

Rocky Mountain Husbandman.

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The Rocky Mountain Railroad Company, organized under the auspices of the Northern Pacific, proposes to build three branch roads in Montana at an early day: One from the mouth of the Little Blackfoot to Butte, one from Helena to Benton, and another from Bozeman to the National Park.

The right of way for the Utah and Northern Railroad between Silver Bow and Butte has at last been secured, and the prospect of a new terminal town at or near Silver Bow is brightened. There is still, however, a faint hope, for it, as it may become a railroad junction and support a small business.

A New York dispatch says it may seem very fine to Captain Hooper to change the name of Wrangle Land to New Columbia, but there is no sense in his proposition. Wrangle Land is much the better name of the two. Perhaps he would attach less importance to re-naming Wrangle Land if he had been successful in finding even a remote vestige of the Jeannette voyage, which was what he went for.

MEAGHER county stands first among the stock and wool-producing sections of Montana, and all that is necessary to place it in the lead as an agricultural and mineral region is a few more good wagon roads. In fact two good roads running the entire extent of the county would suffice, viz.: One from the Missouri valley to the Judith, running through the county from the southwest to the northeast, and one from the southern line to the Barker mines. These would each pass through the county seat, and would be the means of shortening the distance of half those who visit it at least one-half and be the cause of opening up a large amount of rich country, and we trust our county fathers will give the subject their early consideration.

The depredations of Indians on our cattle herds is no small matter, if we credit the estimate made by the *Independent*, which we publish elsewhere in this issue, and it is presumed to be correct. One thousand yearlings alone are worth \$10,000. Now, if the firm has lost this amount, it is safe to say that Meagher county has not lost less than \$30,000 worth, and is fair to presume that Choteau county has lost equally as much as Meagher. This would foot up the round sum of \$60,000 in a year's time. With this fact staring us in the face when we look over our ranges, and as a spirit of indifference and indisposition confronts us from Washington, the outlook, to say the least, is certainly not very encouraging to our stock interests. The only course left our stockmen is to organize themselves in the best possible manner, presenting their claims to the Department in the meantime, and if they are not settled without delay, they will then know their only show is to protect themselves. There is no fear but they can do this if they act as a unit, and the government will soon find that it would be well to heed their solicitations sometimes.

The indications are that the Utah and Northern will build double the number of miles of road in Montana next summer that it did last, from the simple fact that it will have to in order to command the trade. The rapid push of the Northern Pacific admonishes them that they must push their lines to the utmost parts of the Territory, through all the principal valleys, and get a hold upon the commerce of the country before the Northern Pacific comes in to claim its share. Helena and Deer Lodge will not only hear the scream of their locomotives, but it is probable that Benton and Missoula will be reached, and some minor lines will also in all probability be constructed. It is evident that the Union Pacific Company do not propose to be checkmated by their rival, the Northern Pacific, and since the narrow-gauge is much more cheaply constructed and operated than the standard-gauge, there is but little doubt that each of the leading valleys of the Territory will have a narrow-gauge line, not solely as a feeder for the U. P., but for the local trade. There is no question but that the commerce of most any one of our valleys would furnish a handsome business for a narrow-gauge, and as there is a great advantage to be gained by being first in getting a business established, we may look for a big push next year.

JOTTINGS BY OUR TRAVELING MAN.

In my letter heretofore written I was mistaken in my statement as to the date when Edwardsville was first built. That town was located about ten years ago, and designed to take the place of New Chicago, the locators having in view the coming of the Northern Pacific Railroad. C. N. Ferguson, the real founder, built a store, and Mr. McFarland, one of the proprietors of the McBurney House, Deer Lodge, built the house now occupied by J. E. Edwards as a residence, intending it for a hotel. A building boom is expected to take place at Edwardsville next year. The New Chicago post office will probably be moved over, and possibly the merchants will also move. Among the new buildings to go up next season will be a brick residence by Mr. Edwards, the brick for it having already been manufactured.

Dan Berry, the hero of the bear-match, still survives, and was sufficiently recovered to take in the Missoula Fair. The carcass of the bear in whose arms he was so fondly caressed was found some weeks ago a short distance from the place of the tragic encounter.

Crops are seldom better than they are this year along Flint creek, but the farm work was much retarded by rainy weather, which lasted a week just in the midst of the harvest. The few fields that have been threshed at this writing have yielded exceedingly well.

Messrs. C. N. Ferguson and the Spear Bros., who are engaged in the threshing business, report good crops all around.

Monroe Hanna is the boss gardener of the Flint creek section, and his land is well adapted to that business. He raises more good squash, potatoes, beets, carrots, onions, cabbage, etc., than is produced in whole counties in other parts of the Territory, and he finds a good market for the same in Phillipsburg, twenty miles distant. His potatoes are extra large. He also produces good grain crops, but the same may be said of the grain crops of his neighbors—A. DeLong, H. Thomas, O. S. Gruell, W. H. Wilson and others.

