SEMI-WEEKLY MINER.

WEDNESDAY, FEBRUARY 15, 1882.

The white metal is booming. It is now quoted in New York at 1.14½. If Congress dont repeal the coinage law right away it will soon be at a premium, and then how will all that fine talk sound that we have heard about "fraudulent" and "useless" coins, and other kindred nonsense.

General Blaine is hurting the stalwarts by his increasing popularity among the people. Blaine is sound on silver, the Chinese question and the Monroe doctrine. In these questions he is sustained by the great majority of the people.

Says the *Mail and Express*: "Gen. Grant's candidate for Quartermaster-General was Gen. Rufus Ingalls. Gen. Sheridan's candidate was his father in-law, Gen. Rucker. "Little Phil's candidate got the place. Comments might be superfluous and misleading. The fact is notable.

The *Tribune's* Washington specials make it perfectly clear that President Arthur will not attempt to "plead the baby act," as to the diplomatic documents which Mr. Blaine wrote "by order of the President." President Arthur's most dangerous foes, just now, are his "cool friends."

A Virginia Senator asked Riddleberger plump, the other day, whether he was going to be a Republican or a Democrat in the United States Senate. It bothered Riddleberger, who retorted: "I cannot determine how I will stand. If they are all of the same view as my opponent, I will probably go out and organize a small-sized Senate of my own."

The Governor of Michigan has called a meeting of the Legislature of that State to begin at noon, February 23d, to provide by law for relieving the sufferers by the fires in Huron and Sanilac counties; to act upon the Tax Commission bill, and to redistrict the State in Congressional districts, the latter, provided Congress shall pass an apportionment bill before the Legislature completes its other labors.

The St. Louis *Republican* hits the Illinois Senator a sharp blow after the following style: "When Senator David Davis talks of voting for the admission of Dakota into the sisterhood of States, he evidently forgets he has declared it is not a partisan question. Except for the partisan advantage to be gained by the increase of two Republican Senators and a Republican Representative, there is not a particle of reason for making a State out of Dakota.

Avant Courier: "The first weapon of a sneaking coward is abuse, and the last weapon to which he resorts is slander. Such appear to be the arguments (?) and stock in trade of the Butte *Inter Mountain*. Last week we took occasion to deservedly criticise the disreputable work of its canvasser here—a work in which no other Montana newspaper, to our knowledge has ever engaged, and no honorably conducted journal would countenance—and that model of a newspaper with its larcenous name, being unable to justify its course, resorts to bluff and low scurrility. Of course we happened to hit it so as to hurt—for it is the truth out—that ever hurts; but the *Courier* has a higher mission than that of handying epithets with a journal that sneakingly attempts to build itself up by undermining the legitimate business of another, and then seeks to justify its dishonorable course by a resort to blackguardism. But in our opinion a young sprout like the *Inter-Mountain*, still in its swaddling clothes and taking its sustenance from a rubber-tipped bottle should not talk quite so *loud*."

The San Francisco *Chronicle* is responsible for the following: "Mr. Morley, the editor of the London *Pall Mall Gazette* takes a view of the Irish question that is hardly calculated to please the average Englishman. In a recent article in the *Fortnightly Review* he said:

"It is as safe a prediction as any that we are able to picture to ourselves in European politics to say that the Irish peasant and the Irish landlord will have as completely reversed their relations *of every kind* to one another between the year 1880 and the year 1900, as did the French peasant and the French Lord between 1780 and 1794.

"This is certainly as sanguine a prediction as the most radical Irishman could make. And this suggestion, which appears in the same article, is as diabolically significant as if it emanated from the President of an Irish revolutionary society:

"'Oh, if I were King of France,' said Arthur Young, 'I would make these great Lords skip.' And the French peasant did make the Lords skip. He burnt their manor-houses, destroyed their title-deeds and sent the seignours running for their lives over the frontier. The French seigneurs had a much less detestable record behind them in the history of their country than the Irish landlord; *but then the Irish peasants cannot drive the landlords over the frontier, because the English Government prevents them.*

"If John Morley does not take care he sent to keep company with Parnell. The truth on this subject is rather distasteful to English officials at present."

MUNICIPAL EXPERIMENT.

