

From Thursday's Daily. WAR IN BEAVERHEAD.

Agitation of the County Seat Question.

Dillon or Glendale?

A gentleman of this city who is well acquainted with the politics of Beaverhead county received yesterday by mail the following papers, which to a certain extent explain themselves.

The first was a circular headed "Mass Meeting," and reading as follows: "A Mass Meeting of the tax-payers and voters of Beaverhead county will be held at the Court House in Dillon on Monday, June 5th, 1882, for the purpose of considering and protesting against the proposition of submitting the question of the removal of the County Seat from Dillon to Glendale, to the voters of the county at the next general election."

"Tax-payers of Beaverhead county who are opposed to increasing the burden of taxation, are earnestly requested to attend the meeting.

DILLON, May 31st, 1882." This poster was evidently in use in Dillon yesterday, as it bears that date.

The second paper was the printed caption of a petition in the nature of a remonstrance to the County Commissioners of Beaverhead county, by "the undersigned citizens, tax-payers and voters of Beaverhead county, mindful of our duty as conservators of economy and as protectors of the prosperity of Beaverhead county, would respectfully, unitedly and earnestly remonstrate against any proposed change or removal of the County Seat at the present time; and would particularly remonstrate against the Honorable Board of Commissioners ordering the submission of the question of the removal of the County Seat from Dillon to Glendale at the ensuing general election to be held next November, for the reasons herewith submitted:

First. Such removal would be in opposition to the interests of the majority of the people and tax-payers of Beaverhead county.

Second. The location of the county seat at the present time is at a place easily accessible to people of the entire county of Beaverhead.

Third. That it would be detrimental to the interests of the people and tax-payers of the county to incur the expense of removing the county seat at a time when the county is burdened with a debt of \$37,000,000.

Fourth. That Dillon—by reason of its easy access to the line of the Utah & Northern Railway, passing through the valleys of the Red Rock, Beaverhead and Big Hole—is the most suitable place for the county seat until a change of population, of a settled character, demands a division of the county.

Fifth. That the town of Glendale, situated near the Northern limits of the county, and depending on the operations of a single mining company for its life from month to month and for its future existence, is not a proper place to remove our county seat to.

Sixth. For these reasons, with others of an equally weighty and economic character, your remonstrators would respectfully, firmly and unitedly remonstrate against the Honorable Board of Commissioners of Beaverhead county taking any cognizance of, or action on, the petition praying for the ordering or submitting of the question of removal of the county seat from Dillon to Glendale at the next general election, or at any other general election.

And your remonstrators will ever earnestly and respectfully remonstrate as herein set forth."

The person who mailed these incendiary documents is probably a politician. That he is what is termed a "schemer," is apparent from the indorsement on the petition, which is as follows: "The Fight of the Hecla Consolidated Mining Co. against the Utah & Northern Railway, backed by the people of Beaverhead County. Four Hundred Signatures in Dillon in 24 hours. Without any music by the Glendale Brass Band." Now the inference is that the Hecla Cons. Company is fighting against the interests of Beaverhead county and of the Utah & Northern Company by insisting on a change of the county seat to Glendale. The fact is, as far as can be ascertained, that neither the Hecla Cons. nor the Utah & Northern Company is making any such fight.

To begin with, the Utah & Northern railway company is anxious for the best interests of the counties through which it runs, and if this object would be better accomplished by the removal of the county seat of Beaverhead to Glendale, why the railway company would be in favor of such removal. It has no strictly local interests or prejudices. It sustains the relation of common carrier to the Hecla Consolidated Co., which is one of its valued customers, and must in the nature of the case sustain such relations; consequently any fight between them on a purely local issue is extremely improbable.