Stone Station is the name of the post office on upper Flint creek, and it is a very pretty place. B. R. Horton, the owner of the premises, has a most excellent dwelling, built of stone taken from the hill-side a few rods away.

Phillipsburg bears a prosperous appearance. The population numbers about the same as it did three years ago, but the mining prospects surrounding have greatly improved, and the town will doubtless grow as their developments justify. There are several noticeable improvements of late completion, of which I may mention the new frame school house and the Good Templars Hall. This hall is very large and well finished, and is a great credit to that organization. The first story of the building is owned by W. T. Allison & Co., carpenters and builders. These gentlemen have on route a large and well selected stock of furniture, which will be on sale at an early day.

Of the two hotels the Keiser House, kept by M. Keiser, is worthy of special mention. This house is receiving an extensive addition, in the shape of a two-story brick with a large basement. The house was planned and the building thereof superintended by Hector S. Horton, Phillipsburg's principal mason. It has a slightly location on the corner, along side of the old hotel building. It is tastily finished and especially arranged with the design of economy, convenience and ventilation. The front porch is also two stories high and extends half way around the building. In the large basement Mr. Keiser will open a fine bar and billiard hall. When completed, Phillipsburg will be next to Helena in the way of fine hotels, and it will be a great addition and credit to the town.

Mining about Phillipsburg appears to go steadily on. There is no particular rush or excitement, yet every miner was busy, and there was no grumbling about hard times. In the Hope mine I learned that a new body of ore had been found, and a new incline is being opened to it, preparatory to taking out and milling the ore.

In the Trout mine a 100-foot shaft was being sunk below the lower level. A new level will be run at the end of the 100 feet, and should the vein prove as rich and extensive as above, times will be much improved thereby. The 400-foot level on this mine yielded 2,000 tons of ore.

The Shark mine, in which I spent a half hour three years ago, is closed up, and Murray and Durfee, the then prospectively rich possessors, are digging in another hill. It seems that there was some mistake about the identity of this silver-finned monster, and the case has gone into the courts to determine whether or not the shark is itself a trout, or some other fish.

The Algonquin has closed down, but I believe it was not for want of ore, as there is plenty of it there, where, in company with friend Horton, I went and had much to write about in my letter three years ago. Since then a ten-stamp mill has been built

near the mine, and many hundred tons of its ores have been worked.

Probably the best mine developed in the camp is the "Granite," owned by Clark & McLure. This mine is located in the main granite range, about 1500 feet higher than Phillipsburg, and is reached by a road, the construction of which cost five thousand dollars. There are three tunnels tapping the lead. In the first tunnel, which taps the lead 18 feet in the hill, the vein is about four feet wide. In the second tunnel the vein is from six to eight feet between walls, and in the lower tunnel, which is 523 feet long and taps it at a depth of 230 feet below the surface, the vein is about five feet thick, and the character of the ore is better than nearer the surface. An average of assays from the vein, taken from all the levels, is \$56 per ton, while the high-grade ore runs about \$200 per ton. The ore is free-milling, and is clear of waste rock. It is proposed to erect a mill of perhaps 20 stamps at this mine early next summer.

The Hope mill was closed down, and a posse of men were busily engaged in making repairs. It has been running on tailings almost exclusively the past year, which, it is stated, gave a yield quite as good as from the first working.

To my old friend, whose post of duty is at the engine of the hoisting works at the Trout mine, thanks are due for valued information relative to the mines and the future outlook of the prosperous and growing city, Phillipsburg.

Along the Deer Lodge river, above the mouth of Gold creek, there are some very pretty grain growing farms, and I regret that I had not time to call upon all the owners thereof. My first halt on that route was at the home of Pete Houck, who, besides farming, keeps first-rate hotel accommodations.

A few miles above the old Mead station, where the waters of the Little Blackfoot run between high rounded hills, on a half round plateau which slopes from the hills to the wood-fringed creek, there is nestled the pleasant little bachelor home of Dennis Dana. For more than ten years Mr. D. has followed mining, but tiring of that hard life, he has turned farmer and is raising great quantities of garden stuff. He grows as fine potatoes as are to be seen in the county of Deer Lodge.

The next home above Mr. Dana's is that of A. Kimerly & Bro., who, by the way, are the most extensive wool-growers in the county. Their flocks are divided into two bands and have a large fine grass country to range upon. Like other Deer Lodge sheep men, these gentlemen had good success last winter, bringing their herds through without any loss worthy of mention. Besides wool-growing they are engaged in the lumber business, and at the time of my visit were finding a ready market for all the lumber their mill could cut.

NEVADA CREEK VALLEY.