The Legislature of New York, less than a year ago, passed an enactment providing that the Mayor and Controller of Brooklyn should immediately proceed to fill all the principal city offices, and that, after 1881, the Mayor should absolutely appoint all heads of departments except those of finance and audit; also, that the heads of departments should appoint and remove all their subordinates and fix their salaries. This is not altogether an experiment in municipal government, very many of the cities of the Union having for years managed their official affairs through officers selected by the Mayor and Common Council. An illustration of this is found in our own city of Butte. This method of fixing the tenure of office cannot be regarded as a departure from the principles of popular government. It is merely placing official accountability where it belongs. Among an entire elective set of officials each one properly considers himself independent of the other, for the reason that he derives his authority directly from the people and considers himself only accountable to them and to the general laws prescribing his line of duty.

This is a question that has been much discussed, and the advisability urged of extending the practice that prevails in city governments to our more important and complex governments. The advocates of change place its desirability on the ground that the public can be better served by persons chosen by a county board, for instance, and directly accountable to it, than by individuals chosen by the people. It is further urged that very many people get into office through a popular vote that no business man would employ to look after his individual affairs. The appointment, rather than the election of Judges, is very generally practised in the States of the Union. The Legislature of a State is in a much better position to select a learned and incorruptible Judge than a packed convention, and the Judge who derives his authority from a Legislature has no inducement before him to engage in partisan contests or by any arts of demagoguery in his decisions to seek popularity with the people. An assessor, who may desire a re-election at the hands of the people, has before him a constant inducement to neglect his duties to increase his popularity; one, looking for an election from a county board, strives to make a reputation as a good official. The same may be said of treasurers, sheriffs and recorders. On the other hand it is urged that the appointment of officers drags elections into the sink of intrigue, where the officials to be chosen and have the power of appointment are pledged beforehand, and that their elections are made to depend on their pliability.

THE RAILROAD ISSUE AGAIN

Under the above caption the *Independent* reiterates its oft-repeated declaration that the railroad is detrimental to the business prosperity of this city, and charges that the MINER has not answered nor attempted to answer a single position taken by that journal. The writer also asserts his belief in the views he expressed several years ago in regard to the great advantages which would accrue to the Territory at large from the building of a railroad from Benton to Helena. Then dropping in an aesthetic mood, he refers, in his usually polite manner, to the "opaque intelligence"—whatever that is—and to the ears of those who do not agree with him, and finally starts out on an article, replete with "opaque intelligence," by stating the "position" of the *Independent* as follows: "On the authority of several business men of Butte, we stated that the railroad, at a distance from that city, say at Dillon or Melrose, would perhaps have proved of larger benefit to Butte, in a business point of view, than if it reached the city limits," and then adds: "As we have before said, the question is: Will a railroad to Butte lead to the future disbursement of more money in the city than if it terminated at Dillon or Melrose?" This may be the "position" of the *Independent* at the present time, but it will pardon us when we say it did not make any such suggestion nor did it raise any such question in either of its former articles. It simply declared, without qualification, that "We believe that the Utah & Northern or any other railroad will be of more injury than benefit to Butte." It said nothing about Dillon nor Melrose, but stated its belief in the language above quoted and then in an endeavor to state what it is pleased to term "arguments" to justify its belief it fell into such ridiculous errors and displayed such stalwart ignorance that we felt constrained to publish all of the *Independent's* article for the amusement of the readers of the MINER. We were told that the mines of Butte "all lie almost entirely within the city limits." These is just one—the Morning Star. We were further told that "Butte has no further need for horses and wagons" for the iron horse is here which consumes nothing but coal and water, and "Butte consequently is no longer a market for the hay and grain of the farmer;" that the railroad is bringing coal and lumber here and as a result the wood-choppers and wood-haulers would be thrown out of employment; that it is situated upon the very summit of the Rocky Mountains; that it is a city "set upon a hill" and comparatively inaccessible for teams when the deep snows of winter have fallen" and—as a clincher, although the statement does not "consist" with the object of the article—"the railroad will take out of the city for freights from $4,000 to $12,000 per day during the entire year," which vast sum will be locked up in the vaults of the railroad company, etc., etc. These are some of the "arguments" advanced by the *Independent* to fortify its absurd belief. Their absurdity simply provoked ridicule. They were hardly entitled to a respectful hearing.

