

THE MONTANA POST.

A Newspaper Devoted to the Mineral, Agricultural and Commercial Interests of Montana Territory.
VOL. V. NO. 1.

Historical Society of Montana.

HELENA, MONTANA, FRIDAY, SEPTEMBER 11, 1868

WHOLE NO. 210

The Montana Post.

Published Daily and Weekly
BY THE
Montana Post Publishing Company,
NO. 20 MAIN ST., HELENA,
GEO. H. PINNEY, MANAGER.

Address all Business Communications,
"MONTANA POST PUB. CO."
Address all Correspondence for Publication,
"EDITOR MONTANA POST"

CONTENTS.

PAGE 1.—Our Platform.—The Pacific Railroad Gridiron.—False Statements.—Liquor Selling to Indians.—The Central Pacific Railroad.—Germany has, occasionally, to receive aid at the hands of the government, in order that its hundreds of miners may be kept in employment. It is plain, then, that anything that has a tendency to decrease the actual cost of extracting ores from their vein deposits, will in the end give increased importance to that rapidly growing industry. From cannot but concur in the views entertained by one of our contemporaries, that before long there will be a substantial cheapening of the cost of cutting galleries, shafts, etc., in rock—a labor the most important in all mining operations. Let the cost of this work be reduced to one-fourth, or one-tenth its present rate, and scores, hundreds, aye, even thousands of veins could then be taken up and worked remuneratively. But as the case now stands, even with cheaper labor, they must remain undeveloped. The question then is, how is this reduction in cost to be brought about. We are told that by the use of machine drills the cost of driving some parts of the Mt. Carmel tunnel was reduced by at least two-thirds; also, that in the Hoosac tunnel the cost of taking out rock by means of machine drills was to that incurred by the old process of hand drilling as the ratio of 8 to 28; or, in other words, the cost of excavating a cubic yard of rock by the former method was only \$8, while by the latter it was \$28. It is true these improvements in methods of drilling have as yet been of no avail in legitimate mining work, but the fact that earnest, patient minds are at work solving the problem of adaptation, and that too, with more than an even chance of success, cheers us with the belief that, before long, the muscular power of the human arm, in sinking the drill, will be superseded by a far less costly agent.

But we are not to stop here. The days of ordinary powder as an explosive agent are likely, soon, to be numbered with the past. The use of Giant Powder is now to step in, as a very important element in reducing the aggregate cost of blasting operations. From experiments already carried out, it appears that, under some circumstances, there will be a saving of nearly one-half the expense in the employment of this powerful agent of explosion, and probably under all ordinary circumstances its use will be found to be at least more economical than that of common powder. Again, we have every reason to believe that in a short time we shall have an article of steel for the manufacture of drills far superior to any now in use. What with tungsten steel, manganese steel, chromium steel, silicon steel, boron steel, we must soon have an article far superior to any of the kinds now in use. We are already told of a kind, that, as an instrument for the purpose, has thirteen times the cutting capacity of an ordinary steel edge-tool. The signs of the times are, most assuredly, very hopeful. These separate influences, we make no doubt, are taking form, and will soon combine in the interest of mining industry, to the extent that, much that is now impossible will then become capable of the fullest realization.

OUR PLATFORM.

Unanimously adopted by the National Union Republican Convention—at Chicago May 21st, 1868.

First. We congratulate the country on the successful success of the reconstruction projects of Congress, as evinced by the adoption, in a majority of the States lately in rebellion, of constitutions securing equal civil and political rights to all, and regard it as the duty of the government to sustain these institutions and to prevent the people of such States from being remitted to a state of anarchy.

Second. The guarantee of Congress of equal suffrage to all loyal men at the South was deemed by every consideration of public policy, of gratitude, and of justice, and must be maintained, while the question of suffrage in all the loyal States properly belongs to the people of those States.

Third. We denounce all forms of repudiation as a national crime, and national honor requires the payment of the public indebtedness in the utmost good faith to all creditors, at home and abroad, not only according to the letter but the spirit of the laws under which it was contracted.

Fourth. It is due to the labor of the nation that taxation should be equalized, and reduced as rapidly as the national faith will permit.

Fifth. The national debt, contracted as it has been for the preservation of the Union for all time to come, should be extended over a fair period for redemption, and it is the duty of Congress to reduce the rates of interest wherever it can possibly be done.

Sixth. That the best policy to diminish our burden of debt is to improve our credit that capitalists will seek to loan us money at lower rates of interest than we now pay, and consent to pay no longer as a nation, in partial or total, open or covert, is threatened or suspected.

