Kansas).

ISSETT, KERR & CO.

BANKERS,

No. 4, Wall Street, New York.

W. B. FARR, of the above firm, being thoroughly acquainted with the business of the mining regions, will give his special attention to all claims against the United States, especially such as may arise under the recent act of Congress equalizing bounties. Office over the store of Geo. L. Shoup, corner Wallace and Jackson streets, Virginia City, M. T.

06-111

JNO. S. SLATER,

ATTORNEY AND

COUNSELLOR AT LAW,

and NOTARY PUBLIC.

Will attend promptly to all business of a legal nature, take depositions, administer oaths, etc., etc.

Immediate attention given to the collection of all claims against the United States, especially such as may arise under the recent act of Congress equalizing bounties. Office over the store of Geo. L. Shoup, corner Wallace and Jackson streets, Virginia City, M. T.

06-111

J. H. MING,

Corner of Jackson and Wallace St.

Wholesale and Retail Grocer.

And dealer in

TOBACCO, CIGARS AND STATIONERY.

ALSO, A FINE SELECTION

OF FANCY GOODS AND TOYS.

Suitable for Holiday presents.

Toilette articles of the best French Manufacture.

99

BULL'S HEAD

MEAT MARKET,

WALLACE STREET.

Two Doors below Pfouts & Russell.

GEORGE GOHN begs to inform the public that he has perfected his arrangements for a constant supply of all articles in his line, of the finest quality.

BEEF, MUTTON, VEAL,

GAME, FISH,

SAUSAGES AND FOWLS.

No meat of inferior quality sold in this establishment. Orders promptly and carefully filled.

120

OUR TRAVELING CORRESPONDENT.

SAN FRANCISCO, Oct. 9, 1866.

Frisco at last! and two thousand miles of weary travel—by cayuse, stage, steamboat and rail—is accomplished, and rough roads, mountains, rivers, bucking horses, rickety coaches, poor fare, and the like, are forgotten amidst the busy, bustling scenes of this great city, and the realization that the surroundings are those of civilization. But I believe my last left me amidst the rocks and boulders of Rock Creek, down the valley of which we traveled forty miles, thence diverging to the left and striking the Palouse, a beautiful stream of clear, cold water, at "Doolittle's," where we had been told an excellent meal could be obtained. Dismounting at the door of the house, and turning our horses out, we were soon summoned to supper. You may imagine that our appetites were sharpened by the hard ride of the day, and we felt like doing justice to the host's viands; but an introduction to the hostess and the table—the former a great, over-grown, bleary-eyed squaw, whose gait was not improved by one foot wearing a huge boot and the other pedal extremity being minus any covering, while the latter was quite an improvised institution of sticks and poles, and everything wearing a filthy appearance—was sufficient to destroy any previous desire for food. If our landlady had only awaited the completion of our meal to go off into reveries, during which her hands would wander to the matted covering of her head, and had kept the chickens from the milk-pans, we probably would have got value received for our dollar. But there was no use complaining, she might give you a reply, but usually gave something of a more solid nature. Break of day on the following morning found us following the limpid Palouse to its confluence with Snake River, which we crossed at "Takass Ferry," and where a fine meal was had. The country now appeared to be of a very hilly nature, and continued of this character to Walla Walla, which we reached that evening, passing en route Tucucanyon and Touchet rivers, tributaries of Snake River, both flowing through lovely and fertile valleys. At Waites' Mills, on Touchet River, our party halted to enjoy a feast of melons and apples at the store of a brother of Bruce, the whilom local of the Post. A few hours' ride, and we entered "ye city of the two-wallas," as X. has it, which is a very pleasantly located town, and of considerable enterprise, but at this season very dull, a large number of the houses being vacant. Here ended the first chapter, and the hardest of our journey, for henceforth cayuses are to be ignored and the more modern and rapid methods of travel adopted. From Walla Walla to Wallula, the head of navigation on the Columbia, thirty miles, the traveler takes the coach at 4 p. m., and is set down at the latter place in four hours. Your correspondent, however, was fortunate in meeting a Montana friend—E. L. Bonner, Esq., of Bonner & Welsh, of Missoula and Beartown, who resides hereabouts, and kindly invited him to a seat in his private carriage behind a superb pair of horses; and, bidding adieu to Mr. —, the genial and able editor of the Statesman, (who pronounced the Post the gem of the mountains, and the nearest and liveliest sheet in the mountains or on the Pacific coast,) we were soon whirling rapidly down the valley, thickly studded with fine farm houses, betokening prosperity; down past the scene of the terrible massacre of the Whitman family; on, by the grave of the "Terror of the Valley," the great chieftain of the tribe after whom the valley and town of Walla Walla was named; and still on until we came into a more sandy, broken and forbidding region, in great and marked contrast to that we have just passed through, which continues far beyond Wallula, which point we reached in the early evening, and for the first time in my life, looked upon the Columbia River, which is at this point about half a mile in width, and rolling along between banks presenting a rather unpossessing appearance. Wallula is but a small place, being but a depot for the goods designed for the "upper country." At 7 a. m. of the following morning, I was aroused by the shrill whistle of the little steamer "Yakima," as she rounded out and came up to the dock, which she was to leave in half an hour. A hurried breakfast, and a sheet of "all aboard" from the jovial Captain, and the long-anticipated pleasure of a ride on the Columbia was being realized. At 4 p. m. the whistle again sounded, and the first part of the trip via the river was accomplished, and a hundred and twenty miles of scenery, of the up interest was passed, and Celito, the up-ber terminus of the portage-railroad, was reached. In five minutes the locomotive was drawing us down by the bank of the river, close by the rapids, where the water was transformed into spray and foam as it rushed madly over the huge boulders filling the bed of the stream; through the great drifts of sand piled along the track by the unceasing winds, and towering far above the tops of the carriages; over trestle-work which craked and ground under its enormous burden, and called to mind vivid pictures of railroad smash-ups, broken limbs, arms, etc. The train whirled along, and presently halted in the main street of the Dalles, and fifteen miles of railroad passed over, the cost of which road was over a million and a half!