But our Helena cotemporary being forced to yield its former "position," now seeks to establish itself in a new one by raising another question—evidently the result of an afterthought. We do not propose to chase the *Independent* from one position to another. It made an unprovoked and foolish assault upon this city. We replied to it in language suggested by the motives which prompted that assault. It is hardly possible its articles will divert any considerable number of immigrants from Butte and vicinity, or discourage the investment of capital in our mines, or induce the Union Pacific railway company to take up the rails of the U. & N. from here to Melrose or Dillon. Nor will they frighten the holders of real estate in Butte into playing into the hands of those who may desire to "bear" the real estate market, that they may obtain desirable realty and hold it for an inevitable raise. We say its articles are not likely to compass any of these ends. They are doing no harm to Butte nor good to the *Independent*. Butte has the railroad. She would like to have one or two more. Our business men never were doing better. A suburb is being built up in a locality where last summer lots could not be sold at $5 each. They brought from $125 to $325 each at public sale after the depot grounds were located. The railroad has enabled the smelters, mills and mines to make daily shipments of matte, bullion and ores. Scores of teams are being employed in hauling these products to the depot and scores more are engaged in hauling wood to the mines, mills and smelters. Real estate is held at stiff prices and preparations are now being made looking to the erection of buildings on an extensive scale during the ensuing season. Evidences of life, business activity, and general prosperity are seen on every hand. By the time the depot building, work shops and other necessary structures are completed which the railroad company proposes to build, over $500,000 of taxable property will be added, in that locality alone, to the tax list of Silver Bow county for the year 1882. In view of these indisputable facts it is unprofitable on the part of the *Independent* to discuss the question of the benefit or injury of the railroad to Butte. If that journal is of the opinion that Butte suffers from the close proximity to it of the U. & N., it should immediately discourage the building of the U. & N. or the Northern Pacific to Helena. The conditions of Butte and Helena are similar. Both depend largely upon the output of their surrounding mines for their support. What the railroad brings to Butte it would take to Helena. If the business of Butte is injured with the depot at least a mile from the centre of the city, that of Helena would surely suffer with the depot within a half mile of her centre. There is no question about that assumption. Therefore if Butte would receive the greater benefit with the road no nearer to her than Melrose or Dillon, the interests of Helena would be better subserved with the Northern Pacific or U. & N. no nearer to it than Gallatin City or Radersburg or Whitehall. But the *Independent* dare not apply the same sauce to the Helena gander that it seeks to pour over the Butte goose.

The *Independent* says the railroad will take out of Butte for freight, from $4,000 to $12,000 per day during the entire year. This is a pretty large sum, an average of $8,000 per day or $2,720,000 a year. The city has about 8,000 inhabitants and $8,000 per day paid for freights would be $1 per day or $365 a year for each man, woman and child in the vicinity. Now it would appear to a man of average intelligence that a city which can pay $365 per year for each inhabitant thereof for freights must be doing a rushing business—a business that no shrewd merchant would leave. This statement of the *Independent* proves more than the writer evidently intended it should. It proves too much, and is inconsistent with the other statement of that journal that the railroad is an injury to Butte.

The *Independent*, in its efforts to injure this city, has found an acceptable coadjutor in our evening cotemporary, the *Inter Mountain* and rewards its faithful ally with a smile, a chuck under the chin, a pat on the back, and taffy *ad nauseam*. We would suggest that the *Independent* man, as an additional evidence of his appreciation of the services of our anti-silver neighbor, write an editorial or two to show that Butte mines produce only "fraudulent" metal from which "useless coins" and a "worthless currency" are minted. In the meantime let the swapping of chewing gum go on between them.

REPORT OF THE GOVERNMENT DIRECTORS OF THE U. P. RAILWAY.

The MINER is under obligations to the Hon. George W. Frost, one of the Government Directors of the Union Pacific Railway, for the Annual Report of the Directors to the Secretary of the Interior for the year 1881. The Report is published in a neat pamphlet and contains much valuable and interesting information. Mr. Frost, who prepared the report, is a writer of fine abilities, and has invested the subject which in some hands would become dry matter, with striking interest. In speaking of the vast work which the Union Pacific is accomplishing the writer says: "It is fast changing what was formerly supposed to be the 'Great American Desert' into civilized homes, and opening up to settlers the vast wealth of the extensive and rich mineral and farming and stock-raising regions along its line. It also extends its branches north and south into the mountain ranges, where there is an equally productive agricultural country, and where thousands of ranchmen and miners and herders now people the wide wastes that were once given up to the Indian and buffalo and the wild beasts. Millions of dollars are now profitably invested in mines that before the advent of the roads were almost without value, because of the need of transportation."

