



N. SUTHERLIN, Editor

ROCKY MOUNTAIN HUSBANDMAN, Associate Editor. MARCH 6, 1884.

to convene at Chicago growers' convention, that should not go away 7th, is a matter of the tariff question has had a great effect to greatly weaken the wool markets effect to tion, and cause wide-spread alarm among growers, and it is highly important that national convention be held for the purpose of determining upon some plan of operation that will effectually put an end to this constant tariff agitation so far as wool is concerned, in order that the industry may be placed upon a reliable basis. As it is at present neither the grower nor the manufacturer can proceed with any degree of assurance, since Congress presents a most threatening aspect, and is liable at one fell swoop to wipe out protection on this commodity entirely and open our markets to a competition that the American grower can not meet and entail great loss upon the manufacturers having large supplies of domestic wools on hand. A national assembly of wool growers would certainly be able to agree upon some compromise measure that would be acceptable to the anti-protectionist and allay this constant agitation, a thing that is doing more injury to the business than the actual reductions have up to the present date. The American wool growers feel that they must have protection or forsake the calling, and the sooner the matter is definitely settled, the better it will be for all parties. Montana wool growers should see to it that they are represented at the Chicago convention, since wool growing is one of our most important branches of husbandry, being worth from a million to a million and a half annually to the Territory.

Could our many readers have been with us during our recent peregrinations through the East, they would dream no more of the beauties of their childhood's home, all save the good and the beautiful of which is long since forgotten, and become perfectly contented with the sunny clime of their adoption. So long have they been used to seeing the sun in all its splendor as days succeed each other that they have forgotten that far down in the valley of the Mississippi and away over by the coast of the Atlantic dark murky clouds overcast the sky and fogs descend, wrapping the earth in a sheet of gloom, through which not a single ray of sunshine breaks for weeks. They forget that outside of the great cities it is knee-deep in mud all the time during winter months, when the temperature is above freezing, and that the rain descends in torrents for weeks at a stretch. A long residence in Montana has made many forget the hills of their native country, and they so often remember only the pleasant part, and are too apt to picture it wreathed in sunshine with dry landscapes and roads. Nothing will cure the homesickness of a pilgrim quicker and more effectually than a visit to the States after a residence of a few years here, and we know of nothing that conspires more to make them contented after their return. We scarcely saw the sun on our recent journey and mud without one single day's exception until our return to the mountains again.

MR. BELFORD, of Colorado, has introduced a bill in Congress, which provides for the turning over of all the public lands to the State or Territory in which they are located, and provides for the taxing of stock ranging on the same—ten cents per head for horses and cattle and two cents per head for sheep per annum—to go toward the erection of school houses, etc. This would raise an annual revenue of \$70,000 to the Territory of Montana, which would be a handsome thing for our school interest. But we are not fully persuaded under the circumstances that it would be justice to our stock interest. There is a strong demand, we know on the part of cattle growers in the States to have range growers pay for their pastoral privileges. They claim that the Far West is producing stock much cheaper than they can be produced in the States, and seem to fear that it will soon produce a supply at a figure that it will be unable for the States grower to reach. But this is all fancy and the result of jealousy and short-sightedness, for the consumption of beef is increasing more rapidly than the production, and there is not the slightest danger of the States grower finding his occupation gone. Then it occurs to us that the range grower should have a large profit to compensate him for the privations of a frontier life. A free range is about the only advantage that the Western pioneer enjoys, and stripped of this, the inducements to build a home in the West are comparatively small. Free range is a privilege that the pioneers of every region west of the Mississippi have enjoyed, and we cannot see why it should be so begrudgingly

bestowed at this age. However, we would consent to the new proposition, provided the National Congress would enact a law that no State or Territory should pass exemption laws; or rather that the burden of government should be distributed alike on all property. The proposed measure will result in a double tax on our live stock interest, which does not present a very inviting prospect to the Montana operative. With a decision that the railroad is not taxable, and a State constitution and Territorial statute exempting mines from taxation, it would seem as if the farmers and stock growers would have to run the machine or at least furnish the money, and an additional educational tax on live stock would be piling up the burden in an unjust manner, but if such is broadly to prevent the selling off of these people to a few monied corporations, it, since they will no doubt readily consent to it, since they will be to furnish the principal part of the revenue. It matters little in what shape it is assessed. Yet while Congress is at it, we insist that it should provide for the equal taxation of all property, as the only means of interesting all classes in the common welfare of the country and the securing of a just and economical administration of our country's affairs.