For a number of years after the settlement of Montana had begun, Nevada creek and its beautiful valley was unknown. Its first discoverer was J. H. Helms, who for a number of years lived there alone with a herd of cattle, fancying all the while that that grand grass land was all his own; but finally prospectors came, and one by one ranchmen settled along, until now the valley is checkered with fences and dotted with grain fields and happy homes. Mr. Helms, who is still a resident, was one of the few cattle kings who secured as much land as he cared to possess. His fences, besides grain lands, enclose one of the grandest meadows I ever looked upon. As snows fall deep in this valley, stock have to be fed in winter, and it is therefore necessary to provide a large amount of hay. This the settlers all do, and Mr. H., who is in the lead, puts up from three to four hundred tons of hay each season. However, his farm would yield much more. East of Mr. Helms, on a pretty little tributary creek, there is located the pleasant home of J. C. Moore. He, too, is a stock raiser, has plenty of land and a No. 1 farm. In his field, I noticed a greater variety of vegetables than in any other farm I have visited. He has about ten varieties of potatoes, and while all varieties grow large and mature well, those that appeared to be the best were the "Dunkirk," the "Beauty of Hebron" and a variety which he called the "Hotel" potato. It was hard to determine which of these were best. There were three or four varieties of cabbage, and they were fine. His carrots, onions, beets, rootabagas and turnips were extra large, and his strawberry patch was decidedly the finest in Deer Lodge county. Of the grain field there was hull-less barley and oats, Russian oats and Russian wheat, all very heavy, yielding as well as any other grain grown. There are few farmers who take such an interest in the development of the adaptability of the soil for the growing of the different varieties of farm products as does Mr. Moore. If such farmers as he were more numerous, the science of agriculture in the Rocky Mountains would be learned and made known with much more rapidity.

Another of the prominent farmers is Mr.

G. Welch, whose pleasant home is located about two miles below the canyon. His grain field is probably the most extensive in the valley, and the quality is A. No. 1. I have not in any country seen heavier oats growing than in is to be found on the farms named above. Mr. Welch has two fine farms, and besides the large amount of grain, many hay ricks are noticeable. His vegetable crop is very fine. The potatoes are first-class, and he has many of them.

John Brissel, whose fine ranch is about three miles above that of Mr. Welch, is solely devoted to the cattle business. He is an old settler, having spent a number of years mining in the vicinity of Nevada creek. He has a good hay ranch and puts up large quantities for feed in winter. In his herd are some twenty or more fine heaves, which he offers to sell reasonably, for the purpose of reducing his herd.

John Ward, whose location is north of the Big Blackfoot, is engaged in horse-raising, and has room and range enough to do the business extensively without interruption.

Owen Karr, is another of Nevada creek's prosperous residents. He has large fields, long hay ricks, and plenty of stock to feed it to.

Besides the persons above named there are many other residents about the valley, of whom I remember the names of William Williams, Mr. Blair, Ed. Smith, Samuel Bignal and William O'Neal. They are all engaged in stock raising, and are comfortably located.

The settlement supports one store, which is kept by Mr. McLure. Schooling facilities are good. A school is in constant session from one-half to three-fourths of each year. There is yet plenty of vacant land—room for many good farms and homes to be made upon this valley. The country appears to be well watered, and timber is plentiful.

WILL.

SUN RIVER NEWS.

Editor Husbandman:

Threshing has commenced in the valley, and crops are turning out well. Buyers are offering two cents per pound for oats.

The surveying party of the Utah and Northern Railroad are working down the Missouri river from the canyon. It is thought that the road will cross Sun River at its mouth, which will make our little village at the crossing above a most delightfully secluded spot.

Our enterprising citizen, Hiram Hull, Esq., proposes building a planing mill and a hotel on his ranch at the falls of the Missouri. He is also going to establish a ferry near that point for the convenience of the travel going to the Barker mines. The hotel which Mr. Hull proposes to build is for the accommodation of the presumed tourist who will visit the falls as soon as the advent of the railroad makes it a little more practicable. In many respects Mr. H. is the most energetic citizen we have. We wish him great and lasting success in all his undertakings, not forgetting his freighting scheme.

Mr. Frank Cooper, our practical sheep man, has gone on a visit to America.

Mr. George Steel has got in his fall stock of goods, which the genial "Judge" says he is prepared to sell at bottom prices.

Judge Bercher controls the wheelwright and blacksmith shops here. Mr. Burt Largent controls the flour trade, Mr. Christie the whisky, the Largent House the hash, and a sagacious specimen of a Chinaman the washing. Mr. Wigan looks after our boots, and Rev. Hall our souls, and we consider all these advantages, and are exceedingly joyful, so to speak. D. B. H.

TERRITORIAL NEWS.

From the New North-West.

The U. & N. track was laid to a point within two and a half miles of Silver Bow Thursday morning.

Bitter Root squashes, onions and cabbage have been plentiful this week, and sold at four cents per pound by the sack.

