HOW RIDING IS TAUGHT.

Systematic and Thorough Instruction at West Point During the Last Decade.

Quite Different It Was When Capt. King Was a Cadet, War Time.

They Were Taught Things That Had to Be Unlearned by Rough Experience—Mutilating Horses.

[Written for THE HELENA INDEPENDENT.]

THERE HAS NEVER BEEN A TIME when riding was better taught at West Point than within the last decade. It was systematic, thorough and practical—yet not by any means all that should be taught, or all that might be taught in the cavalry department. Nowadays the cadet begins with wooden horses in the gymnasium, learning to vault on and off from any side, and then comes his schooling in the big, bare, cheerless riding hall—weeks at a slow trot and the snaffle bit. In my time we were marched to the hall, the galleries were thronged with giggling and delighted spectators, and, with all respect to our first instructor, admirable as he was on drill or kindred duty, he seemed to take more delight in showing off the clumsiness and awkwardness of the beginners than he did in teaching them. Riding lessons began in the fall of our second year at the Point, and in our platoon there were probably a dozen young fellows who had never straddled a horse in their lives. They were from the New England and middle states. We westerners, especially the Kentucky set, had ridden as a matter of course. The horses were drawn up in line, with watering bridles and snaffle bits, blankets, and surcingles. We were told to take them as they stood—from right to left. Some big fellows got little horses, and big horses little riders, but the odder it looked the

SOME BIG FELLOWS GOT LITTLE HORSES.

more our instructor seemed to like it. Mount was the order, and some of us were up in a second, and some were down. Then he got us on the track and the fun began. He had a long whip, such as is used by circus-ringmasters, and his sole object seemed to be to unseat every man in the squad. With most of them there was no difficulty. They shot or slid off at every swerve, but those who were accustomed to riding from early boyhood were not so easily disposed of, and on those he redoubled his efforts—the girls in the gallery tittering and giggling the while, and the horses kicking and plunging in response to the ringing crack of his whip. We had many a day of this sort of thing; some of our fellows were seriously bruised and hurt and all felt more or less aggrieved at being made a spectacle of on the first rides, just as we had been at plebe drills the year before. No one cared for our feelings, however. That sort of sentimentality came up afterward, and when I was detailed to instruct certain "yearling" squads in '69 and '70 I found that visitors and spectators were excluded—as they should have been before.

Nevertheless, by the time of our graduation we had a score of excellent horsemen in the class—and six or eight who never could be taught a secure or graceful seat—or what is even more difficult, a good hand. Now, the riding lessons are so systematic and thorough that very few cadets are graduated who are not really good riders.

But here is the other side of the picture. We who entered the mounted service at the fag end of the war as lieutenants of light artillery or cavalry had indeed learned to sit a horse passably well—some, of course, very well—but of the details of stable management, grooming, feeding, "bedding down," of those vitally important matters, shoeing, bitting, and saddling, of the anatomy and structure of the horse, we had been taught absolutely nothing, and knew little or nothing beyond what we knew when we entered or could pick up from foreign books in the library. Indeed, experience has proved that some things we were taught as to saddling and shoeing—excerpts from Prussian text books of 1841—were radically and utterly wrong, and though, under the instruction of so accomplished a cavalryman as Captain Doest, a few years since, more attention was given to these matters, the cadet still reads in his cavalry drill book such enormities as "Place the saddle on the horse's back, well forward on the withers"—a system that brings the weight of the trooper and his heavy arms and equipment down upon the "forehand" of his luckless steed, and broken knees are the frequent result. I used to wonder why so many old cavalry horses looked "knee sprung." Now I only wonder there were so few. The new drill-book for the cavalry will doubtless correct that blunder, and so saddle the horse as to bring the weight of the rider and his accoutrements directly over the "center of motion" of the horse, which is at the fourteenth dorsal vertebra. English hunting saddles and the "flat" seat are apt to place the weight about where it should fall, except when the rider rises in the stirrups, but our McClellan tree, placed "well forward on the withers," and the forked seat, infallibly throws the weight on the already overburdened front legs.