EDITORIAL CORRESPONDENCE.

A MODEL DAIRY FARM.

Before the adjournment of the convention its members received an invitation from Theodore A. Havemeyer to visit his Mountainside breeding farm, near Mahwah, N. J., on the day following their adjournment. Accompanying this was a proposal from the Erie Railroad to place a special car at the disposal of the delegation. Not having seen what might be termed a model breeding farm, we were glad to join the party of about twenty five who concluded to go, and nine o'clock Friday morning found the delegation seated in one of the comfortable coaches of the Erie road, en route for Mr. Havemeyer's, the model Jersey farm of America. The gentlemanly Superintendent of the premises, Mr. Myer, met us at Mahwah with a number of conveyances drawn by beautiful, large, French horses, and drove us to Mountainside Farm, a distance of three miles, on quick time. The place is under a very high state of cultivation, and is supplied with every convenience that the ingenuity of man can furnish. The dwelling is large, elaborately furnished, with all the modern conveniences, including a billiard room, and the barns are the very best. The Jersey herd consists of 100 head of the best cows that could be purchased in America and the Island of Jersey, without regard to cost. Besides there are several bulls, which cost from \$1,000 to \$4,000. The produce of the herd is sold once every year, at the age of about one year, at auction, in the City of New York, and bring an average of \$400 each, no sales being made privately. The barns in which the herd is confined are as elegant as human habitations. They are ornamented, painted, and the stalls are made of the best Georgia pine and finished up in beautiful style. The cows are bedded every morning with fresh, clean straw, properly groomed and fed, and watered with great regularity. The water is supplied by means of pipes leading into troughs, which are removed when the animal is through drinking. Men move about the stalls continually and keep them clean. During dry, sunny weather the cows are allowed the freedom of the barn yard, but are never permitted to graze on the pasture. Their rations is a quart of corn meal and a forkful or so of well cut ensilage three times a day. Rock salt is kept continually within their reach. The ensilage is produced by planting corn in drills and cutting it green and putting it into silos. It is run through a cutter propelled by steam and cut into bits less than an inch in length before going into the silo. The farm averages 18 tons per acre. However, it will not weigh out this amount. When brought from the silo the ensilage has a sour smell that reminds one something of the odor of a brandy still. It, in connection with meal, is said to be an excellent milk and butter producing food. The best cows in this herd when not fed for test yield from 14 to 16 pounds of butter per week. The dairy rooms are attached to the barn, and are faultless. They are in the basement, are made of tiles, and are free from every odor. The temperature of the whole barn is regulated by steam pipes from the engine room, which is always kept heated. The cream is separated from the milk while yet warm by means of a centrifugal machine, known as the De Laval Separator, which has a capacity of seventy-five gallons per hour. The churning is done in a large Blanchard churn, and the handling of the butter does not differ from the modes familiar to our readers. The hog barn and poultry yards of this establishment are also very fine and filled with good stock. Mr. Havemeyer pays his laborers \$15 per month and board, and runs his model Jersey farm, we are informed, at a loss of \$20,000 per annum. He is a wealthy sugar refiner and has his millions, and his farming experiment is to give to America a model butter cow, and not for profit. When through looking at the stock, an elegant luncheon was spread, to which all did ample justice. The honor of the before-dinner speech devolved upon us, but to our friends who enjoyed the effects of claret and sparkling champagne were assigned the honors of the after dinner speeches. There being a few minutes before train time, Mr. Meyer drove us to the Dar-

ling premises, Mr. Darlig is the proprietor of the Fifth Avenue Hotel, New York, and runs his place somewhat on Mr. Havemeyer's principle, and has everything very elaborate. In his herd we found a world-renowned Jersey cow Earotus; so the famous cow, —the name of which was neglected to note— which produced over 80 pounds of butter in a year. Also the b. Baron of St. Lambert, for which \$10,000 has been received.

