VALLEY RAILROAD PLANS

Official Notice That the Work of Grading Will Commence in a Few Days.

Butte People Not Interested in Surveying a Line to Boise City, Idaho.

How Jay Gould Beat the Record for Fast Traveling—Important Decision By a Chicago Judge.

Those people who have scented the reliability of the news that work on the Valley railroad would be commenced in a little while, will have the evidence of its trustworthiness before their very eyes before many days. The tie contractors have completed their work and just as soon as the ties can be laid down in Helena the work of grading will be commenced. This will be not later than next week. This is official and is but the beginning of an era of railway building which will exceed anything in extent heretofore done in Montana.

Butte Lacks Enterprise.

Jas. A. Murray, talking to an Inter Mountain reporter about the proposition of the Boise City board of trade to bear one-half of the expense of a survey for a line of railroad between Butte and Boise, said:

"I was greatly surprised when I read that O. L. Miller, the Boise City man, did not make a success of his subscription for the survey between here and Boise. I would have given $250 myself, but nobody came near me. I am still further surprised that no more interest was manifested in the matter. The people do not seem to realize the importance of the project. I know every foot of ground over which the road would go. It would pass through the greatest undeveloped gold country now in the United States. It would make a new avenue to the mining industry. It would go along Warm Spring creek across the mountains in the Mineral Hill country; thence along Salmon river and on a level plain to Boise. Once there, it would not be twelve months until the line would be extended to San Francisco, as the route is almost level as a floor. If the people of Butte want to make this a big town they should show a better spirit of enterprise than they illustrated in this matter. They should subscribe $5,000 and let Boise do the same."

"As far as Fairhaven and the other boom towns on the sound are concerned," said Mr. Murray, "my experience with them is that there is nothing there but wind and water, and real estate men furnish the wind. I thought I was smart. It cost me just $50,000. It's all in Fairhaven, and I never expect to get it out. After this Montana will be good enough for me."

Now let the Boise board of trade authorize Mr. Miller to come and see the Helena people about this scheme.

Gould Beat the Record.

Jay Gould's phenomenal run from the Missouri river to Chicago over the Chicago & Northwestern, is is still the theme of conversation in railroad circles. Many splendid runs have been made on American roads, but never before was the terrific speed of 102 miles an hour attained with steam as a motive power. In 1884 J. D. Layng, general manager of the West Shore, then acknowledged to have the finest railway in the world, took a Rogers locomotive on the most favorable part of the track succeeded in making eighty-two miles an hour. It is said that on the United railroads of New Jersey, part of the Pennsylvania, a speed of ninety-two miles an hour was once attained, and that about the same time was made on the Central railroad of New Jersey. For long distance running the Gould special has earned the palm. Superintendent Miller, of the Galena division of the Chicago & Northwestern, has submitted a report of the wonderful run to the general manager's office. The time given on this report was taken by watches on the train.

It shows the total distance passed over to have been 352 miles. The entire time consumed in making this run, including dead time or time consumed in stoppages for one thing or another, was 425 minutes. The dead time amounted to 28⅓ minutes, so that the time actually consumed in running was 396⅔ minutes, or an average rate for the distance of a mile in 1, 89-704 minutes. These figures show that the Galena division of the Northwestern is one of the best pieces of roadbed in the country, as it would have been impossible to maintain such speed on any road that was not in first-class physical condition.

At any rate everybody agrees that the fastest time on the run was made from La Fox to Geneva. Some railroad officials say that 102 miles an hour or even seventy miles an hour is impossible on account of back pressure, while others admit that eighty to ninety miles an hour can be made under favorable circumstances. When Mr. Layng broke the record with a speed of eighty-two miles an hour in 1884 many people said there must be a mistake and refused to believe it until a few years later when that record was broken.

Some may think that this run was dangerous, but it was not. One hour before the train reached each section the track was carefully examined and every main line switch was put under guard. Crossings were guarded on both sides. In the car the fast motion was not noticed, and the remarkably fast time between Elmhurst and Geneva was not suspected as the train glided rapidly over the level road, which has few curves or grades and is ballasted with picked gravel, now the standard for roadbeds on the leading railways of the world, as it is more elastic and will stand a greater strain with less racking than crushed rock. During the rapid ride Mr. Gould frequently remarked the ease with which the special moved and complemented the Northwestern management highly, George Gould even shaved himself while the world-beating record was being made.

Iron-Clad Tickets Sustained.