Seventh. The government of the United States should be administered with the strictest economy, and the expenditures which have been so shamefully misused and ostentatiously displayed by Andrew Johnson call loudly for radical reform.

Eighth. We profoundly deplore the untimely and tragic death of Abraham Lincoln, and regret the accession of Andrew Johnson to the Presidency, who has acted treacherously to the people who elected him and the cause he pledged to support; has usurped legislative and judicial functions; has refused to enforce the laws; has used his high office to aid other officers to ignore and violate the laws; has employed his executive power to seize the property, peace, liberty and life of the citizens; has abused the powers of his office; has denominated the National Union as a mere political party, and has persistently and corruptly refused every means in his power, and every proper attempt at the reconstruction of the States lately in rebellion; has perverted the public patronage into an engine of wholesale corruption, and has been justly impeached and expelled from office by the votes of thirty-five Senators.

Ninth. The doctrine of Great Britain and other European powers, that because a man is a subject he is always so, must be rejected at every hazard by the United States as a violation of the feudal times, not authorized by the laws of nations and at war with our national honor and independence. Naturalized citizens are entitled to be protected in all the rights of citizenship, "the asylum of the elective franchise, and no citizen of the United States, native or naturalized, must be liable to arrest and imprisonment by any foreign power for acts done or spoken in this country. And if so arrested and imprisoned, it is the duty of the government to interfere to his behalf.

Tenth. Of all who were faithful in the trials of the late war there were none entitled to more special honor than the brave soldiers and seamen who secured the victories, and campaign and crucial triumphs, and impelled their lives in the service of the country. The bounty and pensions provided by law for these brave defenders of the nation are obligations never to be forgotten. The widows and orphans of the gallant dead are the words of the people, a sacred legacy bequeathed to the nation's protecting care.

Eleventh. Foreign immigration, which in our country has added so much to the wealth and strength of this nation, "the asylum of the oppressed of all nations," should be fostered and encouraged by a liberal and just policy. Twelfth. This convention declares its sympathy with all the oppressed people who are struggling for their rights.

On motion of Gen. Geo. Schurz, the following additional resolutions were unanimously adopted as part of the platform:

Resolved, That we highly commend the spirit of magnanimity and forbearance which the men who have served in the rebel army, but now frankly and honestly co-operate with us in restoring the peace of the country, and reconstructing the Southern States, have shown upon the basis of impartial justice and equal rights, are received back into the bosom of the loyal people; and we favor the removal of the disabilities and restrictions imposed upon the late rebels in the measure as their spirit of loyalty will warrant, and as may be consistent with the safety of the loyal people.

Resolved, That we recognize the great principle laid down in the Memorial Declaration of Independence as the true foundation of democratic government, and we hail with pleasure every effort to give every inch of soil a living reality, and every man an American.

THE RAILROAD GRIDIRON.