Then there is the matter of bitting a horse. If I were to judge from what I saw in the parade of Oct. 7 in Chicago at the unveiling of the Grant monument, scores of National guard cavalrymen, dozens of civilians, aides, and not a few regular army officers were ignorant of or indifferent to the "bitting" of their mounts, and some of the examples were actually painful. No matter whether the bit used be the single rein, cavalry curb, the relinble old English Daniel or the natty double rein Pelham, the principles of proper bitting are the same. The cheek pieces of the bridle should be just so long that the mouthpiece of the bit should rest over "the bars" (that portion of the lower jaw which lies in front of the "grinders" or molar teeth and in rear of the incisors) directly opposite the "chin groove," or as some foreign horsemen call it, the "curb groove." Any one can locate the groove. Below it in the soft, almost pulpy projection of the lower lip. Above it the expansion of the jaw—sharp bones covered by a thin, beardless and often sensitive skin. Resting on the bars opposite this groove the bit lightly touches the corners of the mouth without drawing them up the fraction of an inch. This point assured, the exact width should be ascertained from the outer surface of the lips or jaw, and the mouthpiece of the bit be just so long that the branches can not chafe or clamp the lips, and so short that it cannot slide from side to side in the mouth. This, especially if there be a "port" or curve, can not be tolerated. As for the the "port," it should never be so deep as to graze the palate and be regulated as to depth by the thickness of the horse's tongue. A thick tongue that does not lie flat in the tongue groove must have a corresponding arch of the mouthpiece, beginning so far from each branch as to fit nicely over the tongue without detriment to the even play of the ends upon the "bars." This point is constantly overlooked. But here is another.

The curb chain or strap should work only in the chin groove—never above it. If it "ride up" it forces the thin sensitive covering of the jaw against the sharp bones, and causes the horse intense pain. No wonder the poor brute is restive and excited. And to keep that curb chain where it belongs the distance from the axis of the mouthpiece (at its pivot of attachment to the branches) to the point on the upper branch to which the chain is fastened must exactly equal the distance between parallels, touching "the bars" of the mouth and the under surface of the groove. Major Dwyer, of the Austrian hussars, made a long and exhaustive study of the subject and finally evolved the rule that one and three-quarter inches was the proper distance of length in nine cases out of ten, with small horses a little less. Now look at the bits and curbs of the saddle horses you see day after day. The upper branch is too long and the curb "rides up" out of the groove. The horse suffers, the hand of the rider tortures.

The opposite effect is found when the check pieces of the bridle are too long, the curb chain too loose. The bit then revolves in the mouth—"falls through" the English say. The branches and reins form one straight line and the bit is of no use whatever should the horse decide to bolt, shy, balk, buck, rear or misbehave in any way. I saw dozens of bits among the Illinois cavalrymen "falling through" in just this way the day of the parade referred to, and quite a number of staff officers—civic and military—riding about with their curb chains "riding up" and their horses tossing their heads in restless misery.

As for "roaching" manes and docking tails, we have relapsed into barbarism. No man, no woman, who loves a horse should tolerate such mutilation—should deprive a faithful, patient animal and willing servant of the only defense he has against his other tormentors, the swarming insects who only bite to live. What warrant has the horse's professed defender and protector—his master or mistress—for this cruel torture other than that "it's English." CAPT. CHARLES KING, U. S. A.

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Specimen Cases.

S. H. Clifford, New Cassel, Wis., was troubled with neuralgia and rheumatism, his stomach was disordered, his liver was affected to an alarming degree, appetite fell away and he was terribly reduced in flesh and strength. Three bottles of Electric Bitters cured him.

