

UNITED STATES MAILS.

Montana Territory. POST OFFICE DEPARTMENT. Washington, Oct. 31, 1866.

PROPOSALS will be received at the Contract Office of this Department until 3 p. m. of February 15, 1867, for conveying the mails of the United States in the Territory of Montana from July 1, 1867, to June 30, 1870, on the routes and by the schedules of departures and arrivals herein specified.

16001.—From Crossing of Gallatin, at Foster's Farm, to Gallatin City, 15 miles and back, once a week. Bidders to state distance and propose a schedule of departures and arrivals.

16002.—From Virginia City, by Forman's, Foster's, and Roseman's City, to Yellowstone City, 15 miles and back, once a week. Bidders to state distance and propose a schedule of departures and arrivals.

16003.—From Virginia City, by Silver Bow, Deer Lodge City and Hell Gate, to Fort Owens, in Bitter Root Valley, 15 miles and back, once a week. Bidders to state distance and propose a schedule of departures and arrivals.

16004.—From Bannack City to Montana City, on Rattlesnake Creek, 15 miles and back once a week. Leave Bannack city Monday at 7 a. m.; arrive at Montana city by 12 m.; leave Montana city Monday at 1 p. m.; arrive at Bannack city by 7 p. m.

16005.—From Bannack city, by German gulch, to French gulch, 30 miles and back, once a week. Leave Bannack city Monday at 7 a. m.; arrive at French gulch by 5 p. m.; leave French gulch Tuesday at 7 a. m.; arrive at Bannack city by 5 p. m.

16006.—From Helena to Blackfoot city, 25 miles and back, once a week. Leave Helena Monday at 8 a. m.; arrive at Blackfoot by 5 p. m.; leave Blackfoot city Tuesday at 8 p. m.; arrive at Helena by 5 p. m.

16007.—From Helena, by Fort Lawrence and Fort Reno, to Fort Kearney, (Nebraska,) 93 miles and back once a week. Leave Helena Monday at 8 a. m.; arrive at Fort Kearney in twenty days; leave Fort Kearney Monday at 8 a. m.; arrive at Helena in twenty days.

16008.—From Virginia city to Fort Sully, (Dakota,) 810 miles and back, once a week. Leave Virginia city Monday at 8 a. m.; arrive at Fort Sully in sixteen days; leave Fort Sully Monday at 8 a. m.; arrive at Virginia city in sixteen days.

16009.—From Hell Gate to Flat Head, 50 miles and back, once a week. Leave Hell Gate Monday at 6 a. m.; arrive at Flat Head next day by 11 a. m.; leave Flat Head Tuesday at 1 p. m.; arrive at Hell Gate next day by 6 p. m.

16010.—From Junction, on Salt Lake road, by Cut-off, to Virginia city, 75 miles and back, once a week. Leave Junction Monday at 6 a. m.; arrive at Virginia city next day by 6 p. m.; leave Virginia city Wednesday at 6 a. m.; arrive at Junction next day by 6 p. m.

16011.—From Diamond city, by Sterling and Garfield, to Gallatin city, 15 miles and back once a week. Bidders to state distance and propose a schedule of departures and arrivals.

16012.—From Helena, by Blackfoot, to Hell Gate, 15 miles and back, once a week. Bidders to state distance and propose a schedule of departures and arrivals.

16013.—From Helena to Diamond city, 40 miles and back, once a week. Leave Helena Monday at 5 a. m.; arrive at Diamond city by 7 p. m.; leave Diamond city Tuesday at 5 a. m.; arrive at Helena by 7 p. m.

16014.—From Jefferson crossing, by Silver Bow city and Deer Lodge city, to Blackfoot, 95 miles and back, once a week. Leave Jefferson crossing Monday at 5 a. m.; arrive at Blackfoot next day at 8 p. m.; leave Blackfoot Wednesday at 5 a. m.; arrive at Jefferson crossing next day by 8 p. m.

16015.—From Kalumbe to Elma, 15 miles and back, once a week. Bidders to state distance and propose a schedule of departures and arrivals.

16016.—From Helena to Wallula, (Washington Territory,) 600 miles and back, once a week. Leave Helena Monday at 7 a. m.; arrive at Wallula in twelve days; by 7 a. m.; leave Wallula Monday at 7 a. m.; arrive at Helena in twelve days by 7 a. m.