The central bar of the railroad gridiron which is in process of manufacture for Western America is nearly completed, and projects for the construction of the auxiliary bars are already receiving considerable attention. The upper one of these, running east and west, is to be the N. P. R. R., the one in which we of Montana are most deeply interested, and which will, doubtless, connect Helena with Lake Superior on the one hand, and Puget Sound on the other. The lower bar, the Southern Road, will probably be the last built, but is already receiving renewed attention, especially from the people of San Francisco. It will open up a large extent of country believed to be rich in mines, but which is now almost uninhabited by whites on account of the presence of hostile Indians. Of the cross bars, and of which we propose more particularly to speak, the most westerly, will doubtless follow down the Pacific coast from the terminus of the N. P. R. R. on Puget Sound, through Portland, the rich valley of the Willamette, to San Francisco, there connecting with the Central road, and thence to the terminus of the Southern road in the lower portion of the State of California. A scheme for the construction of a portion of this western bar is already agitated, a proposition asking for a subsidy for it having been presented to Congress by the Hon. Rufus Mallory, Representative from Oregon. It is thought that the aid asked will be granted early in the next session. The branch road at present contemplated is one which shall connect Portland with San Francisco. In this enterprise the Central P. R. R. takes especial interest from the fact that it thinks that by the building of this branch it will be enabled to head off the U. P. R. R., which is striving to make itself independent of the Central by the construction of a road from some point near Salt Lake through Idaho to Umatilla, on the Columbia. With this latter road built, the U. P. R. R. could run its cars the entire distance to the Pacific waters without once touching the rails of the Central road, an idea which strikes the Californians more forcibly than pleasantly. We have faith to believe that the road from Portland to San Francisco, through the rich and populous country which it would traverse will be first built, and that the branch through Idaho will therefore be abandoned, and the unfavorable influence which it would have on the N. P. R. R. be thus avoided. The easterly bar of the gridiron may be purely imaginary, still, we conceive that one it will eventually be constructed, and that it will leave the Northern Pacific Railroad at Helena, pass near or through Virginia city, cross the U. P. R. R. at Salt Lake, and connect with the southern road at some point on the navigable waters of the Colorado river. A line has been already projected from the central portion of the State of Nevada to the head of navigation on the Colorado River, but the length of this line would be fully equal to one from Salt Lake, and would have no advantage over the road suggested by us, in the country through which it passed; besides, we may suppose that the U. P. R. R. would not rest content to see the Central road monopolize all the branches, and that finding itself headed on its Idaho branch scheme, it would turn its attention to the Colorado project. The length of the road from Salt Lake to the head of navigation on the Colorado river, would be about the same as from Salt Lake to Helena. The road would pass through the most populous and best cultivated portions of Utah which lie south of Salt Lake, and would form a connecting link between the mines of Montana and those of Arizona and Mexico, and would, we believe, cause a large influx into this Territory from those southern regions, besides bringing us all the productions and luxuries of the tropics and of Utah. That a central North and South line will be constructed at a no distant day, we believe, but whether it will run entirely west of the main range through Nevada and Idaho, or partially east of it through Montana and Utah, we cannot predict. We hope that it will pursue neither the one course or the other, until after the construction of the North-Pacific Railroad, and then we shall gladly see any exhibition of enterprise by the Union line which shall connect us with Utah and the Colorado river, before the Central road can have the opportunity to do any similar service for Idaho and Nevada. With the roads mentioned complete, we should have the country well "gridironed" by main lines, and Western America would soon be settled by a large population that should, by their varied industries, add im-

mensely to the wealth of the nation, and lay the foundation of powerful States. There would be no more talk of "going back to civilization," for civilization would be with us and everywhere around us, and the State of Montana, rich and thriving, would be no longer "out of the world," but serving up riches and luxuries to its people on the railroad gridiron.

FALSE STATEMENTS.

We find false statements concerning the present condition of Montana floating numerous through our exchanges. One of the latest of these comes to us in an Idaho paper with the caption, "Hard Times," and reads as follows:

The editor of the Lewiston Journal has been sending a private letter from a merchant in Montana, in which it is stated very hard times prevailed in business circles. Some of the largest St. Louis branch houses in the chief cities had failed, other houses were shaky, mining was falling off, and goods were selling at States' cost, with only freight charge added.

To all living in this Territory the above statements are manifestly false. No large houses, whether St. Louis branches or not, have failed, and we are not aware that any of our merchants are shaky. On the contrary, we do not believe that there can be found in any community the same number of business men that we have in Montana that are, as a class, more worthy of being trusted. But the most patent falsehood contained in this letter is that with relation to the prices obtained for goods. A simple reference to our market report in which the quotations are jobbing rates and given in gold, will show that our merchants are making better profits than can be obtained in almost any other portion of the United States. Flour, which is probably as low as almost any article in the market, is being sold for the same price in gold as it can be laid down here for in greenbacks, thus securing to our merchants a profit of twenty five per cent. Sugars which sell in the States at fifteen cents per pound, and which do not cost over twenty-five cents laid down here, are selling for forty cents in gold or fifty cents in greenbacks. Syrups which can be obtained East at a dollar and a quarter per gallon, are here bringing three dollars and a half in currency. And so we could go through the entire list and show that our merchants, so far from selling for cost, with freights added, are making good profits. But while they are making good profits, this report concerning their insolvent condition and the ruinous aspect of their business goes abroad through a private letter to Lewiston, and has already commenced its travels through the newspapers of the Territories and will eventually find its way over the whole country. From the simple fact that it contains an unexpected announcement it will be seized upon by every paper in the land, especially if published in those portions of it which are jealous of our prosperity, and will be expatiated upon as proof positive that Montana has proven a failure. Our readers will see what an immense deal of mischief it may do to our Territory and its people. Not only will it discourage immigration, one of the least to be dreaded of its consequences, but it will injure the credit of our merchants wherever it may be circulated. We have therefore felt called upon to denounce it, and all similar reports as falsehoods. We do not doubt that the editor of the Lewiston Journal received the letter referred to, for we have known of such being written by that class of malcontents who never tire of cursing the country. We have seen these individuals, whose principal occupation consists in sponging drinks, basking creditors, and patronizing free lunch tables, as they have been attempting to navigate our streets with a too heavy cargo of liquor on board. In saying to tack, they are thrown upon their "beam ends," and in their drunken wrath spit out the most hostile maledictions upon the country, evidently regarding it as the fault of the Territory that they are not enabled to be drunk and walk straight at the same time. These are the men who are too lazy to work, and then curse the country because they do not make money; that are the authors of such private letters as that received by the editor of the Journal. All we have to say to them, is, "If you do not like Montana, quit it." You are not desirable members of society, and no one is anxious for you to remain here. Go down to Walla Walla, where you can, if you are lucky, get two dollars per day for harvesting, instead of five or six dollars here; or go to the end of the railroad, where the Company will pay you three dollars a day, and board you for six dollars per week, leaving you two dollars per day in currency as the result of your labors. Stand not upon the order of your