What is true in regard to the great developments of mining and agricultural sections which followed the building of the road from Omaha westward may be said will follow the completion of the Utah & Northern and the Northern Pacific through Montana. Millions of dollars will be invested in mines in the Territory, which are now almost valueless on account of inadequate transportation, which the near proximity of a railroad will remedy, and furthermore bring them to the notice of capital. As an illustration of the effect of a railroad upon a country, the report instances Nebraska. It says: "When the first rail of the U. P. was laid in the then, Territory of Nebraska, it contained not to exceed 35,000 people. To-day, Omaha—then a hamlet—contains 35,000 inhabitants, and the State, in round numbers, contains 500,000 souls. The lateral branches of the road exceed in length the main line, and are given as follows;

	Miles.
Omaha & Republican Valley	132
Niobrara & Black Hills	82
Saint Joseph & Western	252
Colorado Central	184
Denver & Pacific	106
Echo & Park City	31
Utah & Northern	421
Oregon Short Line	50
Julesburg Extension	151
Total	1,409

Of the Utah and Northern the report says: "This road has been completed to Butte, Montana, a distance from Ogden, Utah, of 421 miles, and gives connection at Butte with one of the richest mining camps in the country. The town has grown, with little outside aid, from a small village to a town of about 4,000 inhabitants in four years, (nearly 8,000 at present. ED.) The mines produce both silver and gold, and in large quantities, and it is claimed by those versed in their history that they invariably grow richer as they descend into the earth. This road opens the doors, as the first railroad to the trade, with the business portion of Montana, hitherto depending on the freight train and the Missouri river, that is navigable only about half the year. The Territory of Montana is as large as New England, New York and another state thrown in to fill up the measure. It is said to contain 16,000,000 acres of arable land; mines of surpassing richness that are easily and cheaply worked in consequence of an abundance of available water and timber, and also because the richest land for the production of wheat, vegetables and beef is in close proximity to the mining districts all through the mountain ranges. The whole country contains large amounts of timber for building and mining purposes, and the range for beef cannot be exceeded in any country. The road opening this mountain Territory is a narrow gauge, fully equipped, with an excellent road-bed, favorable grades, in fine condition, well managed, and must for all time be an important feeder to the trunk line. This road is to be completed to Helena, the Capital of the Territory, next year. For this purpose a considerable portion of the grading is already done. Other roads from this line are projected to different parts of the Territory, and it is the intention of the company to complete them in the near future."

Other branches of the road are mentioned in the report and the business which they all do is satisfactory. The great increase in the business of the road is best shown by a comparative statement which is made. "In 1877 only 775 men were employed in the shops at Omaha. In 1881 3,300 were on the pay rolls at the Omaha shops, and 7,898 were employed along the line, as against less than 4,000 at the former date. On the Union Pacific Railway and all its branches there are fully 16,000 employees." This number would make a formidible little army if brought together. From a prepared table covering the land sales by the company for nine months from March to November, 1881, inclusive, it appears it disposed of 75,792 acres, for which was charged $373,199.15, the average per acre being $4.93. The report further states that all points of difference between the company and the government are understood to have been settled by the funding bill of May, 1878. By the provisions of this bill the company is to pay the government annually $800,000 in addition to one-half the earnings of the road, or a sum which, added to such half, would equal 25 per cent. of net earnings, and to establish a fund with which to pay at maturity the whole indebtedness. The Hon. Sidney Dillon, President of the road, informs the government directors that the company is complying in every material particular with the requirements of the government in this bill and are fully prepared to meet at any time all the just claims of the government for its credit advanced to the road. The directors state that in their opinion the road has been carefully and judiciously managed and will compare favorably with the best managed roads in the East. The report is signed by the Hon. Geo. W. Frost, A. Kountze, S. T. Everett and R. H. Baker.

CLARA BELLE.

Her Experience in a Hot Vapor Bath.