16017.—From Sioux city (Iowa), by the Nebraska and Yellowstone river routes, to Wallula, (Washington Territory,) 1500 miles and back, once a week. Bidders to state distance and propose a schedule of departures and arrivals.

INSTRUCTIONS.

Seven minutes are allowed at each intermediate office, when not otherwise specified, for opening and examining the mails. No pay will be made for trips not performed; and for each of such omissions, not satisfactorily explained, three times the pay may be deducted. For arrivals so far behind time as to break connection with depending mails, and not sufficiently excused, one-fourth of the compensation for the trip is subject to forfeiture.

Fines will be imposed unless the delinquency be promptly and satisfactorily explained by certificates of postmasters or the affidavits of other credible persons, for failing to arrive in the contract time; for neglecting to take the mail from, or deliver it into, a postoffice; for suffering it to be wet, injured, destroyed, robbed or lost.

The Postmaster General may annul the contract for repeated failures to run agreeably to contract; for violating the postoffice laws, or disobeying the instructions of the department; for refusing to discharge a carrier when requested by the department to do so; for assigning the contract without the assent of the Postmaster General, or for transporting persons or packages conveying mailable matter out of the mail.

The Postmaster General may order an increase of service on a route by allowing therefor a pro rata increase on the contract pay. He may change schedules of departures and arrivals in all cases, and particularly to make them conform to connections with railroads, without increase of pay, provided the running time be not abridged. He may also order an increase of speed, allowing, within the restrictions of law, a pro rata increase of pay for the additional stock or carriers, if any. The contractor may, however, in the case of increase of speed, relinquish the contract, by giving prompt notice to the department that he prefers doing so to carrying the order into effect. The Postmaster General may also discontinue or curtail the service, in whole or in part, in order to place on the route a greater degree of service, or whenever the public interest, in his judgment, shall require such discontinuance or curtailment for any other cause; his allowing as a full indemnity to contractor one month's extra pay on the amount of service dispensed with, and a pro rata compensation for the amount of service retained and continued.

Payments will be made for the service by collections from or drafts on postmasters, or otherwise, after the expiration of each quarter—say in November, February, May and August.

The distances are given according to the best information, but no increased pay will be allowed should they be greater than advertised, if the points to be supplied be correctly stated. Bidders must inform themselves on this point.

Bidders are requested to use as far as practicable, the printed form of proposal furnished by the department, to write out in full the sum of their bids, and to retain copies of them. Each bid must be guaranteed by two responsible persons.

The bid should be sealed, superscribed "Mail Proposals, Territory of Montana," addressed "Second Assistant Postmaster General, Contract Office," and sent by mail, not by or to any agent; and postmasters will not inclose proposals (or letters of any kind) in their quarterly returns.

The contracts are to be executed and returned to the department by or before the 1st of July, 1867; but the service must be begun on that day, or on the next mail day thereafter, whether the contracts be executed or not. Transfers of contracts, or of interest in contracts, are forbidden by law, and consequently cannot be allowed. Bidders will therefore take notice that they will be required to perform the service accepted to them through the whole term of the contract.

Section eighteen of an act of Congress approved March 3, 1845, provides that contracts for the transportation of the mail shall be let, "in every case, to the lowest bidder tendering sufficient guarantees for faithful performance, without other reference to the mode of such transportation than may be necessary to provide for the due celerity, certainty, and security of such transportation." Under this law, bids that propose to transport the mail with "celerity, certainty and security," having been decided to be the only legal bids, are construed as providing for the entire mail, however large, and what ever may be the mode of conveyance necessary to insure its "celerity, certainty, and security," and no others will be considered. Except in the case of railroad and steamboat routes, bids naming any particular mode of conveyance are invariably rejected.

A modification of a bid in any of its essential terms is tantamount to a new bid, and cannot be received, so as to interfere with a regular competition, after the last hour set for receiving bids. Making a new bid with guarantee and certificate, is the only way to modify a previous bid.