going, but go at once. In the expressive language of the country, 'no one is holding you.'

LIQUOR SELLING TO INDIANS.

Of all the crimes of which those living on the borders can be guilty, that of trading liquor to Indians is among the greatest. Frequently followed, as it is, by a train of robbery and murder, it is a crime second only to murder itself in magnitude, and yet we hear of its commission in numerous portions of the Territory. Even those striving to make peace with the Indians are followed by these whisky traders who would, for their own gain, place innocent lives in jeopardy. Numerous instances of trading liquor to Indians have come to our knowledge from the Benton road, and we also hear of them from the vicinity of Bear Gulch, where two hundred drunken Indians are rendering themselves odious, not to say dangerous to the whites. To prevent the commission of this crime, the officers of the United States are doing all in their power, but it is still almost impossible to capture the whisky traders or to convict them after they are captured, so difficult is it to procure testimony, especially when the principal witnesses are the Indians themselves. It is therefore right that our citizens should, in every possible manner, aid the officers and give them all the information that they can with regard to any suspected parties, for by so doing they will only be providing for their own protection. The laws of Congress authorize two years imprisonment, a fine of five hundred dollars and a confiscation of property, as a punishment for any one who may dispose of liquor to the Indians, and we hope to see the law so rigidly enforced that this whisky traffic with the savages may soon be broken up. A large band of the Nez Perce will probably be in this vicinity in a few days. The temptation to obtain dollars' worth of goods for cents' worth of whisky will be hard to resist by some, but we warn such that the eye of the law is on them, and that if they allow themselves to be governed by their desires, they will not escape the clutches of the officers. That any who may indulge their greed for gain, by thus inciting the Indians to murder and robbery, may be visited with the full penalty of the law, is the wish of all good citizens.

Forged Bank Notes—A Startling Disclosure.

The New York Journal of Commerce brings to light a very important fact in reference to counterfeit national bank notes. A prominent bank of that city some time ago, received on deposit a \$50 note of the First National Bank of New Jersey, and sent it to that bank for redemption. The officer of that bank, upon receiving it, saying that the signature was forged! The plate being genuine, and the bill bearing the Treasury stamp, there was no possible way for the public to guard against the fraud, and the holders of the note sent it on to the treasury department at Washington to ask who would father the loss. The following is the reply:

OFFICE OF THE COMPTROLLER OF CURRENCY, WASHINGTON, June 25, 1868.

Sir:—Your letter of 23d inst. received, inclosing \$50 national currency note of the First National Bank of Jersey City, N. J. (check letter A. treasury, No. 19,600), the same bearing forged signatures of the President and Cashier of that bank.

In reply to your request for an opinion from this office, as to who must bear the loss, I can only state that in my judgment the loss must rest upon the party who deposited the note at your bank, until such party can be relieved through acceptance by the preceding holder, and so on from hand to hand, as prior holders can be ascertained.

The fact is established that this impression of \$50 was surreptitiously taken from this office. At present, however, no provision of law, nor money appropriation exists, to enable this department to redeem the note or indemnify its holder.

The \$50 note referred to is returned herewith.

Very respectfully,
H. R. HULBERT, Comptroller.