Two years ago it was an embryo Chicago; property held at fabulous rates, rents that would frighten even a Heleneite, were asked and obtained; but today there are a great many vacant houses and stores, and but one or two of the former large establishments running. The scenery about the place is most beautiful, and the Columbia here redeems her great reputation, for from hence to its mouth it presents the grandest and most varied scenery of any stream on our continent. I think far surpassing the Hudson or Connecticut. The steamers do not run on Sunday, and we were compelled to lay over till the following Monday, when at 5 a. m. the Wilson G. Hunt started down stream, with our party aboard. At 10 a. m. the fog, which had obscured everything during the morning, cleared away, and that greatest of all our mountain peaks, Mount Hood, stood out in bold relief in the distance. It was a grand, inspiring sight, to behold its snowy crest, piercing not only the clouds, but the very heavens—its fleecy covering glistening in the bright morning's sunlight. At noon we reached the Upper Cascades, where a train was in waiting to convey the steamer's load of freight and passengers around the great cascades, seven miles, to the lower landing. On this portage is situated the high bridge, some eighty feet in height, which causes a feeling of dizziness as you look from the car window down upon the rocks beneath. At the lower terminus, the Oneonta was in readiness to transport us to Portland, and after a few minutes consumed in transferring passengers, etc., she was gaily plowing the crested waves of this now great, as well as charming river, taking us down past lovely islands, huge rocks, among which were Castle and Eagle rocks, the former a huge mass rising abruptly from the water, and presenting a very picturesque view, not unlike a ruined castle, while the latter is a tall monster, standing out alone on the bank of the stream, a lone pine tree growing upon its crest, its huge sides covered with moss which has never been disturbed by the feet of man-a fit abode of the noble bird from which it is named. From the Lower Cascades to Portland we pass Fort Vancouver, a very handsomely located place, near which the government has a body of troops stationed for the protection of the surrounding region from the various tribes of Indians, who are very hostile. Below Vancouver a few miles, the Willamette joins the Columbia, on which is Portland, which place we reached at 6 p. m., having been treated to views of Mounts Hood, St. Helens and Adams, besides other scenery more beautiful than pen can describe or a Bierdstat picture. The Oregon Steam Navigation Company seem to think that the scenery along their route is sufficient to feast one physically, as well as mentally, for poorer fare was never placed before any one than that aboard their boats, for which, too, they pay extra, notwithstanding the moderate charge of eighteen dollars for transportation from Wallula to Portland, two hundred and sixty miles. They ought at least to adopt Ben. Holladay's plan of "warm meals," and provide abundance of mustard, pepper, etc. The city of Portland is a thriving place, well laid out, with many fine public and private buildings, and with excellently paved streets. From here most of the goods for the mountains is purchased, creating a very extensive trade, and causing the appearance of great activity in all circles of business. The Jews and Chinese have almost taken the place, however. During my brief stay the Jews celebrated their day of "atonement," and the whole place wore the appearance of a Sabbath day in an eastern city, while on Sunday the streets reminded one of Virginia in her early days. Travel from Portland to "the bay," as San Francisco is here familiarly termed, is now cheap, compared to a few months since, when that gourdman, Ben. H., had it all his own way, and played the people of Oregon and the Territories a lively string, in the way of outrageous charges for freight and passage, a rival line (the Anchor), having placed two of the finest boats on the coast in the Portland trade, bringing fare down from forty-five to ten and fifteen dollars, and freight from fifteen to three dollars per ton. Let the people support the new line, and the days of high prices will be numbered, so far as their merchandise from Frisco is concerned. A large number of passengers went out on the Montana, which left on the day of my departure from Portland; but being desirous of a sight of the great valleys of the Willamette, Umpqua and Trinity rivers, as well as the ice-crowned peak of Mount Shasta and the famous mines of Upper California, I took the overland route through Oregon and this State, coming via Salem, Oregon's capital, where I rested a day, and had the pleasure of forming the acquaintance of Hon. S. E. May, Secretary of State, a noble, generous and high-minded gentleman, whom Oregon has but justly honored. I visited both Houses of the Legislature, then in session, and a stormy one, too, being engaged in balloting for United States Senator to fill the vacancy caused by the expiration of Nesmith's term. Excitement was running high, and the bread-and-butter politicians are making superhuman efforts to effect a triumph and elect a believer in "my policy." The constitutional amendment was passed by a small majority, and it was thought a Union man would be elected Senator, which has since been the result, Hon. H. W. Corbett, proprietor of the overland stage line to Sacramento being the winning candidate. It is a most glorious record for the Webfoot nation, and one they are eminently proud of, for Mr. Corbett is a sound supporter of the congressional policy. Salem is, I think, the handsomest city I have seen west of New York; every thing about it betokening great prosperity. It is here the famous Salem blankets are made; here the finest flour sent to the mines is manufactured; here is located the new State institutions, including the new University, a noble structure just completed, and to be opened