Postmasters are to be careful not to certify to the sufficiency of guarantors or sureties without knowing that they are persons of sufficient responsibility; a disregard of this instruction by postmasters is a violation of their oath of office, subjecting them to immediate removal. All bidders, guarantors and sureties are distinctly notified that on a failure to enter into or perform the contracts for the service proposed for in the accepted bids, their legal liabilities will be enforced against them.

Present contractors and persons known at the department must, equally with others, procure guarantors and certificates of their sufficiency substantially in the forms above prescribed. The certificate of sufficiency must be signed by a postmaster, or by a judge of a court of record; no other will be admitted. The certificate must also have affixed to it a recent revenue stamp, cancelled, as required by law. ALEX. W. RANDALL, 122-4 Postmaster General.

16018.—From Helena, by Dearborn and Sun river farms, to Fort Benton, 155 miles and back, once a week. Leave Helena Monday at 6 p. m.; arrive at Fort Benton Thursday by 12 m.; leave Fort Benton Thursday at 1 p. m.; arrive at Helena Sunday by 6 p. m.

16019.—From Gallatin city to Roseman, 30 miles and back, once a week. Leave Gallatin city Monday at 7 a. m.; arrive at Roseman Tuesday at 7 a. m.; arrive at Gallatin city by 6 p. m.

16020.—From Virginia city, by Sterling and Garfield, to Gallatin city, 15 miles and back once a week. Bidders to state distance and propose a schedule of departures and arrivals.

16021.—From Helena, by Blackfoot, to Hell Gate, 15 miles and back, once a week. Bidders to state distance and propose a schedule of departures and arrivals.

16022.—From Helena to Diamond city, 40 miles and back, once a week. Leave Helena Monday at 5 a. m.; arrive at Diamond city by 7 p. m.; leave Diamond city Tuesday at 5 a. m.; arrive at Helena by 7 p. m.

16023.—From Jefferson crossing, by Silver Bow city and Deer Lodge city, to Blackfoot, 95 miles and back, once a week. Leave Jefferson crossing Monday at 5 a. m.; arrive at Blackfoot next day at 8 p. m.; leave Blackfoot Wednesday at 5 a. m.; arrive at Jefferson crossing next day by 8 p. m.

16024.—From Kalumbe to Elma, 15 miles and back, once a week. Bidders to state distance and propose a schedule of departures and arrivals.

16025.—From Helena to Wallula, (Washington Territory,) 600 miles and back, once a week. Leave Helena Monday at 7 a. m.; arrive at Wallula in twelve days; by 7 a. m.; leave Wallula Monday at 7 a. m.; arrive at Helena in twelve days by 7 a. m.

16026.—From Sioux city (Iowa), by the Nebraska and Yellowstone river routes, to Wallula, (Washington Territory,) 1500 miles and back, once a week. Bidders to state distance and propose a schedule of departures and arrivals.

16027.—From Helena to Blackfoot, to Hell Gate, 15 miles and back, once a week. Bidders to state distance and propose a schedule of departures and arrivals.

16028.—From Helena to Diamond city, 40 miles and back, once a week. Leave Helena Monday at 5 a. m.; arrive at Diamond city by 7 p. m.; leave Diamond city Tuesday at 5 a. m.; arrive at Helena by 7 p. m.

16029.—From Jefferson crossing, by Silver Bow city and Deer Lodge city, to Blackfoot, 95 miles and back, once a week. Leave Jefferson crossing Monday at 5 a. m.; arrive at Blackfoot next day at 8 p. m.; leave Blackfoot Wednesday at 5 a. m.; arrive at Jefferson crossing next day by 8 p. m.

16030.—From Kalumbe to Elma, 15 miles and back, once a week. Bidders to state distance and propose a schedule of departures and arrivals.

16031.—From Helena to Wallula, (Washington Territory,) 600 miles and back, once a week. Leave Helena Monday at 7 a. m.; arrive at Wallula in twelve days; by 7 a. m.; leave Wallula Monday at 7 a. m.; arrive at Helena in twelve days by 7 a. m.

16032.—From Sioux city (Iowa), by the Nebraska and Yellowstone river routes, to Wallula, (Washington Territory,) 1500 miles and back, once a week. Bidders to state distance and propose a schedule of departures and arrivals.

16033.—From Helena to Blackfoot, to Hell Gate, 15 miles and back, once a week. Bidders to state distance and propose a schedule of departures and arrivals.