The Journal adds: "This is a startling disclosure. The whole impression of the \$50 issue of the bank in question has been taken 'surreptitiously' from the Comptroller's Department. Has any wide public announcement been made of this fact? Have bankers and others all over the country been cautioned not to take any \$50 notes of the First National Bank of Jersey City? or has the department concealed this loss, and left the public wholly at the mercy of the purloiners of these bills? For a moment's consideration will show that the notes being genuine and complete in all but the signatures, there is absolutely no protection against their successful issue. The signatures appended by the rogue who holds them need not even be an imitation of the officers' names—no one looks at anything but the plate and the treasury stamp.

We may also add that the Government will be obliged to make an appropriation to redeem these issues, bearing its official stamp, and the sooner the department takes some steps for the protection of itself and the public the better for all concerned."

THE CENTRAL PACIFIC RAILROAD.

The San Francisco Times gives an elaborate history and description of it, a summary of which appears in the Salt Lake Telegraph. We have only space in which to briefly state a few points. In 1848 Col. Benton introduced a bill in the United States Senate providing for the construction of such a road as the one referred to. It failed to pass. In 1859-60 parties explored the Sierras for a plausible route and the Donner Lake Pass was selected as the most favorable. In 1861 the Central Pacific Railroad Company of California was organized, with authority to construct a road to the eastern boundary of the State as a part of the great route. In 1862 Congress passed the Pacific Railroad act, authorizing the construction of a continuous line of railroad and telegraph from the Missouri River to the Pacific Ocean. The U. P. R. R. was to build the eastern portion, and the C. P. R. R. the western, each company to extend its line until a junction should be formed with the other. The aid rendered by the government is thus stated:

Congress, after granting a free right of way to a strip of land four hundred feet in width across all government lands, authorized an issue of government bonds, amounting in the aggregate to about half the estimated cost of building the road, and further granted to the company, in absolute gift, ten alternate sections (12,500 acres) per mile, on each side of the line, of the public lands, and the privilege of using coal, iron etc. from the territories through which the line passes. They were also entitled to receive, upon the completion of continuous sections of twenty miles, the bonds of the United States Government in the following proportions: between the Missouri river and the east base of the Rocky Mountains, (about 650 miles) \$16,000 per mile; across the Rocky Mountains (150 miles) \$45,000 per mile; thence across the Great Basin (900 miles) \$32,000 per mile; across the Sierra Nevada Mountains (100 miles) \$48,000 per mile, and thence to San Francisco (about 120 miles) \$16,000 per mile. The Government obligated itself to extinguish the Indian title to all lands donated to the Central Pacific Railroad Company, either for the right of way or to the land granted on either side of the road. It was provided in the bill that within two years after the passage of this Act said company shall designate the general route of its road, as near as may be, and file a map of the same in the Department of the Interior, whereupon the Secretary of the Interior shall cause the lands within fifteen miles of said designated route, to be withdrawn from pre-emption, private entry and sale; and when any portion of said route shall be finally located, the Secretary of the Interior shall cause the lands hereupon granted to be surveyed and set off, as fast as may be necessary, for the purposes herein named. The United States bonds granted to the company run for thirty years, and draw interest at the rate of six per cent, payable semi-annually, by the government; and unlike the twenty-year bonds, which are redeemable after five years, at the option of the Government, these cannot be redeemed until the term for which they were granted, namely, thirty years, has expired.

In addition to this, the State of California assumed the payment of the interest on one and a half millions of the company's bonds for twenty years. San Francisco donated \$400,000 in her bonds; Sacramento donated \$300,000 worth of her land—and stock subscriptions to the amount of \$4,000,000 have been received. Acceptance of conditions was filed by the C. P. R. R. in December, 1862. The first twenty mile section was finished in August, 1865. The road is now being constructed with great activity, and the race with the U. P. R. R. has become in the highest degree exciting. Our readers can well understand the cause for this rivalry when they remember that the more road each builds the more lands and bonds it receives. Charges are made, indeed, that the spirit of competition has become so great that the contractors are slighting their work in a criminal manner. That this may have been done in some cases, we have no doubt; but that the road, taken as a whole, is one of the best in the country we believe. Certainly, it cannot complain that it has not received sufficient aid from the people, and it should, in return, give them a great inter-oceanic highway which shall be worthy of the nation.

THE OLD AND THE NEW IN MINING.

Under this caption the Journal of Mining of the 27th ult. makes some interesting and suggestive remarks, showing the improvements that have been made in the past, and that are likely to be made in the future, in the manner of extracting ores from the earth. Centuries ago, slow and exhausting labor with the hammer and chisel alone, hewed out, inch by inch, the galleries which followed the metalliferous veins. All this has now been changed, the explosive force of gunpowder having worked a complete revolution. But there must be a very great cheapening of the process of mining," says the Journal, "before the great mass of our western veins can be worked at a profit."