Edward Shepherd, Harrisburg, Ill., had a running sore on his leg of eight years' standing. Used three bottles of Electric Bitters and seven boxes of Bucklen's Arnica Salve and his leg is sound and well. John Speaker, Catawba, Ohio, had five large fever sores on his leg, and doctors said he was incurable. One bottle of Electric Bitters and one box of Bucklen's Arnica Salve cured him entirely. Sold by R. S. Hale & Co., druggists.

Excursion Rates to California.

On the 15th of each month the Northern Pacific railroad will sell round trip tickets to California points as follows:

Helena to San Francisco and return, going via Portland and returning same way, $75.

To San Francisco, going via Portland and returning via Ogden and Silver Bow, $90.

To Los Angeles, going and returning via Portland, entering San Francisco in one direction either going or returning, $85.

To Los Angeles, going via Portland and San Francisco and returning same route, $93.

To Los Angeles, going via Portland and San Francisco and returning via Sacramento and Ogden, $99.50.

Tickets will be limited for sixty days for going passage, with return at any time within the final limit of six months.

A. D. EDGAR, Gen. Agt., Helena, Mont.
CHAS. S. FEE, G. P. & T. A., St. Paul, Minn.

Opportunity.

Master of human destiny am I,
Fame, love and fortune on my footsteps wait,
Cities and fields I walk. I penetrate
Deserts and seas remote, and passing by
Hovel and mart and palace, soon or late
I knock unbidden once at every gate.
If sleeping, wake; if feasting rise before
I turn away. It is the hour of state
And they who follow me reach every state
Mortals desire, and conquer every foe
Save death; but those who doubt or hesitate
Condemned to failure, penury and woe
Seek me in vain and uselessly implore;
I answer not, and I return no more.

JNO. J. INGALLS.

* * * * * * *

But fail ye not in this respect,
Seize every opportunity to travel
Over the Chicago, Milwaukee & St. Paul railway.

This is the advice of
GEO. H. HEAFFORD,
General Passenger Agent, Chicago, Ill.

Thousands of Suffering Women.

Delicate women who complain of tired feeling, pains in the back and loins, desire to sleep, dizziness, painful or suppressed menstruation, will find in Oregon Kidney Tea a faithful friend. It can be relied upon in every instance to give immediate relief from kidney and urinary troubles. Thousands of women are suffering every day from some disorder of the kidneys or liver, who might be permanently cured by using Oregon Kidney Tea.

Wisdom's Violet Cream

Is the most exquisite preparation in the world for softening and whitening the hands and face. It is not only a substitute for, but in every respect superior to glycerine, cold cream, vaseline, and like preparations. Try it.

CARTER'S LITTLE LIVER PILLS.

CURE

Sick Headache and relieve all the troubles incident to a bilious state of the system, such as Dizziness, Nausea, Drowsiness, Distress after eating, Pain in the Side, &c. While their most remarkable success has been shown in curing

SICK

Headache, yet CARTER'S LITTLE LIVER PILLS are equally valuable in Constipation, curing and preventing this annoying complaint, while they also correct all disorders of the stomach, stimulate the liver and regulate the bowels. Even if they only cured

HEAD

Ache they would be almost priceless to those who suffer from this distressing complaint; but fortunately their goodness does not end here, and those who once try them will find these little pills valuable in so many ways that they will not be willing to do without them. But after all sick head

ACHE

is the bane of so many lives that here is where we make our great boast. Our pills cure it while others do not.

CARTER'S LITTLE LIVER PILLS are very small and very easy to take. One or two pills make a dose. They are strictly vegetable and do not gripe or purge, but by their gentle action please all who use them. In vials at 25 cents; five for $1. Sold everywhere, or sent by mail.

CARTER MEDICINE CO., New York.

Small Pill. Small Dose. Small Price.

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CRAIG & DAVIDSON,
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"Coming to Helena."

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MERCHANTS HOTEL

Feb. 1, 2, 3 and 4.