R. N. S.

THE RAILROAD OUTLOOK.

GALLATIN February 18, 1884.

Thinking it might of interest to yourself and readers to know something of the present rumors which are being circulated in this country in relation to the coming of new lines of railroad in the county and other portions of the Territory, I have concluded to drop you a few lines in relation to the same.

It is said there is a well laid scheme by the managers of the Union Pacific company to force branch lines their road into the best settled and promising localities of Montana the coming season and make a great effort for them as well as the general or through traffic of this Territory. Whether this is a rumor or founded upon fact, there is some determining at present. While it is not pretended to be a fact, yet it is reasonable from the network thrown out by the Union Pacific company intends to try out its programme in the near future.

It is said a branch will be pushed next season from Cheyenne by Henry's Lake and down the Madison to Gallatin City, and it is supposed final destination is Helena. This line, it is said, will be of uniform gauge, and understood by a few that this line is all surveyed from Cheyenne to Henry's Lake found practicable, and that the survey party is now working down the Ma valley, and expected to reach Gallatin some time in March next. A close examination of this projected line will show, if as proposed, that it would be a strong competitive line for the passenger traffic coming into and going out of the Territory, and equally as convenient for tourists who wish to visit the Yellowstone National Park as other routes, and also about short and handy for freights coming along. The work upon this line, to commence next spring at Cheyenne, is looked upon with confidence by some and believed to be an assured fact. It is also reported with some foundation of fact that the narrow-gauge branch will be extended down the Ma valley (where there is considerable grading already completed) to Gallatin, and thence up the Gallatin river to near Mr. Barton's bridge; there the stream and run up the valley along foot hills on the east side of the East fork river, and east of Joseph Jackson's; thence south to the ranch owned by Mr. Crowell, just west of Bozeman, and here locate a large depot; thence up coal mines in the Belt Mountains; thence across the range to Livingston; thence to Sulphur Springs, and thence to town. These are the branches being laid out here and expected to be completed in a early day. A thorough examination of this narrow-gauge route from Gallatin to the Bozeman coal mines looks as though it was intended to make a struggle the carrying trade of the produce of the valley, as well as being a coal line for Butte. It can be seen with a glance at map by one familiar with this part of the valley that this route would be convenient to the great majority of the peers in this rich farming section, which includes Raese creek, lying close by on north. The ranches in the valley lying on this route to Bozeman produce about all of the grain and considerable of hay in Gallatin county, and a depot situated within one mile of the Grange Hall on East Gallatin would make the larger shipping point in this county, as it would be from one to four miles closer to large grain producers than any other shipping point. It would with reasonable accommodations, and at the same rates as others, command at least three-fourths of the local trade, owing to its convenient access close proximity to the most of the produce. Then at its depot at Bozeman it would be a ready competitor for the shipping of grain and produce of the upper West Gallatin Middle creek, and these sections, whose mentioned, embrace the greater portion of the best grain and hay lands in the county, and a line thus located would command at least three-fourths of the produce of the county, and this would be a most important and increasing, as other lines will not have nearness and convenience to cease for this trade at the same rate of freight. If the route suggested should be adopted it would look as if the plan had been laid with a view to capturing the bulk of the local trade in the largest and best producing parts of this county. In relation to the old settlers of the valley in relation to this route for a narrow-gauge road, it is regarded by them as a masterpiece of policy the managers of the Utah Northern company to capture the most of the local trade of this valley, as no one has been able to suggest another route from Gallatin City to Bozeman that offers many facilities and inducements to shippers of produce as the above line.

