

THE BILLINGS HERALD.

VOL. III.

BILLINGS, MONTANA, SATURDAY, APRIL 18, 1885.

NO. 47.

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Governor... B. Platt Carpenter, Helena
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Surveys General... John S. Harris, Helena
Superintendent of Public Instruction... Wm. W. Wylie, Bozeman
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Choice lunch!
Meals at all hours!
Board by the day or week!
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Latest Publications at hand.
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Fresh Milk DELIVERED DAILY At Lowest Rates!
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Authorized Capital \$250,000

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Prices Equal to St. Paul or Chicago.

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Livery, Feed & Sale Stable

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THIS IS THE MOST ATTRACTIVE PLACE OF ENTERTAINMENT IN TOWN.

THE CLUB ROOMS

UP STAIRS ARE FURNISHED IN ELEGANT STYLE, AND

The Billiard Tables

ARE THE BEST TO BE FOUND IN THE COUNTRY.

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BILLINGS, - MONTANA.

The Merchants Hotel has just been refitted and re-

furnished and is kept in first-class style; is centrally located and the traveling public will find it the most pleasant hotel in the city.

Board by the day or week on Reasonable Terms.

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A New Line of Business for Billings.

Equal to the Best Establishments of the East.

We have opened in this city a bakery with goods unexcelled in quality and with the latest and most modern appointments.

Orders Left with F. B. Stone-

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BREAD DELIVERED TO ANY PART OF THE CITY.

GIVE US A CALL.

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Campers and Freighters will find it their advantage to give us a call.

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WILLIAM F. EILERS, PROPRIETOR.

Fresh Beer Always on Tap.

The Bar is Supplied with the Finest

Wines, Liquors & Cigars

Good Lunch Can Always be Obtained.

27th Street North.

ROYAL BAKING POWDER

Absolutely Pure.

FOSTER'S ADDITION.

Three Blocks From Depot.

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Thorough Drainage.

Every Lot Can be Irrigated.

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Clothing and Furnishing Goods.

Hats and Caps,

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Wheat and Rye Bread, Rolls, Pies, Cakes, Confectionery, etc

FRESH BREAD EVERY DAY 24 Hours for \$1.

Campers and Freighters will find it their advantage to give us a call.

CITY BEER HALL!

WILLIAM F. EILERS, PROPRIETOR.

Fresh Beer Always on Tap.

The Bar is Supplied with the Finest

Wines, Liquors & Cigars

Good Lunch Can Always be Obtained.

MISS CLEVELAND AS HOSTESS.

How She Conducts Her Daily Informal Reception—Intro- ductions.

Every day from 12 to 1 Miss Cleveland receives those persons who desire to call upon her without encountering the crush of Saturday. As it is extremely quiet and informal the gay and noisy people keep away. Cards are handed to the usher, who escorts visitors to the door of the glass screen separating the main hall from the corridor communicating with the East room, the Green, Red and Blue rooms. Here another usher takes the card, reads the name, inquires how it is pronounced and if there is a party, how the names belong, and he then shows visitors into the Red room. He taps on the door as he enters, so that Miss Cleveland knows that some one is about to enter. She is particular to get the names right—a point of good breeding not always attended to even in good society. Of her power of entertaining easily and gracefully there is no question. She is very unaffected and has an excellent and cultivated voice in speaking. Besides she has a great amount of well arranged information, and can meet people on their own ground. She remains standing and her guests are not invited to sit. Perhaps if they did they would find things so pleasant and social they would stay too long. The Red room is a beautiful and home-like apartment. Opposite the open fire place is a singularly fine life-size portrait of Gen. Grant, which at this time is invested with a pathetic interest. Everybody recognizes it and stops to look at it. The room is never crowded, and Miss Cleveland's sensible way of becoming acquainted with the persons she will have to associate with for the next four years is universally commended.

An Editor Steps Down.

Having made arrangements with Mr. K. Bradley to fulfil all my paid-up contracts, I now bow myself down and out as a great journalist. I have saved the country, hence am happy—Bradley will continue to keep it saved. I have filled the long-felt want, and Bradley will throw his weight on the stopper and endeavor to keep it filled. I haven't made any money to brag of but I have had a large assortment of fun. (This remark has been in pickle for several years and this is the first appropriate opportunity I have had to use it.) I know that my friends will weep over my retirement, but when I tackle them with a basket of bananas and a string of garlic, they will still have an opportunity to recognize my fine Italian hand. I cannot afford to be idle and must keep busy until our Uncle Grover throws a postoffice or a mission to Turkey over my mainly foreign and says: "Thomas, the country needs your services, old boy, take this, there are better things yet in store for thee." Then I will announce that I am in the hands of my friends. Grover Cleveland is those friends.—Texas Black Waxy.