Last Friday, Judge Driggs, of Chicago rendered a decision which is of much interest to those who purchase scalped tickets. The case was that of Peter S. Peterson against the Southern Pacific company, and the judge instructed the jury to return a verdict for the defendant. Peterson sued for $25,000 damages for being put off a train at Carlin after he had presented a ticket to the conductor, purchased from a scalper, to carry him from Sacramento, Cal., to New Orleans. The conductor took up the ticket, claiming that the name of E. Weinberg had been erased and that of Peterson's substituted, and ejected him from the car. The seventh clause of the ticket reads: "It is not transferable, and if presented by any other person than the one named herein, the conductor or agent at the point of exchange will take it up and collect full fare." For the plaintiff it was argued that there was no erasure of a name; that the ticket was not transferred from the man whose name it contained, and even if the ticket was transferred from the original purchaser the company had no right to eject plaintiff until he reached the point of exchange, where the agent could collect full fare, as provided by the contract on the back of the ticket. The defense contended that the company never made a contract with Peterson, as he never paid the company any consideration, and, therefore, it was under no obligation to him as merely a holder of the ticket. The court took this view of the case, and an appeal was prayed by the plaintiff.

Cheap Tickets Proposed.

It is said the Northern Pacific proposes to at once adopt a new style of local or commutation tickets, the rate being two and two and one-half cents per mile to local points. These tickets will be sold for ten, twenty-five or fifty trips, and can be used by anybody. They will also be made so as to serve parties of five or ten persons. The idea has been adopted elsewhere for some time, and has been considered advisable to adopt by the Northern Pacific.

Foster-Hook kid gloves, $1.25, at Brunell's.

See the assortment of useful household goods on the bargain counters at The Bee Hive.

Bargains at The Bee Hive.

CASTLE DISTRICT.

A Talk With One of the Yellowstone Owners.

It was the immense sand carbonate deposits that were discovered in Fryer hill that caused such an excitement and rush to Leadville in early days. These deposits reached from near the grass roots only to a short depth. In the case of the Little Chief they did not descend over 150 feet, while in Castle they are known to reach a depth of 400 feet, as in the Cumberland. The seventy-foot body of ore disclosed on that level in that mine at least forty-five feet in sand carbonates. The Yellowstone, in Castle, on the 100-foot level, possesses the finest showing at that depth of any mine in that whole district. One of the bodies of ore in which the station is cut is not less than thirty-five feet between walls. On this same level in the south drift there is another body of mineral forty feet wide on which a raise has been made of thirty-five feet. It is the intention as soon as the smelter starts belonging to this company, to continue this raise to the surface. A portion of these great ore bodies is sand carbonates. The balance is hard carbonates.

Mr. Ike Hensley, who has had the management of this great mine since its discovery by himself and his brothers, has been in Helena the past few days, on his way to the coast for a month. In speaking of the Yellowstone he said: "Within the last week we have had some fine mineral disclosures in the Yellowstone. While making the raise from the 200-foot level to the 100, we encountered a lode of sand carbonates, that will run about thirty ounces in silver and about 70 per cent. in lead. When I left there on Saturday we had croscut it for a distance of thirty feet and had not got through it. On the 200-foot level a short distance from where we commenced this raise, we have another large body of the same character of ore. We have prospected the ore body on this second level enough to know that it forms a curve, as we have cut in both the north and west drifts. On this level we have at least 12,000 tons of the finest kind of ore in sight, which will keep our forty ton smelter running about a year. On the three hundred foot level we expect shortly to reach the same ore body we have on the second level. We intend at once to sink a hundred additional feet, which will give us a depth of 400 feet. At once we will place in position another five-inch discharge pump. We will begin working very soon the California, Great Western and American mines. Our smelter will start up about the 1st of June. The town of Castle now has a population of something over 1,000. I really believe that our two smelters and the amount of work that will be done there this season is enough to give us a population of about 5,000. With a railroad there is no telling what a large city we will shortly have."

All kinds of yarns at The Bee Hive.

Full line of counter goods just received at The Bee Hive, at 5c., 15c., 15c., 20c. and 25c.

For a first-class meal, go to the Helena Cafe.

PERSONAL.

A. J. Davis, of Butte, is at The Helena.

Judge W. I. Linnincott, of Butte, is in the city on legal business.

J. A. Robinson and E. G. McClay, of Great Falls, are at The Merchants.

Gov. Toole is detained at his home with a cold, but is expected at his office in a few days.