The travel toward Missoula is very heavy at present, many passengers having to remain here for a day or two before finding room in the coaches. Last evening there were two or three coach-loads in the city, some of whom had already waited a couple of days. The company should put on a larger coach, as the travel will probably increase instead of decreasing.

From the Avant Courier.

C. H. Waterman, of Middle creek, from seventy-three acres of wheat and oats harvested 4,000 bushels. One field of wheat averaged fifty bushels to the acre, and a small field of oats went 111 bushels to the acre. The crop throughout averaged nearly 55 bushels, and one man and a boy did all the work.

The readers of the *Courier* will be pleased to learn that Colonel Norris' crop of specimens has turned out abundantly this season, and that he has succeeded in getting the most of it to market (where it will do the most good) in excellent condition. The last shipment of twenty-odd large boxes

arrived in town this week, and, after being properly marked was duly forwarded to the Utah and Northern Railroad. The Colonel is "a rustler from away back."

NEW MINING DECISION.

Answering the question as to what laws miners have the privilege of making for themselves, the Commissioner of the General Land Office says: "In reply to your communication, I have to state that the United States mining laws provide that the locator of a lode, or mining claim, must make the annual expenditures necessary for the maintenance of the possessory title, at any time within one year from the 1st of January next succeeding the date of location; and the miners of the mining district have no authority to make any rule conflicting with the provision of law. If the mining laws of your district require that \$50 shall be expended within sixty days after location, such provision is wholly without force. Suppose a location to have been made January 1, 1880, the \$100 worth of expenditure is required by the United States law to be made between the 1st day of January, 1881, and the 31st day of December, 1881, and the expenditure made prior to this period, viz., within sixty days after location, would not be in conformity with the provisions of said law."

GENERAL NEWS.

Nictor Hugo has given 10,000 francs to the poor in Paris.

he loss by the burning of the St. Theresa College, at Montreal, October 7th, is nearly \$250,000.

A Raleigh dispatch of October 7th says: The tobacco crop in this section is reported badly injured by the first frost last night.

The commissioners appointed by the President to inspect 200 completed miles at the western end of the N. P. R. R. are Thos. J. Miner, of Port Townsend, Washington Territory; H. H. Geringe, of New York City; Chris. W. Vagle, of Fairfield, Iowa.

At Bristol, N. H., October 6th, an earthquake shock was felt a little after midnight, and passed from east to west. It made a noise like the rumbling of a heavy train of cars, and shook buildings perceptibly.

At Kempton Park, the Walton Selling Welter handicap was won by Red Wolf, Kaleidoscope 2d, The Reeve 3d. Eleven horses were in the race, including Keene's Brandance.

A Victoria dispatch says: Reports from the main land show that the recent heavy rains have almost entirely revived the cereal crops throughout the province. On the island and the crops are safely housed.

A gale Tuesday night and Wednesday morning, off Fortress Monroe, huddled a severely smaller craft on the coast. Nearly all report losses of sails and spars, and some were driven ashore. One schooner lost seven men and another two. Life-saving crews rescued many seamen.

Governor Wiltz, of Louisiana, is reported to be dying.

The Rhode Island legislature on the 6th inst. elected Nelson W. Aldrich United States Senator to succeed Burnside.

Texas has a new law making it a misdemeanor to injure baggage by handling it "maliciously, carelessly or recklessly."

Mr. Tilden positively declines the candidacy for the Governorship of New York.

Thomas Irving, Sheriff and Assessor of Custer county, Montana, has assessed that portion of the Northern Pacific Railroad now in operation in that county, viz., fifteen miles, at \$10,000 per mile.

The International Parcel Post came into operation on October 1st between France, Germany, Belgium and Denmark.

The Crown Prince and the Princess of Denmark have come into a fortune of about \$15,000,000 by the death of Prince Frederick of the Netherlands.

An Indianapolis man broke a matrimonial engagement with a plain woman to marry her pretty servant girl, and has been sued by the former for damages.

Thievish collectors of autographs have cut over hundred signatures out of the correspondence of Gen. Anthony Wayne in the State Normal School of Pennsylvania.

The weight of a cask of water pulled out the teeth of the "Man with the Iron Jaw," while he was performing at the Indiana State fair, and fell on his breast, crushing him to death.

The divers who raised eighteen cans of nitro-glycerine from under forty-five feet of water and six of mud, at Winnipeg, seriously said good-bye to their families every time they went down.

There will be about ninety nominations of postmasters to be acted upon at the special session of the Senate. Of these forty-five are postmasters appointed by President Garfield after the adjournment of the Senate last summer.

The American system of transporting trunks between residences and railroad trains has been introduced into Berlin.

The geographical congress in Venice passed a resolution in favor of the prompt execution of the canal through the Isthmus of Corinth.