Though the proposed route is somewhat longer than an alternative, still it offers such great advantages for the local trade over other lines that objection is more than over-balanced, and not already selected by the company as the route through this valley, it is worthy of their consideration before determining their line of road. The advantages to the line by extending it from the coal mines to Livingston, thence to White Sulphur Springs and thence to Benton can readily be seen, giving a continuous line from Butte to the head of navigation of the Missouri river, passing by or through nearly all of the most promising towns and new mining districts in the Territory, which will be speedily settled and developed in the near future. Such a line once established would be a powerful rival for the carrying trade of a great portion of the Territory. But it is said by others that these are only schemes thrown out by the managers of the Union Pacific Company, for the purpose of pooling rates on freights coming into the Territory, and thereby enabling them to make better rates with the Northern Pacific people to carry their coal from the Bozeman mines to Butte. Let this be as it may, the projected lines if carried out, would form a great rival to those now established, as well as to those which are soon to come, as they would form a network of branch lines, which would be hard to equal for the carrying trade of the Territory, and besides would successfully divide the passenger and freight traffic coming into and going out of the Territory. Then it is said that Jay Gould and his royal friend Russel Sage, have become large stockholders in the Northern Pacific company and will soon be admitted into its directory, and that it is all stuff to talk about rival lines being built by the Union Pacific company. The future alone will reveal whether these rumors are founded on fact or not. It is believed that capitalists of Helena will use great efforts to have a branch line built to Benton the coming season, as there is no time to be lost in reaching that point by rail connection. There seems to be a fine opportunity for home capital to invest in branch lines of railroad, which are so much needed for the Territory.

Rev. Hugh Duncan, of Madison county, was kicked by a horse last week, breaking one of his shin bones. The stockholders of the Upper West Gallatin and Bozeman Canal Company are to have a meeting April 5th for the purpose of deciding the question of increasing the capital stock of the company. Miles City depot and low grounds adjoining it were flooded last week. It was caused from the overflow of Tongue river. The Enterprise mentions the sale of some placer mining ground in Emigrant Gulch to J. B. Martin, of Minnesota, for \$5,000 which it says is far below the real value of the ground. The Livingston Board of Trade holds regular meetings, and is doing good service to the town and surrounding country by its action on matters concerning the same. It is asserted that Tice, of Radersburg, more than lays over Vennor and Wiggins. It is reported that Fort Ellis is to be enlarged to a ten-company post. We were aware that a strong effort was being made in that direction. We trust the report is founded on fact, and that the universally and deservedly popular commandant, Major Gordon, will remain and retain the position. —Courier. Water was recently struck in the second artesian well at Miles City, at a depth of 450 feet. The flow of water not being as large as desired—only one inch and a half stream—the work of drilling has been resumed, with the expectation of striking a large supply. The saloon and gambling licenses of Bozeman pay the city over \$500 a quarter less than one year ago, yet the city government is out of debt. Livingston post office has been assigned to the third presidential class and the salary of the postmaster at \$1,500, the change to take effect April 1st. Old Tim, the first cat brought to the Missouri valley, died last week at the Bedford Hotel. Tim was kilted near Virginia City, in 1864, and has ever since lived with the Baker family. —Trenchant. According to the accounts published in the River Press and Record, the breaking up of the ice in the Missouri has caused interesting and busy times in Benton the past week. A gorge formed just below town, which made the water back up until it flooded a large portion of the town and flat upon which it is built. The cellars of Murphy, Maclay & Co., Kleinschmidt & Co., and the warehouses of I. G. Baker & Co. were invaded and considerable goods stored therein were damaged. The water rose until it stood a foot deep in many of the stores along Front street. The flood occurred at night, and as the water rose rapidly, the families hurried away from their homes and spent the night at the residences of W. S. Weizel and others on the slope of the hill north of town. Lynch's ferry boat was lost, and the damage to goods aggregated about \$10,000. Thomas Cruse has loaned \$150,000 to the directors of the company owning the Drum Lummond mine. An accident occurred in the Drum Lummond mine last week, resulting in the death of Michael Monihan, a miner. Mr. Hunt, Minister of Russia and father of Wm. H. Hunt, attorney at law of Fort Benton, died February 27th. The management of the new Park theatre, New York, has attached the stage properties of Mrs. Langtry. The attachment was granted in a suit begun by the proprietors of the theatre, in which they claim \$1,500 damages because of the failure of Mrs. Langtry to give a matinee performance Tuesday last. She says that she was sick on that day, and her physician ordered her not to leave the house.

TERRITORIAL.

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