AT BOULDER,
Feb. 5 and 6.

AT BUTTE,
Feb. 7 to 12.

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DR. A. C. STODDART,

The oldest and most successful San Francisco Specialist and now

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Of Kansas City, Mo., and San Francisco, Cal., will be at the

NEW MERCHANTS HOTEL, HELENA,

Monday, Tuesday, Wednesday and Thursday, Feb. 1, 2, 3 and 4.

On account of enormous increase in practice can only stay at Helena four days—Feb. 1, 2, 3 and 4.

All persons desiring to meet and consult, free, with the greatest Special Surgeon and Physician of our greatest cities right here at Helena, should take advantage of this opportunity. Remember,

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IS COMING PERSONALLY.

No charge for remedies this trip, the object being to secure the recommendation of all cured.

NO MORE BACK ACHE

OREGON KIDNEY TEA — OKT — CURES ALL KIDNEY TROUBLES

Recently the following Notice appeared in the San Francisco Chronicle.

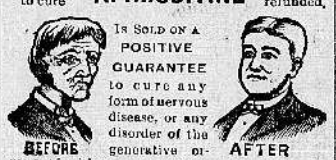
"Judge S—— had been sick only about two weeks, and it was not until the last three or four days that the malady took a serious turn. At the beginning of his illness he suffered from diabetes and stomach disorder. Later the kidneys refused to perform their functions and he passed quietly away. Thus ended the life of one of the most prominent men in California." Like thousands of others his untimely death was the result of neglecting early symptoms of kidney disease.

IF YOU

are troubled with diabetes, gravel, or any derangement of the kidneys or urinary organs, *don't* delay proper treatment until you are forced to give up your daily duties; *don't* waste your money on worthless liniments and worse plasters, but strike at the seat of the disease at once by using the greatest of all known remedies, the celebrated Oregon Kidney Tea. It has saved the lives of thousands. Why should it not cure you? Try it. Purely vegetable and pleasant to take. $1.00 a package, 6 for $5.00.

The Celebrated French Cure,

Warranted to cure "APHRODITINE" or money refunded.



IS SOLD ON A POSITIVE GUARANTEE to cure any form of nervous disease, or any disorder of the generative organs of either sex whether arising from the excessive use of Stimulants, Tobacco or Opium, or through youthful indiscretion, over indulgence, &c., such as Loss of Brain Power, Wakefulness, Bearing down Pains in the Back, Seminal Weakness, Hysteria, Nervous Prostration Nocturnal Emissions, Leucorrhœa, Dizziness, Weak Memory, Loss of Power and Impotency, which if neglected often lead to premature old age and insanity. Price $1.00 a box, 6 boxes for $5.00. Sent by mail on receipt of price.

A WRITTEN GUARANTEE for every $5.00 order, to refund the money if a Permanent cure is not effected. Thousands of testimonials from old and young, of both sexes, permanently cured by APHRODITINE. Circular free. Address

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Is the Fast Mail Short Line from St. Paul and Minneapolis via La Crosse and Milwaukee to Chicago and all points in the Eastern States and Canada. It is the only line under one management between St. Paul and Chicago, and it is the Finest Equipped Railway in the Northwest. It is the only line running Pullman Drawing-room Sleeping cars with luxurious smoking-rooms, and the finest dining-cars in the world, via the famous "River Bank Route," along the shores of Lake Pepin and the beautiful Mississippi river to Milwaukee and Chicago. Its trains connect with those of the Northern lines in the Grand Union depot at St. Paul. No change of cars of any class between St. Paul and Chicago. For through tickets, time tables, and full information, apply to any coupon ticket agent in the northwest.