Dr. J. S. Moody, of Butte, is in the city to attend the meeting of the State Medical society.

Gov. S. T. Hauser and family will return to Helena this afternoon over the Northern Pacific.

Manager John Maguire left for Bozeman yesterday on business connected with the opera house in that city.

Engineer Leonard, of Butte, formerly city editor of the Inter-Mountain, is shaking hands with his Helena friends.

O. M. Peterson, editor and manager of the Norwegian-Danish Illustrated Husbibliothek of Chicago, is in the city.

Col. Jno. A. Keating, Prof. Jos. Gans and D. G. Sullivan, Esq., representing a Helena mining syndicate, left yesterday for Nevada.

John Diebe arrived last night from Bremen and will remain in Helena, after a two years' absence in Germany. Mr. Diebe was the first leader of the German brass band of this city.

Mr. Henry Bratnober, who arranged the purchase of the big De Lamar property, is in the city again after an extended absence. He says the mine is looking as well as could be hoped for in every way. Mr. Bratnober will remain in town a week or ten days.

Mr. Timothy Crowley, of Helena, and Miss Mary Falvey, of Bandon, Ireland, were united in marriage yesterday morning at the Catholic cathedral in the presence of a friends. They will go to Philipsburg, where the groom is established in business. The bride arrived from Ireland Monday morning.

Will Arrive To-day.

The following passengers will arrive today on the west bound Northern Pacific: J. R. Mead, N. T. Langford, Gov. S. T. Hauser and family, Julius Simonson.

Arrivals at the Grand Central.

W. S. Stansipe, G. N. Ry.
John J. Painton, Marysville.
Bert Ford, Minneapolis.
J. R. Whitmire, Blossburg.
Peter Murphy, Canyon Creek.
August Hornschul, Milwaukee.
B. Masslich, Chicago.
Nat McGriffin, Sand Coulee.
O. E. Lundquist, Blossburg.
G. F. Arndt, New York.
J. J. Gehring, Whitehall.
J. J. Ellenberg, White Sulphur Springs.
J. K. Lewis, Wickes.
W. P. Willey, Seven Up Pete.
Robt. Corbett, Boulder.
Geo. Henderson, G. N. R. R.
Allen Kennedy, Avon.
J. L. Cox, Miles City.
H. W. Brown, Cincinnati.
A. G. Lombard, Hogan.
A. J. Hamilton, Neihart.
W. D. Smith, Miles City.
Wm. Coyne, Rimini.
Jas. W. Scully, Milwaukee.
E. W. Brooke, Whitehall.
Oscar A. Sparta, St. Louis.
G. E. Rogers, Ohio.

Arrivals at The Helena.

A. J. Davis, Butte.
J. H. Wheatfield, New York.
J. H. Schollenburg, San Francisco.
F. N. Torrey, Detroit.
Sam T. Green, Hartford, Conn.
Geo. S. S. Taylor, Philadelphia.
H. N. Cobb, St. Paul.
W. R. Southarde, "
Capt. John Pengilly, Minnesota.
E. H. Northrop, St. Paul.
A. S. Nichols, Chicago.
F. L. Daggett, St. Paul.
A. C. Sheldon, Portland.
Stanley Gladson, St. Louis.
Kent Chambliss, Philadelphia.
H. W. Brown, Curtis, Ohio.
Adam Gray, Chicago.
Ed. Crassmoot, Philadelphia.
H. S. Hyatt, Townsend.
J. S. Moody, Butte.
W. R. Lippencott, Butte.
Frank M. Leonard, "
A. A. Kraft, Seattle.
Chas. Kimball and wife, Boston.

Arrivals at The New Merchants.

A. H. Adams, St. Paul.
F. C. Sharp and wife, Tacoma.
C. G. Birdseye, Avon.
F. B. Gilmore, Omaha.
J. A. Robinson, Great Falls.
C. Cobb, Bozeman.
Jno. Furth, Missoula.
M. C. Nash, Rimini.
S. G. Wild, "
J. Vassar, "
S. Mackay, "
H. Killran, "
Lees Taylor, "
Sam Bundock, Livingston.
Dr. E. J. Leonard, Butte
G. O. Foss, Livingston.
W. H. Richards, Helena.
F. M. Lepper, Benton.
C. W. Stifflold, Andover, S. D.
W. R. Drew, Livingston.
Henry Bratnober, De Lamar.
Mrs. W. P. Dodge, Placer.
E. C. Maclay, Great Falls.
A. L. Dulaney, Rimini.
J. Schreiner, "
T. Nilligan, "
L. Hegeman, "
J. Patterson, "
O. T. Weiman, "
Wallace Hope, "
Gen. H. T. Theban, New York.
J. E. Dike, Livingston.
Chas. Richards, Walla Walla.
B. F. O'Neal, Benton.
H. W. James, Battle.