"Most girls," says Clara Belle, in a letter to the Cincinnati *Enquirer*, "treat themselves too gingerly at the bath. Miss Clementia struggles to turn the key of the bath-room door twice round, to be doubly sure of locking everybody out; examines the ground glass window minutely, to see that there are no peep-holes, though nobody could look in without using wings or a ladder, turns the mirror to the wall so as not to be shocked by facing her own shadow; and not without all these precautions will she disrobe. A downright scrubbing is too much to expect of this bashful creature. She merely dips herself into the water, drys herself on a very soft towel, and hastily dresses herself. An experience like that which I blundered into a few days ago would kill her outright. A friend assured me that my headache could be cured by a hot vapor bath. And I soon afterward read in an advertisement in a New York daily paper that such treatment was provided by Dr. and Mrs. ——, at No. — West Twenty-fourth street. I found a common brick house at that number with the name on the door plate. A servant responded to my ring, and ushered me into a well-furnished parlor. Immediately a very pretty young woman entered. Her manner struck me at the time as rather cool, but she quietly asked me if I wished a bath, and informed me that the price was $3. She then conducted me into a rear room, in the center of which stood a narrow couch, and at one side a spirit stove stood on the floor. 'Please undress' she said quietly. I hesitated, but braced up by reflecting that she was a purely business spectator, and obeyed. Then she seated me in a chair, and enclosed me up to the chin in a big rubber cloth, which reached to the floor, and covering the blazing alcohol. Shut up with such heat for 10 minutes I was thrown into a dripping perspiration. When the girl thought that I was stewed enough she took away the rubber cloth, directed me to lay flat on the couch, and then washed me most thoroughly. Next she rubbed me all over briskly, putting cologne on her big, soft, warm hands. She went through her work in a silent, perfunctory manner, and not without some manifestation of disdain, which I did not at the moment comprehend; yet the treatment was comforting, and really did remove my headache. She was a plump, shapely girl, full of vitality, and her touch was quite magnetic. I had dressed myself and handed her $3, when somebody rapped at the door to whisper to her. 'Tell him to wait a minute,' she responded, 'there's nobody ahead of him.' Hm! What did I hear? An awful suspicion into my mind. 'Do you give these baths to men?' I asked. 'Ladies don't often come here.'"

A Wealthy Stage Driver.

The Helena *Independent* of the 12th inst. says: Ira Meyers drives a coach on the route between Helena and Diamond City. Ira is one of the best and most reliable reinsmens in the mountains, and he loves his occupation, too. Last summer he visited the States, where he inherited the snug little sum of $30,000. He passed some months in the East; but the low altitude and the long distance between the little hills (by courtesy called mountains in the States) discouraged him and the absence of stage coaches made him lonesome. Palace cars were all very nice, but there was none of the memorable excitement attendant on engineering a six-horse coach along the edge of a precipice where a slip of a new inches would send the whole outfit to certain destruction on the rocks a couple of hundred feet below. No, there was none of that. He longed for the green foothills and the pine-clad summits of Montana; the exciting dash down the steep mountain side, and the swinging sweep along the level valley road. So the irresistible attraction of his chosen calling drew him back to the mountain country. And so it happens that a $30,000 driver manipulates the strings on the Diamond City coach line.

Where They Put Their Money.

General Grant pays $1,000 a year for his pew in Parson Newman's new church in New York.

Governor Gear spent $6,000 more than his salary while an occupant of the Iowa Executive Mansion.

W. H. Vanderbilt paid $201,000 for State taxes to the Comptroller of New York one day last week.

It is said that 50,000 girls employed at various trades in Chicago average in wages only $2 a week.

The late Ami Loring, of North Yarmouth, Me., left $2,350 to his children and $37,000 to missionary societies.

The janitor of the Normal College in New York gets $2,600 a year—much more than some of the teachers.

POINTS OF THE PUGILISTS.

Comparative Merits of Men-Interest in the Fight.

The Ryan-Sullivan prize fight has been one of the most largely advertised affairs of the kind that has attracted attention for many years. Considering the record of the two men, the amount of advertising which their match has received would seem extraordinary were it not so evident that some shrewd individuals were tooting their own horns while pretending to praise the pugilists. A New York publication, which says a great deal of attention to all that is disreputable in sport, backed Paddy Ryan as an advertising scheme. Another New York publication, which has heretofore devoted attention to pugilism, undertook to sound Sullivan's praises, and between the rival publishers and the railroad companies that expected to make a good thing out of the excursion, the match got as much notoriety as if it had been a declaration of war between the United States and China. Among those of San Francisco who take a critical interest in pugilism, much surprise was felt at the speedy manner in which Sullivan disposed of his rival. The majority here felt that Ryan would make a determined stand against the Boston pugilist, and prolong the fight if he did not win it. Not a few bets were made on the strength of Ryan's pictures, as published in a sporting paper. The Tipperary man's mug was voted to have the true stamp of pugilistic determination.

THE MEN COMPARED.