NOTICE OF APPLICATION TO CUT TIMBER. In accordance with the provisions of section 3, rules and regulations prescribed by the honorable secretary of the interior, May 8, 1891, the undersigned hereby gives notice that at the expiration of twenty-one days from the first publication of this notice, it will apply to the honorable secretary of the interior, by its written application, for authority to cut and remove the merchantable saw logs, consisting of pine and fir timber, on the following described public lands, to wit:

Beginning at the forks of Cottonwood creek, which is a tributary of the south fork of the Musselshell river, thence running up the left or west, and middle forks of said Cottonwood creek, and embracing the natural water shed of both.

Said land embraces what would be tp. 5 n. r. 16 e., if surveyed. All of said land is rough, rocky, mountainous and unsurveyed, and is south of, and adjacent to tp. 7 n., r. 16 e., surveyed, and is on the north slope of the Crazy Mountains, in Meagher county, state of Montana, and contains about three million (3,000,000) feet of merchantable pine and fir timber.

SMITH BROS. SHEEP CO.,
By John M. Smith, president.
SMITH & BOAM,
Attorneys for Applicant,
White Sulphur Springs, Mont.

First National Bank
OF HELENA, MONT.

PAID UP CAPITAL, - $500,000
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Designated Depository of the United States.

Interest Allowed on Time Deposits.
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Northwestern National Bank, - Great Falls
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Boxes for rent at reasonable prices in one of the best constructed fire and burglar proof safe deposit vaults in the country.

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Furniture, Carpets, Shades, Lace and Chenille Curtains.

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Rough and Finishing Lumber, Shingles, Laths, Doors, Sash and Lumber,

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THE LEADING DEALERS IN

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We offer a very complete line of all kinds of

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Golden Sunshine Steel Ranges,

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SUPERIOR STOVES AND RANGES.

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Is the NEWEST, LARGEST, MOST COMPLETE AND MOST DELIGHTFULLY LOCATED HOTEL in Santa Cruz.

Situated in the midst of commodious grounds, the house directly overlooks the broad and curving beach and the bay of Monterey, where is found the finest winter and summer surf bathing in the world. From the wide verandas the most magnificent and varied marine and mountain views in California are seen on all sides. Its many rooms are handsomely furnished and sunny, while plenty of bath-rooms, fire-places, steam-heaters, electric lights and bells, gas, hot and cold water, are necessary comforts which will be appreciated by all.

A Large Dining-Room, Excellent Table and the Best of Service Throughout the House are Specialties.

STREET CARS PASS THE DOOR.

The Beach Station of the broad gauge road is just below the house, and carriages await trains at all depots. A descriptive souvenir booklet of the Hotel and surrounding country mailed free of charge on application. For full particulars and terms apply to

JOHN T. SULLIVAN, Proprietor.

TIME TABLE TO CHICAGO.

THE

NORTHWESTERN LINE,

(C., ST. P., M. & O. RY.)

This is the only line making connection at St. Paul with the Great Northern Railway every day in the week for Chicago. Through time is as follows:

Leave Butte, via Great Northern	7:30 a m
Leave Helena, via Great Northern	11:10 a m
Leave Great Falls, via Great Northern	2:35 p m
Arrive at Minot	10:50 a m
Arrive at Grand Forks	6:20 p m
Arrive at St. Paul	8:55 a m
Leave Butte, via Northern Pacific	7:50 p m
Leave Helena, via Northern Pacific	7:35 p m
Leave Bozeman, via Northern Pacific	11:40 p m
Arrive at St. Paul	5:50 p m
Via "The Northwestern Line":	
Leave St. Paul	7:50 a m 6:50 p m
Arrive at Milwaukee	7:35 p m 7:25 a m
Arrive at Chicago	9:40 p m 9:00 a m

Secure your tickets over "The Northwestern Line." It is the short line both in time and distance to Chicago.

T. W. TEASDALE,
General Passenger Agent, St. Paul.

SUMMONS—IN THE DISTRICT COURT OF the First judicial district of the state of Montana, in and for the county of Lewis and Clarke.

Lilly Pitcher, plaintiff, vs. Thomas A. Pitcher, defendant.