One more fact on the subject. Those familiar with former political campaigns in Beaverhead county will remember that the question of a change of county seat has been a favorite issue, and was used with effect in the last county campaign. Then the question lay between Bannock and Dillon. Now it

lies between Dillon and Glendale, and there will be another election for assessor in November. Putting two and two together those who are adepts in politics can easily get a result out of the present movement. There are known to be at least two candidates for assessor, one a good democrat and the other a sterling republican, now in the field. No great length of time has elapsed since both were in Butte. The law moreover provides, Sections 493, 499, 490,—that the question of the removal of a county seat shall be submitted by the County Commissioners to the voters at the next general election, and the method of such submission. Consequently the question will be at issue at the same election next November at which the county officers are elected, and the circulars and remonstrances above given were probably prepared with a view to that effect.

A NEW RAILWAY.

Illustrating Western Construction.

The opening of a trans continental line from Puget Sound to the great lakes by the Northern Pacific Company has familiarized the mining men of the northwest with the availability of railway facilities. The Southern Pacific owes its existence as much to the rich mineral deposits of Arizona and Mexico, in the southwest, as to any other cause. The Oregon Short Line, from Granger on the U. P. road to Baker City, Oregon, where it connects with Portland by the Oregon R. & N. Co's. lines is largely designed to open up the rich mineral deposits of Wyoming and Idaho. Railway building in the west, in view of the great distances and altitudes which are to be overcome, must of necessity depend more or less on the value of the mineral deposits in the country through which the line is projected. All this being the case, and the Oregon Short Line being part of the Union Pacific system, the Central and Northern Pacific companies have, it would seem, resolved to have their share of the profits on Wood River area. The Bellevue News says: "The Central Pacific folks are much like the old '49ers. They are used to doing their work, charging their price and getting their pay without a grumble. They cannot compromise with Eastern railroad companies in freight and passenger traffic, because the five-centers will build through to the Pacific, and then get their rates down to suit their own idea of business. As a consequence, it is only a matter of a few months when the C. P. will join hands with the Northern Pacific and thus get a good route (fortrade) through to the East, and they will run close to the Wood River foothills—probably into Bellevue, and possibly over the route we recently marked out, viz: to Sawtooth, Valley creek, Cape Horn, near Lewiston, etc., to intersect the Northern Pacific nearly north of this great and rich region."

CHANGE OF TIME.

New Schedule on the U. & N. Road.

This morning the new schedule time went into effect on the Utah and Northern Railway. The south-bound passenger train left the Butte depot at six o'clock this morning, and is due at Ogden to-morrow morning at eight fifty-five. The north-bound train that left Ogden last night at seven o'clock will arrive here this evening at eight thirty-five. This is a saving of nearly two hours between Butte and Ogden.

A Celebrated Mining Case.

Judge Rivers' decision in the Richmond-Albion case, declared the St. George patent void, and the Victoria patent valid, and was based upon the decision of the United States Supreme Court in the Richmond-Eureka case. The Chief Justice of the State of Nevada has fixed the appeal bond at \$425,500, if it is to act as a supersedeas, and the Albion Company has commenced suit against the Richmond Company for \$650,000.

PERSONAL.

R. K. Sloan returned from Salt Lake last night. Mr. Churchill, a cattle king from Sun River, arrived in Butte last evening.

Robert E. Strahorn and party were expected in Bellevue last Thursday.

Messrs. Hiltbour, Sherman, Smith and Lewis are among the principal freighters of cord wood from the Park.

Mr. L. Stetefeldt personally superintends the erection of all his furnaces in the different mining camps of the country.

Captain Emerson, of the Wahwah mine, returned to Butte last night, after an extended visit of several months in the East.

Col. Anderson, engineer in chief of the Northern Pacific Railroad, reached Silver Bow Junction yesterday morning.

The death of Mrs. Professor Eisman, of Baltimore, daughter of Mr. and Mrs. Samuel Tuttle, of this city, is announced in another column.

Mrs. J. French, of Walkerville, left yesterday morning for a visit to her mother in New Brunswick. She will be absent several months.