A Real Life Romance.

The discovery of H. A. M. Butler-Johnstone in the capacity of a tramp in Turkey is a somewhat romantic incident. It is another evidence of the peculiar freaks of fortune in this vale of tears and trouble. One misfortune after another has plucked him from an elevated standing in fashionable society to a position in the lowest stratum of life. We are disinclined to believe that he has reached his present low level by dishonesty, feeling that he was simply crushed under the weight of untoward circumstances. He is a polished and cultivated gentleman, his educational attainments being of the most liberal character, and we hope that his fortunes will soon change. He has struck the bed-rock of human affairs, so that when the wheel does move he is bound to rise. Butler-Johnstone is well known to the mining men of Montana, Idaho and Utah.—(Dillon Tribune.)

Then and Now.

If the handler of stock cattle of 20 years ago were to bring an old time commitment on the market of to-day he would find himself wholly unable to command the same class of patronage that he could once rely upon as a certainty. No class of stockmen have more noticeably advanced their standard in that time than have feeders and grazers, and none have more completely re-modelled their ideas concerning the style of animals suited to their purpose. The day when anything—so it was cheap—would satisfy the purchaser of stock cattle is now forever past. The discrimination which has always been shown in some degree in the selection of ripe heaves has been carried right into laying the foundation for such heaves. Farmers have come to realize in a new measure that a prime product is not only a natural sequence of beginning with ill-formed and evidently unthrifty stock, but that it can be obtained from it, if at all, only by such feeding, and labor, and expense as will make the cheapest of mean stock dear. The wide-awake stockman, then, when he prepares for the consumption of his hay, fodder and grain, now seeks for animals which differ from the best fat stock only in condition—not at all in make-up or style. Under this advanced state of things the stocker and feeder trade merge so gradually into the fat stock trade that it is not always easy for the consigner to determine whether his shipment will go to the feeding farm or to the shambles; while in either case the price obtained will likely be about the same. In these days nothing is considered too good for a feeder which is capable of improvement in flesh or order.

Live Stock Transportation.

The trouble in shipping cattle at the present day is not because suitable cars cannot be built, or that cattle cannot be fed, watered and rested while on their journey; but it results from the necessity of cheapening the cost of transportation by carrying as many cattle as possible in a car, and by continuous running so as to make the trip in the quickest possible time. This will do very well for short distances that can be made in from 12 to 18 hours, but when cattle are driven long distances to points of shipment and are then packed in cars to remain there from 50 to 100 hours, with imperfect feeding and outside rest, the case is very different. If cars could be made so as to give the animals plenty of room to lie down and at the same time be supplied with feed and water, without increasing the cost of carrying them it would have been done long ago. "Palace" cattle cars were invented and patented a dozen years ago, with ample provisions for making the cattle comfortable and saving them from the protracted misery which they now have to endure. One of these cars is 36 feet long and 9 1/2 wide, which is 10 feet longer and one foot wider than stock cars usually are. It would carry 16 cattle of ordinary size and give them plenty of room, but no such cars are running on the roads now, because competition will not admit of it. No road is going to carry cattle in palace cars, packed in as loosely as hyenas and tigers in a traveling menagerie, while a rival road, by prodding and tail-twisting, carries twice as many in the same number of cars of the common kind. The best car, from a shipper's and transporter's point of view, is one that will carry the greatest weight of Texas steers to the square foot without killing the steers before reaching their destination.

Frank Lesley's Sunday Magazine.