THE DAMAGES TOO GREAT

Judge Buck Revises the Jury's Verdict in the George Bell Case.

The Successful Suitor Given Choice of $500 or a New Trial.

Suing the City for $5,000—Thomas C. Power Against B. O. Lenoir—United States Court.

Judge Buck served notices very plainly yesterday that excessive damages will not be allowed in his department of the district court. The arguments in the damage case of George Bell against the Helena Street Railway company were completed yesterday morning, and the matter turned over to the jury. They were out but a short time, and returned with a unanimous verdict in favor of Bell, and fixed the damages at $2,500. The jury was discharged as soon as Foreman Joe Davis handed in the verdict, and the other jurymen had announced that it was their finding. But that was not the end of the matter. A few minutes later Judge Buck issued an order to the effect that "it appears to the court that the verdict finds for the plaintiff an amount of damages which is excessive and not justified by the evidence. It is ordered that unless the plaintiff files in court within thirty-six hours his consent in writing that a judgment of $500 and costs be entered in full settlement and remitting all in excess of that amount, the verdict will be set aside and a new trial granted." The judge made no remarks. Bell was injured in November, 1889, by a street car running into his buggy.

The case of Sarah Gilmore against the city of Helena was began before Judge Buck and was still on trial when the court adjourned. It is a suit for $5,000 damages sustained by the plaintiff falling on the ice on Broadway near Warren street, in front of the Denver block. Robert B. Smith represents the city and S. A. Ballet the plaintiff.

Power vs. Lenoir.

The suit of T. C. Power against B. O. Lenoir was begun before Judge Hunt in the first department of the district court yesterday. Power sues Lenoir for $1,900, rent of rooms in the Steamboat block, for six months to November, 1890. Suit was brought to collect the rent before the six months were up, on the ground that Lenoir was disposing of his property. Lenoir resists payment on the ground that his lease had not expired when the suit was brought. Thos. D. Penny and R. G. Davis appear for Lenoir, and J. A. Walsh and C. C. Newman for Power.

United States Circuit Court.

A. A. Wenham vs. W. S. Switzer. Motion to dismiss complaint set for hearing May 4.

St. Paul, Minneapolis & Manitoba Railroad company vs. J. D. Taylor. Plaintiff given thirty days to file affidavit.

St. Paul, Minneapolis & Manitoba Railroad company vs. J. H. Billings. Time for filing affidavit extended to thirty days.

St. Paul, Minneapolis & Manitoba Railroad company vs. E. A. Johnson. Time for filing affidavit extended to thirty days.

District Court.

Department 2.

Brandagee Bros. vs. James B. Lewis et ux. Judgment for plaintiff by default for $2,126.21 and $212 attorney fees.

E. S. French et al vs. J. R. J. McDonald. Dismissed as settled.

JOTTINGS ABOUT TOWN.

Dr. Holden delivered an entertaining lecture on Heredity at Adams' hall.

Richard Lockey has sold to Fred Daniels a lot 50 by 140 feet in the Lockey addition for $650.

A man who was selling pieces of petrified wood attracted some attention on Main street yesterday.

Mr. Duncan Dingnall and Miss Lodema E. Bingham, of New Chicago, were married on Monday by Rev. T. V. Moore.

The sale by the Ladies' Aid society of the Presbyterian church yesterday afternoon and evening, was a pleasant affair and was well attended.

The test of the fire extinguisher in front of the city hall last night was quite sucessful. A fire among a lot of boards was put out in a few seconds.

The State Medical association will meet at the city hall to-day for its annual session. Papers will be read and matters of general interest to the profession will be freely discussed. It is expected that the attendance will be larger than usual.

There is a proposition from several public spirited musicians to arrange a series of open air concerts on Sunday afternoons at Court House square. It is hoped that little difficulty will be found in securing the necessary subscriptions.

All interested in elocution and voice culture are invited to listen to Prof. Harry C. Franck, A. M., who will address the students of the Helena Business college this afternoon at three o'clock at the college. The professor's recitations will be exceedingly interesting. The public is invited. Admission will be free.