It is not the lessening of the rates of labor, cost of living, and raw material, alone, that can effect that end. There are many mines in the various districts of Germany that, with rates of labor as low as twenty-five or thirty cents a day, can pay no dividends. The best conducted mine in the Freiberg district of

Germany has, occasionally, to receive aid at the hands of the government, in order that its hundreds of miners may be kept in employment. It is plain, then, that anything that has a tendency to decrease the actual cost of extracting ores from their vein deposits, will in the end give increased importance to that rapidly growing industry. From cannot but concur in the views entertained by one of our contemporaries, that before long there will be a substantial cheapening of the cost of cutting galleries, shafts, etc., in rock—a labor the most important in all mining operations. Let the cost of this work be reduced to one-fourth, or one-tenth its present rate, and scores, hundreds, aye, even thousands of veins could then be taken up and worked remuneratively. But as the case now stands, even with cheaper labor, they must remain undeveloped. The question then is, how is this reduction in cost to be brought about. We are told that by the use of machine drills the cost of driving some parts of the Mt. Carmel tunnel was reduced by at least two-thirds; also, that in the Hoosac tunnel the cost of taking out rock by means of machine drills was to that incurred by the old process of hand drilling as the ratio of 8 to 28; or, in other words, the cost of excavating a cubic yard of rock by the former method was only \$8, while by the latter it was \$28. It is true these improvements in methods of drilling have as yet been of no avail in legitimate mining work, but the fact that earnest, patient minds are at work solving the problem of adaptation, and that too, with more than an even chance of success, cheers us with the belief that, before long, the muscular power of the human arm, in sinking the drill, will be superseded by a far less costly agent.

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A CHANGE FOR THE WORSE.

In its last issue, our Independent friend, the comic paper of Deer Lodge, exchanges its side-splitting, ridiculous character for downright dullness. Evidently fearing, without sufficient grounds however, that some few of its readers might have mistaken its jokes for attempts at sensible journalism, it thinks of abandoning the comedy business and devoting its columns to logical paragraphs. Don't do it, Rogers, for as a comedy journal alone can your paper be appreciated. Stick to comedy, my boy! It is your forte!

NITRO-GLYCERINE AT THE HOOSAC TUNNEL.—A correspondent writes: "Nitro-glycerine has been used only a few days, but has achieved a marked success." It is prepared by G. W. Mowbray & Co., on the spot, that is, above ground, and is brought down, a charge at a time, as it is wanted. The makers claim that the danger of premature explosion in ordinary nitro-glycerine is occasioned by a decomposition resulting from being kept a long time, and carried a considerable distance; and that when prepared on the spot, and at the time, it is less dangerous than powder. And I must say that though at first a little nervous at being in the same hole with that far-famed fulminate, I was delighted with the expedient. It certainly has a great superiority in its effects. The trouble with powder is, that it does not blow out the rock to the depth of the hole drilled. Nitro-glycerine is like a regular old-fashioned turkey for getting at the roots of things. It tears the rock out from the very bottom of the hole, and so saves just that amount of drilling. The charges are all exploded at the west end by electricity. The workmen draw back the drilling machines and their carriages behind rude but strong doors, place one hundred and fifty to two hundred feet back, when the electric spark is excited, and a terrific noise is succeeded by the patter of small stones and the grinding of big ones on the heavy timbers."—Journal of Mining.

THAT YELL.—The Mobile Register

(Seymour and Blair), speaking of the rebel yell in Tammany Hall when the selection of Seymour was announced, says: "How clear that note used to ring upon the air at Vicksburg of a night in years long past! And who that heard it, or heard of it, will ever forget the rattle it sent to the Mexicans when Jefferson Davis' Mississippians pealed it forth at the welcome order to charge on the works at Monterey. You can read it aow in the Mississippi papers as they recount the incidents of their recent victory over violence and fraud, and it will make the air resonant from the Rio Grande to the Potomac, at the last irresistible charge next November, cheering the hearts of our Democratic friends, and chilling those of our opponents. Stand for that yell!"

Boys in blue, do you train in this crowd?"

Gov. Hall, of Colorado, has issued a proclamation calling for fifty good fighting men to serve against the Indians. They had a meeting on the 29th ult. and enrolled a company on short notice, which was to leave next morning. They will soon drive off the hostile Indians, and now they have set about it.