When the information was given that Ryan was over six feet high, and 20 pounds in trading, it was thought by the amateur judges to be a good thing to back him. As a matter of fact however, Sullivan with his 5 feet 10 inches height and 175 pounds of avoirdupois was the more likely candidate for pugilistic honors. Nearly all the distinguished knights of the ring have been men below the six-foot standard. It is on record that a scion of one of the noble of English houses, who inherited much of his aristocratic [illegible] in the prize ring in its palmy days, gave it as his verdict that a man his point, 5 feet 9 inches, if possessed of the proper pugilistic talent, "could lick anybody himself." Nothing has occurred since the utterance of this verdict to prove that the noble lord was wrong, and until he comes back to relate his experience, the belief in his good judgment is likely to stand unshaken. Ryan's height and weight were the indications of his pugilistic powers, and among the experts he has never been held in high repute. It took him an hour and twenty-eight minutes to beat old Joe Goss at Collyer Station, West Va., June 1st, 1880. Goss was in the veteran stage when Ryan was a boy, and besides was never a pugilist of the first order. He was put on to fight Mace in his prime in the hope that his sturdiness and hard hitting would prove too much for the shifty James. He had not been in the ring very many minutes, however, before he found he had a hard job on his hands, and instead of rushing the fight and keeping things lively for Mace he had all he could do to keep away from his clever opponent. Mace made short work of him. Though old and not in good condition, Goss had the best of the fight with Ryan for thirty rounds and at one time looked like a sure winner, but the young man's stamina proved too much for the veteran and Joe had to lower his colors. This was Ryan's experience of the ring.

RECORD OF THE VICTOR.

Sullivan first attracted notice by the style in which he handled Ryan. Goss shortly before Goss' fight with Ryan, Goss gave an exhibition at Boston, and Sullivan, who had figured at sparring patches at the "Hub" for several years, donned the mittens with the veteran. Sullivan sailed into Goss from the first and treated the veteran so unceremoniously in the wind-up that he nearly brought Goss to his knees. The proceeding lowered Goss stock at the time, but subsequent events have shown that there were few pugilists in the country who Sullivan could not daze with his gloves. The report of the fight with Ryan shows that he pursued the usual policy of rushing the fight. [illegible] ties are no doubt very effective in a rough-and-tumble fight, but with the gifted of the caliber of Jim Mace in his palmy days, or with Joe Goss, or other hard-hitting, and cool and clever boxer headlong rushes would be very destructive to the rusher. Ryan is a good-natured fellow, who [illegible] unfitted by his good qualities to shine in the prize ring. [illegible] ever, probably not a good [illegible] he was when he fought Goss, [illegible] to wear a trusser since he was [illegible] some roughs. Sullivan, on the other hand, seems to be specially [illegible] profession he has embraced. [illegible] the fight with Ryan cannot be regarded as proof that he is a formidable [illegible] it is not likely that any man will be found [illegible] one-time aspirant to [illegible] him. He was born in Boston, [illegible] October 15, 1858. Ryan was born in Thurles, county Tipperary, [illegible] 1853.

Major Campbell Wallace, president of the Merchants' Bank of [illegible] not only well-to-do, but [illegible] a recent meeting of the stockholders requested that his salary should be [illegible] down to a nominal sum and the remainder divided among the [illegible] who did the real work. [illegible] *Times.*

SUMMONS.

In the Justice's Court of Silver Bow Township, Silver Bow County, Montana Territory. Before John O'Meara, Justice of the Peace.

Nicholas H. Connolly, plaintiff, vs. Philip Evans, defendant.

The people of the Territory of Montana greeting to Philip Evans, defendant: You are hereby required to appear in an action brought against you by the above named plaintiff, in the justice court of Silver Bow township, Silver Bow county, Montana Territory, upon the complaint filed herein within five days, exclusive of the day of service, after the service on you of this summons, if served in this county, or if served out of this county, but in this district, within twenty days; or within forty days if served by order; or judgment will be taken against you, according to the prayer of said complaint.

The substance of the action is from balance over the sum of forty two 50/100 dollars, alleged to be due from defendant to plaintiff for [illegible] and feed of one horse from December [illegible] January 14th, 1882, at your request; as will more fully appear by reference to the complaint filed herein, and for costs.

And you are hereby notified that if you fail to appear and answer the said complaint as above required, the said plaintiff will take judgment against you for said sum of forty-two 50/100 dollars, and costs.

Given under my hand this 15th day of February, A. D. 1882. JOHN O'MEARA, Justice of the Peace of Silver Bow Township and County, Montana Territory. feb15m5w