The members of the King's Sons held an interesting debate at the Y. M. C. A. rooms last evening. The participants were Mr. [illegible] G. Showell and Mr. Edward A. Kelsey on the affirmative, and Mr. Paul A. Adams and Mr. Bradford Ellis on the negative of the question, "Resolved, That iron is more essential than gold." The debate was decided in favor of the affirmation.

MORE TRUTH THAN POETRY.

The Rhyme of the Funny Man Conveys a Lesson.

He taught his wife the sin of dress
With eloquence and power,
And then played billiards all day long
At sixty cents an hour,

There is ofttimes more truth than poetry in the doggerel of the paragrapher. Allowing time for meals, this gentleman must have spent about fourteen hours out of the twenty-four knocking the balls about. At sixty cents an hour he would have wasted $8.40 in a day. Just think of all the pretty things his wife and children could have bought at Raleigh & Clarke's with that sum! And in a week nearly $60! Whew! but he ought to have been ashamed of himself.

If you have any clothing or furs that need making over or repaired and cleaned in first class order, send them to L. Robinson, the practical tailor and furrier, 14 Main street, over I. X. L. Bazaar, Helena.

Men's summer underwear at $1 per suit, worth $2, at The Bee Hive.

Ladies' and children's black silk gloves, a beautiful line, just in. Brunell & Co.

The World Enriched.

The facilities of the present day for the production of everything that will conduce to the material welfare and comfort of mankind are almost unlimited and when Syrup of Figs was first produced the world was enriched with the only perfect laxative known, as it is the only remedy which is truly pleasing and refreshing to the taste and prompt and effectual to cleanse the system gently in the spring time, or, in fact, at any time, and the better it is known the more popular it becomes.

A SPLENDID

INVESTMENT!

Seldom such an opportunity occurs for good and safe investments as are now offered in Castle. It is situated in a district that possesses the richest deposits of Carbonate ores that have yet been discovered in the state.

Two smelters will soon be in operation there. They are capable jointly of treating over 100 tons of ore per day. Two railroads will soon be running there. The B. & M.'s route is by way of Castle. The N. P. will build this summer to this town.

AT PRESENT

CASTLE THE CENTER OF ATTRACTION.

Not only in Montana, but throughout the west, on account of its wonderful resources and the near approach of two railroads. The area on which the town is built is very limited, the finest and only desirable portion of it is owned by the

CASTLE LAND COMPANY.

It offers its Lots on easy terms. One-third cash, and the balance in six and twelve months, at a low rate of interest. Lots also sold on monthly installments to accommodate the working classes.

Castle claims at present a population of about 1,200. A thousand people added to the present number must advance the value of the land owned by this company 500 per cent.

WALTER J. KING & BROS., Managers.

ROOMS 1 AND 2,

BAILEY BLOCK, HELENA, MONTANA

SANDS BROS.

CANTON SILKS.

Are extremely popular for summer wear for dresses, waists and underwear. In these silks Sands Bros. show a variety of colors, and black, at 75c. a yard, worth $1.00.

Sands. Bros are displaying complete and choice assortments in all lines of seasonable spring and summer goods. We quote a number of the prominent attractions, which economical purchasers would do well to note.

A special bargain in dress goods is a line of Scotch cheviots, Scotch plaids, stripes and new shades in brilliantines, at 47 1-2c. a yard.

A very elegant variety of made up neckwear, including a manufacturer's stock of samples, consisting of chiffon, lace and silk in two lots, at 75c. and $1.00, which is less than half actual value.

Extra values in black drapery nets, at $1.00, $1.25 and $1.50 a yard; also a beautiful assortment of high grade silk drapery, flouncings, figured chiffons and and grenadines at very moderate prices.

Outing flannels and satines in new styles at 15 cents a yard.

A large lot of black sun umbrellas, 26-inch, at $1.50 each; would be good value at $2.

A magnificent collection of imported dress patterns, in combinations and novelties at attractive prices.

Rich patterns in drapery silks, tapestries and curtin muslins.

Carpet, upholstery and cloak department, second floor.

INSPECTION INVITED.

SANDS BROS.

WISE & GOODKIND,

-WHOLESALE-
Dealers in
WINES,
LIQUORS,
CIGARS.

"Old Maturity"
BOURBON.

Fine Old
KENTUCKY
WHISKIES,
CASE GOODS,
CORDIALS.
6th Ave. & Main.