The state of Montana sends greeting to the above-named defendant:

You are hereby required to appear in an action brought against you by the above-named plaintiff in the district court of the First judicial district of the state of Montana, in and for the county of Lewis and Clarke, and to answer the complaint filed therein, within ten days (exclusive of the day of service) after the service on you of this summons, if served within this county; or, if served out of this county, but within this district, within twenty days; otherwise within forty days, or judgment by default will be taken against you, according to the prayer of said complaint.

The said action is brought to obtain a decree of this court dissolving the bonds of matrimony now existing between said plaintiff and defendant, upon the grounds set forth in the complaint on file in this action, and for general relief. Plaintiff alleges in her said complaint, as grounds for such divorce, that on the 7th day of July, A. D. 1891, the defendant willfully and without cause deserted and abandoned the plaintiff and absented himself from plaintiff against her will and without her consent and departed from the state of Montana without intention of returning thereto.

And you are hereby notified that if you fail to appear and answer the said complaint, as above required, the said plaintiff will apply to the court for the relief demanded in her said complaint.

Given under my hand and the seal of the district court of the First judicial district of the state of Montana, in and for the county of Lewis and Clarke, this 5th day of January, in the year of our Lord, one thousand eight hundred and ninety-two.

(SEAL.) JOHN BEAN, Clerk.
By H. J. CASEDY, Deputy Clerk.
Sterling & Muffly, attorneys for plaintiff.

NORTHERN PACIFIC R.R.

THE GREAT TRANSCONTINENTAL ROUTE,

Passes through Wisconsin, Minnesota, North Dakota, Manitoba, Montana, Idaho, Oregon and Washington.

THE DINING CAR LINE.

Dining Cars are run between Chicago, St. Paul, Minneapolis, Winnipeg, Helena, Butte, Tacoma, Seattle and Portland.

PULLMAN SLEEPING CAR ROUTE.

Pullman service daily between Chicago, St. Paul, Montana, and the Pacific Northwest; and between St. Paul, Minneapolis and Minnesota, North Dakota and Manitoba points.

THE POPULAR LINE,

Daily Express Trains carry elegant Pullman Sleeping Cars, Dining Cars, Day Coaches, Pullman Tourist Sleepers and Free Colonist Sleeping Cars.

YELLOWSTONE PARK ROUTE

The Northern Pacific R. R. is the rail line to Yellowstone Park; the popular line to California and Alaska; and its trains pass through the grandest scenery of seven states.

THROUGH TICKETS.

Are sold at all coupon offices of the Northern Pacific Railroad to points North, East, South and West, in the United States and Canada.

TIME SCHEDULE.

In effect on and after January 20, 1892.

TRAINS ARRIVE AT HELENA.

No. 1, Pacific Mail, west bound	4:30 p. m
No. 3, Atlantic mail, east bound	12:25 p. m
No. 6, Missoula, Butte and Wallace Express	10:00 p. m
No. 3, Marysville passenger	11:20 a. m
No. 10, Marysville accommodation	6:45 p. m
No. 12, Rimini mixed, Mondays, Wednesdays and Fridays	5:00 p. m
No. 7, Wickes, Boulder and Elkhorn passenger	7:00 p. m

TRAINS DEPART FROM HELENA.

No. 1, Pacific Mail, west bound	4:45 p. m
No. 4, Atlantic Mail, east bound	12:40 p. m
No. 5, Missoula, Butte and Wallace Express	7:30 a. m
No. 7, Marysville passenger	7:45 a. m
No. 9, Marysville accommodation	3:00 p. m
No. 11, Rimini mixed, Mondays, Wednesdays and Fridays	8:15 a. m
No. 8, Wickes, Boulder and Elkhorn Passenger	7:35 a. m

For Rates, Maps, Time Tables or Special Information apply to Chas. S. Fee, General Passenger and Ticket Agent, St. Paul, Minn., or

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