16034.—From Helena to Diamond city, 40 miles and back, once a week. Leave Helena Monday at 5 a. m.; arrive at Diamond city by 7 p. m.; leave Diamond city Tuesday at 5 a. m.; arrive at Helena by 7 p. m.

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16039.—From Helena to Blackfoot, to Hell Gate, 15 miles and back, once a week. Bidders to state distance and propose a schedule of departures and arrivals.

16040.—From Helena to Diamond city, 40 miles and back, once a week. Leave Helena Monday at 5 a. m.; arrive at Diamond city by 7 p. m.; leave Diamond city Tuesday at 5 a. m.; arrive at Helena by 7 p. m.

16041.—From Jefferson crossing, by Silver Bow city and Deer Lodge city, to Blackfoot, 95 miles and back, once a week. Leave Jefferson crossing Monday at 5 a. m.; arrive at Blackfoot next day at 8 p. m.; leave Blackfoot Wednesday at 5 a. m.; arrive at Jefferson crossing next day by 8 p. m.

16042.—From Kalumbe to Elma, 15 miles and back, once a week. Bidders to state distance and propose a schedule of departures and arrivals.

16043.—From Helena to Wallula, (Washington Territory,) 600 miles and back, once a week. Leave Helena Monday at 7 a. m.; arrive at Wallula in twelve days; by 7 a. m.; leave Wallula Monday at 7 a. m.; arrive at Helena in twelve days by 7 a. m.

16044.—From Sioux city (Iowa), by the Nebraska and Yellowstone river routes, to Wallula, (Washington Territory,) 1500 miles and back, once a week. Bidders to state distance and propose a schedule of departures and arrivals.

16045.—From Helena to Blackfoot, to Hell Gate, 15 miles and back, once a week. Bidders to state distance and propose a schedule of departures and arrivals.

16046.—From Helena to Diamond city, 40 miles and back, once a week. Leave Helena Monday at 5 a. m.; arrive at Diamond city by 7 p. m.; leave Diamond city Tuesday at 5 a. m.; arrive at Helena by 7 p. m.

16047.—From Jefferson crossing, by Silver Bow city and Deer Lodge city, to Blackfoot, 95 miles and back, once a week. Leave Jefferson crossing Monday at 5 a. m.; arrive at Blackfoot next day at 8 p. m.; leave Blackfoot Wednesday at 5 a. m.; arrive at Jefferson crossing next day by 8 p. m.

16048.—From Kalumbe to Elma, 15 miles and back, once a week. Bidders to state distance and propose a schedule of departures and arrivals.

Jno. How's Column

JOHN HOW, Corner of Idaho and Jackson Streets, Virginia City, M. T., WHOLESALE DEALER

Merchandise! Unsurpassed in quality and variety

IN THE TERRITORY, Consisting of DRY GOODS, CLOTHING, Hats and Caps, BOOTS AND SHOES, Ladies' Furnishing Goods, Gents' Furnishing Goods, SADDLERY, LEATHER, SHOEMAKERS' FINDINGS, GROCERIES, CASE GOODS, QUEENSWARE, WILLOW WARE, WOODEN WARE, HARDWARE, Miners' Tools, QUARTZ MILL TOOLS, BELTING, HYDRAULIC HOSE, IRON AND STEEL, (All sizes.) Agricultural Implements, And something never before brought into a Montana market, viz: Oak and Ash Lumber, OF Any size Wanted, CALL AND EXAMINE

OUR STOCK OF GOODS

And anything you wish here not enumerated, CALL FOR IT.

OUR PERFECTLY FIREPROOF WAREHOUSE

Gives security to CONSIGNERS ON COMMISSION.

Liberal Advances will be Made on Consignments.

PFOUTENHAUER & KIBLER

WHOLESALE AND RETAIL BUTCHERS & PURVEYORS WALLACE ST., VIRGINIA CITY.

Metropolitan Meat Market.

ARTISTIC STYLE, And of the best quality obtainable for money.

Game, Large & Small, EVERY ARTICLE IN THEIR LINE.

The large stock necessitated by their extensive business enables purchasers to make a selection exactly suiting their taste.

Customers waited upon and their orders promptly executed. Young persons sent to this establishment will be especially attended to.