For May opens with a vigorous article by Emily Pierce on the "Church in Mexico" in which the history and present position of the Roman Catholic Church in that country is graphically described. This article ought to attract wide attention. It is profusely illustrated. The wanderings of the Children of Israel in the wilderness for 40 years form the subject of the fifth article on Bible History. This article has nine illustrations. "Flowers at Funerals" by the Rev. Edward A. Rand, is a short but interesting discussion of the subject, and "Fagged and Fresh" by Leigh Norvall, will please by its tender sentiment. "The Continental Sunday" by William Rosseter, reprinted from The Nineteenth Century, offers food for much thought. Some may consider it a model, others a warning. Dr. Talmage's sermon is entitled "Your Petticoats" and in his editorial comments he discusses "Dressing for Church," "The Spring and Cleanliness." The three serial stories are continued. The Sacred Musicians treat of Madame de Grandval and Prof. F. L. Ritter, of Vassar College, and there is an able article, with portrait on Frederick Chopin. Many of the illustrations are particularly appropriate to the Spring season, which, though long delayed, will surely come. The miscellany is, as usual, abundant and interesting. Published by Mrs. Frank Leslie, 53, 55 and 57 Park Place New York.

A Valuable Magazine.

[From March Number of The Northwest] The Sunday Pioneer Press is a superbly done number upon which is lavished an array of talent that makes it a valuable magazine of the best current literature in addition to its timely columns of political and general news. Especial arrangements at a large outlay of means, have been made to secure weekly contributions to its columns from the best writers and thinkers of the age, in Europe and America, and in every point of excellence this issue is regarded as the model of its kind. This valuable issue is sent to any postoffice in the United States or Canada for \$2 per annum.

ALBANY'S SHOP-GIRLS.

So Totally Different from the Metropolitan—Combining Business with Pleasure.—[Clara Belle in Cincinnati Enquirer.] The dignity of the shopper at the under-wear counter in New York is extraordinary. The clerks are girls. Nevertheless, the purchasers are as formal and distant as though there were men behind the counters. While on that visit to Albany, which I wrote about last week, I was struck by the very different manners in the stores. They are all as big as the leading New York establishments, and have the same variety of goods on exhibition. But what was my surprise, as I stood before one counter or another, to see the shoppers walk up to the counters and combine business with pleasure, something in this way: "Lally Shopper—How'd' do, Lucy; handkerchiefs, please; how's your ma? Yes, hem-stitched, no, not colored. Did you go to Mrs. Wilson's party? Ah, you don't say. Mr. Bumper was there, got back from Florida last week. Pauline well? Thirty cents— isn't that dear? Come up some time and see Mamma. Good-bye.

Second Lally Shopper, to another counter-girl—Busted today, aren't you? I don't see your sister in Meyer's store any more. Oh, indeed! Has she done well? Who is he? Strange I did not hear of it. Gone to Niagara for her trip? Do tell your mother how glad I am to hear of your sister's good fortune. I suppose you'll be going next. I see the same young gentleman at church with you right along. Those corsets—no, not those; the \$1.50 ones, please. Sometimes it was the counter-girl who did the talking. One quite close to me put down some change, handed a parcel to a well-dressed, lady-like miss, and, to my surprise, said: "Going to the ball at Laura's to-night? Don't go away; I want to have a good talk to you."

All this was so totally different from New York where, although I have always lived in the city, I never yet saw any one I knew behind a counter, that I vented my surprise on Nellie. "It's because it's the country," said she; "every one knows every body, and if a girl doesn't speak to all the customers it is not because she does not know all about them. I don't know a single girl in the store, except that I am used to their faces, but I'll warrant they know a great deal about me, my name, where I live, where I go to church, whether I have stopped going out with Mr. Palmer or not, and that I was bobbed last night, and had on a pair of \$3.50 gaiters."

SAFEGUARDS AT SEA.

STRANGE DEVICES TO MARK DANGEROUS SPOTS ON THE COAST.

Minute Guns, Whistling-Buoys, Bell Boats, Fog Whistles and Sirens—Storm Horns Blown by Nature—Action of Sound Waves.

[Philadelphia Times.] The American coast is becoming better lighted every year. Those dangers to navigation that can be removed, such as sunken rocks, are being rapidly taken away and buoys are placed wherever they will aid navigation in the event of vessels entering or leaving port. The government has paid a great deal of attention to the establishing of fog signals, the principal of which are sirens, trumpets, steam whistles, bell boats, bell-boats, whistling-buoys, bell trucks by machinery, cannons fired by powder or gun-cotton and gong. Gongs are used on light-ships, in harbors, channels and rivers where a long range is unnecessary.

FIRING MINUTE GUNS. The minute gun as it is known throughout the world is the signal of distress. Gun-cotton rockets are used in rock light houses where it is impracticable to mount large pieces of apparatus. A charge of the explosive is enclosed in the head of a rocket, which, when shot into the air, explodes the cotton and sheds the sound in all directions. At every United States light station bells are used in a variety of ways, operated by machinery. The use of bells is required by the international code on ships of all nations, rung at regular intervals during fog. Turkish ships are allowed to substitute the gong, as the use of bells is forbidden to the Mohammedans.