The Military Force in Dacotah.

From nearly every source we hear complaints in regard to Colonel Carrington, who commands the "Mountain District," and it is claimed that, with him in command, the troops are powerless to protect the Powder River route. In the Virginia (Nev.) Enterprise of the 18th, we find a letter from their Montana correspondent, from which we take the following extract:

To give you an account of my troubles and that of the immigration over the Powder River road the present season, paying a few deserved if not well written compliments to Maynadier at Laramie and Carrington at Phil Kearney, (a new fort this season established at 1st and 2d Piney Forks of Powder River.) The latter commander, however, is more to be pitied than to be blamed, as he has got but 800 soldiers besides his body-guard at the new fort, with six pieces of artillery, and, of course, cannot with safety quit headquarters, or leave the palisade, lest the bloody Sioux or Cheyennes get his precious scalp, there being too few immigrants traveling the new road to afford protection at all times. But, notwithstanding the safety assured him by the immigration, he is very ungrateful, for he absolutely refused to send us aid when the Sioux had corraled us between Crazy Woman's Fork and Clear Creek, where we had been fighting two hours, and, too, when he had 250 troops but three miles away. But I suppose he considered it our fight, with a pilgrim in command, and did not wish to imbue his hands in poor Leo's blood. Let this man, whose name's first letter is Carrington, get for a final resting place a grave as lowly as those seventy-nine unfortunates who had the misfortune to travel the Powder River route.

The following, on the same subject, is from a letter to the Kearney Herald, dated Yellowstone Canyon, Sept. 9th, 1866:

"The red-skins scared the servants of Uncle Sam into fits, and followed the pilgrims upon my land of Canaan, killed men right around me, stole all my stock, and as the troops, with their brave commander, Carrington, cannot reach a country that I with two men built a post in, I have deemed it wisest to abandon Yellowstone crossing. Carrington's command have been unable to reach a point nearer than Big Horn river, some two hundred miles southeast of this, and is there corraled, daily harassed by the Indians.

"Instead of this region being protected by troops, as promised by General Sherman, immigrants and freighters have fought their way through, and seventy-nine graves are landmarks for Carrington's marches some years hence, when the Government awakens to a sense of its duty to its people and ceases to send old women to make peace with creatures whose only instinct is blood!

blood!"

A Map of the Western Plains.

A map of the country lying on and adjacent to the Central Railroad route from the Sierras to the Missouri could be made by the readily obtained aid of the railroad surveyors who have been "plating" this year on the line mentioned. The Appletons or Harpers, whose "Guide Books" are so professedly revised every six months, ought to supply our public with this most desirable chart of the national highway. The Overland company itself could furnish data sufficient to make up a map and a pamphlet of explanations, even if the railroad engineers were unwilling to aid in such work. As it is certain that within a year, the full third of travel "west" and "east" can be brought via railroad and stage lines, it is important to lend all possible suggestions calculated to accomplish that change in the direction of passengers. The