POSTOFFICE, ON WALLACE STREET.

KING & GILLETTE, HELENA, M. T.

Wholesale DEALERS

Groceries, Dry Goods, Clothing, Boots and Shoes, Hardware, Farming Implements, Liquors and Cigar.

Money advanced on merchandise, and goods stored in a fire-proof warehouse.

HOUSEL & ANDREWS, STORAGE and Commission Merchants, and Dealers in Groceries and Produce, on Wallace Street, one door west of Hussey, Dahler & Co.'s Bank in the

FIRE-PROOF BUILDING. Particular attention paid to the sale of goods left with us on

COMMISSION by parties at Salt Lake or Cache Valley. Liberal

Cash Advances Made on Consignments.

HOUSEL & ANDREWS, PLANTER'S HOUSE, Corner of Idaho and Jackson Streets, VIRGINIA CITY, M. T., J. B. CHAPIN, - - - Proprietor.

THIS well-known Hotel has been thoroughly repaired and renovated in all its departments. A FIRST-CLASS TABLE will be maintained, regardless of expense, and will be furnished with the choicest viands the market affords. The comfort and convenience of boarders and visitors will be carefully attended to. Careful and trustworthy waiters in constant attendance on the guests.

VIRGINIA CITY

Hardware Store JOHN KINNA, Where Pilgrims and actual settlers may always obtain a general assortment of

MINERS' GOODS, COOK STOVES, CAMP STOVES, CAST IRON STOVES, PICKS AND SHOVELS, MINERS' FARMERS' - - - - - And - - - - - Mechanics' Tools Generally.

Tin, Sheet-Iron & Copperware, Builders' Hardware, Coffee-Mills, Ox and Horse Shoe Nails, Carpenters' Tools, and a great variety of other things, pretty, useful and solid. Job Work in Copper, Tin and Sheet Iron, done with dispatch.

GEO. H. HANNA, Wallace Street, Virginia City, M. T., WHOLESALE AND RETAIL GROCER

Consisting in part of SUGAR, COFFEE, TEAS, DRIED FRUITS OF ALL KINDS, CAN FRUITS OF ALL KINDS, OYSTERS, SARDINES, etc. etc., Ropes, Nails and Sledges of all sizes, Hardware of all kinds, OATS, BARLEY, POTATOES, RANCH BUTTER AND EGGS, NO. 1 CALIFORNIA LIQUORS, ALWAYS ON HAND.

TO THE PUBLIC. I TAKE this occasion to inform my numerous friends and customers that the

NEVADA BREWERY is now in full blast and that I am manufacturing a superior article of LAGER BEER, And in quantities to meet the increasing demands of my business.

Thankful for the liberal patronage heretofore extended to me, I solicit a continuance of the same. I am also manufacturing a superior article of Malt Whisky, in quantities to supply all demands, which will be Sold at Reasonable Rates.

ALBERT SCHEFFNER, Nevada City, September 8, 1865.

J. B. LORRAINE, Big Hole Bridge, On the most direct route from Virginia City to Silver Bow, keeps on hand A LARGE SUPPLY OF PROVISIONS AND GROCERIES. REFRESHMENTS PROVIDED FOR TRAVELERS.

A FINE STABLE attached to my store, and horses and cattle will receive the best attention.

F. R. MERK & CO., Wholesale Grocers - - - - - AND - - - - - COMMISSION MERCHANTS, Wallace St., - - - Virginia, M. T. (Formerly occupied by Hanauer, Solomon & Co.)

FIRE-PROOF WAREHOUSE. Liberal advances made on consignments. All business promptly attended to.

F. F. STONE, (Successor to Breidlinger & Co.) WHOLESALE and retail dealer in Tobacco, Cigars, Pipes, Snuff and Fancy Goods. I am first in receipt of a large and well selected stock of the above goods, direct from the eastern market, consisting in part as follows:

1,000 lbs. Bronson's fine cut Chewing Tobacco. 300 doz. Briar Root Pipes. 25 genuine Meerschaum Pipes. 100 doz. Cherry Pipe Stems. 25 grana perca Pipe Stems. 2,000 lbs. Virginia, Big Leaf, Game Cakes, and other brands Smoking Tobacco. - 30 doz. extra quality Pocket Knives, and a large assortment of Fancy Goods in my line. All of which I am offering low at wholesale and retail. Store on Wallace street, 24 door from City Bakery, Virginia City, M. T.