One of the most important inventions to mariners has been the whistling buoy, which is now placed in shoal waters in which a light ship would not live, as on the shoals of Cape Hatteras. It is well suited for such angry waters, as the whistling buoy consists of an iron gear-shaped buoy, twelve feet across at its widest part and floating twelve feet out of water. Inside the buoy is a tube thirty-three inches across, extending from the top, where the whistling whistle is placed, down to a depth of thirty-two feet into the lower depths free from wave motion. There are thirty-four of these buoys now in use on our coast, the smallest weighing 2,000 pounds and the largest 12,000 pounds; they cost from \$1,200 to \$2,000 each. Although they are of great use to mariners, hundreds of petitions have been received by the government from dwellers along the coast, asking for their removal or their modification, on the extremely mournful shriek they emit. Some of them can be heard at a distance of fifteen miles.

BELL BUOYS AND BELL BOATS. The bell buoy superceded the bell boat, which was a clumsy contrivance, liable to get in heavy weather, costly to repair, and difficult to keep in repair. The bell buoy used is mounted on the bottom section of an iron buoy, which is decked over and fitted with an iron framework which supports a 200-pound bell. On a ground iron plate, made fast to the frame, is placed the bell, which is a cannon ball, which rolls from side to side, striking the sides of the bell as the buoy is tossed by the waves. The bell buoy is used in harbors, rivers and shoals where the water is not very rough. They cost about \$1,000 each.

The steam fog whistle, which is used at many light stations, is the ordinary instrument used on locomotives and steamboats. The machinery is very simple. An automatic arrangement is on and shut off the steam, which is obtained from an ordinary stationary engine. They have been heard at distances varying from three to twenty-five miles. The siren is a huge trumpet with a wide mouth and a narrow throat, and is sounded by driving steam or compressed air through a disk. A revolving plate back of the disk, containing twelve radial slits, is rotated 2,400 times a minute, and in this manner 2,800 vibrations are produced. The intensity of sound, which can be heard from twenty to thirty miles. Its density and penetration makes it dominant above all other sounds. In 1853 there were thirty steam fog signals in United States waters, the establishing of which cost \$300,000 and their maintenance \$100,000 a year.

BOATS BLOWN BY NATURE. In various parts of the world the sound signals have been put into operation by a variety of natural or artificial means in cliffs through which the waves drive volumes of air with great force. Over an orifice discovered on one of the Farallon group of islands, off the harbor of San Francisco, in 1850, was built a chimney surrounded by a locomotive whistle. The first plan was, however, a failure, as the great violence of wind current blew the masonry into the air. A modified plan having safety valves was afterward found successful, and this natural whistle can be heard from ten to fifteen miles away.

In approaching a channel from seaward a shipmaster can always rely upon finding red buoys with even numbers, white with odd numbers. The buoys are placed on the starboard side on passing. On the port side of the channel black buoys with odd numbers are found, which indicate that they must be left on the port side. Over rocks or shoals which are dangerous to the steam fog signals in United States waters, the establishing of which cost \$300,000 and their maintenance \$100,000 a year.

ACTION OF SOUND WAVES. It has been found by careful experiment that owing to the conformation of the coast certain fog signals, such as steam whistles or sirens, will frequently be heard say at a distance of six miles, while closer in, say three miles, the sound would be entirely lost. By some authorities this phenomenon is supposed to be caused by the rebounding of the waves of sound upon striking the surface of the water. The experiment that has been made have been conducted with the assistance of a delicate instrument showing the intensity of sound waves. The light lists of the United States coast, given to mariners, contain accurate descriptions of each light, given the height of the towers, colors and character of the light and the distance it can be seen in nautical miles. Lights close to each other show a different color or else one would show a steady and the other an intermittent light. The lights used are fixed, white, fixed red, white or red revolving and white or red flashing; the intermittent lights are further varied by the periods of their revolutions or flashes.

Where the Hub Comes In. [Louisville Courier-Journal.] Many colored persons who have married white wives are surprised to find that white women are unwilling to take in washing to support them.

Richelieu's Skull. The skull of Richelieu, carefully preserved in a velvet case, is said to be in the possession of a Paris publisher.