ECONOMY, SPEED, COMFORT AND SAFETY.

THE HOLLADAY OVERLAND MAIL - - - - - AND - - - - - EXPRESS CO., Are now running a DAILY LINE - - - - - OF - - - - - FIRST CLASS CONCORD COACHES BETWEEN VIRGINIA CITY & HELENA, Connecting at Virginia City with their Lines to

BOISE CITY, IDAHO CITY, WALLA WALLA, UMATILLA, DALLES, PORTLAND, SALT LAKE CITY, DENVER, AND THE WESTERN TERMINI OF THE

Great Pacific Railroads For all parts of the States.

ALSO, CONNECTING AT SALT LAKE CITY FOR ALL POINTS WEST OF THAT CITY.

Every attention paid to the comfort and enjoyment of passengers. Fare cheaper than by any other route.

NOTICE.—Each adult passenger is allowed 25 lbs. of baggage free. But neither Gold Dust, Bullion, Coin, Bank, or Treasury Notes will be carried under the designation of baggage.

DAVID STREET, General Agent, June 12th 1866.

THE UNDERSIGNED Having just completed ten miles of Iron Pipe for the San Mateo Water Company, is now prepared to fill all orders for

Iron Pipes, Distributing Boxes, Flanges, Couplings, etc., - - - - - FOR - - - - - MINERS & WATER COMPANIES

PIPE FOR TRANSPORTATION WILL BE cut, punched and fitted ready to be put together on the ground. All material furnished at The Lowest Market Rates AND SATISFACTION GUARANTEED.

M. R. SMITH being a practical man and having had ten years' experience in manufacturing

Hydraulic Mines, Understands how the work should be done and gives it his personal attention. Information as to thickness of iron and size of pipe required to discharge a given quantity of water, at any pressure, freely given; also, estimates prepared.

FRANCIS SMITH, 111 and 114 Battery street, San Francisco, California. 121-123w

OREGON IRON WORKS, Corner of Seventh and Morrison Streets, Portland, Oregon.

THIS Company have lately enlarged their works and by the introduction of the most improved machinery and tools, are fully able to complete with any Iron Works on the coast, both in character of work and their facilities for executing contracts and orders promptly for any kind of Machinery required, embracing Marine, Stationary and Portable Engines and Boilers, Wheelers & Randall's Patent, and Moore's Grinders and Amalgamators, Hangerford's Concentrators, Batteries, Shoes and Dies, Battery Screens, Copper Plates, Leather and Rubber Belting.

Flouring and Saw Mill work, Portable Steam Saw Mills, Luffell & Myers' American Double Flange Water Wheels, Iron Fronts, Doors and Shutters, and all kinds of Machinery and Castings. Engines of the following sizes and capacity, from entirely new patterns, of the modern and approved style, combining simplicity, durability and economy

9x12 Portable or Stationary.....15 horse power 10x12 Stationary.....20 " " 12x20 ".....25 " " 14x24 ".....35 " " 18x30 ".....50 " " 24x36 ".....80 " "

Engines of the larger class fitted with Bloomfield's Improved Equilibrium Valve, and with Variable Cut-off, when required.

H. BLOOMFIELD, Superintendent.

SUMMONS. DISTRICT COURT, First Judicial District, MONTANA TERRITORY, Madison County, [L. S.] Patrick A. Lergay, plaintiff, vs. George W. Forbes, defendant.

The People of the Territory of Montana, do hereby summon and require you to appear at the first day of the next term of the Court aforesaid, to be holden at the Court House in Virginia City, County and Territory aforesaid, on the first Monday, the Third day of February, A. D. 1867, then and there to answer the complaint in the above entitled action, which has been filed in the office of the Clerk of the Court aforesaid.

And if you fail to answer such complaint within the time aforesaid, then judgment by default will be taken against you, according to the prayer of said complaint.

This action is brought to recover judgment for \$2,300 with interest, damages, costs of process and costs of suit.

WITNESS my hand and the seal of said Court, the 4th day of December, A. D. 1866.

LUCIUS S. PECK, Clerk.