A COPPER CAMP.

Butte's Conclusive Claim to be so Considered.

The principal copper and copper-silver properties of this camp are the Colusa, the Parrot, the Bell, the Shakespeare Parrot, the Gagnon, the Original Butte, the Mountain Consolidated, the Anaconda, the St. Lawrence, the Liquidator and the Modoc. There are, of course, many others, since the copper wealth of Butte is far more vast than even its own citizens suppose, as intelligent development and the investment of capital will prove. It is the opinion of those best informed that within five years Butte will command a reputation second to none in the world for the production of copper.

The chief mines above mentioned seem all to lie on three parallel belts, running east and west. The farthest west is the Original Butte, the farthest east the Colusa, these lying about two miles apart.

The Original Butte, Gagnon, Original, Parrot, Shakespeare, Anaconda and St. Lawrence are situated on the south belt, the Mountain Consolidated on the central belt, while the Modoc, Bell, Liquidator and Colusa lie on the northerly belt.

Copper mining in Butte is in reality yet in its infancy, since none of these mines are developed to the depth of four hundred feet. Although this is the case, the results already obtained have attracted great attention in the East and in all copper markets, the yearly output of this metal being now not less than ten thousand tons.

The greatest producers at present are the Colusa, the Parrot, the Bell and the Liquidator, most of the remainder not being worked for production now, but simply being in process of development. A scarcity of reduction works, which will soon be remedied, has heretofore rendered it necessary to leave unextracted the large bodies of rich copper ore already opened up.

Each one of the mines mentioned could easily support its own smelter, whereas there are in reality only four smelters in the camp, the Montana, the Parrot, the Bell and the Colorado. The first three are supplied by ore from the three mines first mentioned above, and experts say there is no doubt that these mines could easily run smelters of twice the capacity of those at present in operation. The average of these smelters now is not greater than fifty tons per day.

IN THE RING.

Formal Arrangements for the Amateur Walk.

The interest already manifested in the amateur walking match to take place next Saturday evening at Caplice Hall is surprisingly great. The track used by the professionals has been secured, and a diagram of reserved seats has been prepared and may now be seen at the store of Richards & Grix. Special preparations have been made for the comfort and accommodation of ladies, to whom a general invitation is extended by the management, with the assurance that there will be nothing in any degree offensive in the surroundings or in the contest itself. A specified portion of the hall has been set apart for the lady friends of the pedestrians, should any of them desire to grace the scene with their benign influences. All smoking is strictly prohibited, and this rule will positively be enforced.

The judges selected are as follows: Judge Wilcox, Ben Kingsbury, and Hon. Wm. Owsley. The clerks or scorers who have been selected are Messrs. E. C. Freyschlag, W. I. Lippincott, G. C. Randolph and T. Clayton, and it is said they have all consented to serve.

The entries for the match were definitely closed last night, and are twelve in number, as follows: Joe V. Long, James W. Fortin, C. E. Kester, J. B. Read, Geo. P. Mulhall, C. S. Dawson, E. S. Paxson, W. H. Egbert, E. S. Richards, R. H. Paxson, David Marks and J. P. Boeck.

The manager is Dr. Gleason, already so well and favorably known to the people of Butte in this capacity, and now doubtless launched on a managerial and presidential career which may end anywhere.

In addition to one half of the gate money the first man will be presented with a handsome and durable testimonial of the value of thirty-five dollars. A pair of silver vases already selected may be seen at Leyson & Turk's.

At seven sharp the match will begin, and in order to save confusion it is hoped as many as possible of the audience will then be in their seats.

A Comstock Map.

The United States Geological Surveying Expedition of the West, says the Bureau of Mines, is preparing a new map of the Comstock lode. It will be one of the most complete ever issued, and will give the precise location of every claim in the district, and will have the merit of costing right up to the present date.

SPRING SEASON!

We are now receiving and opening the largest stock of

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Window Blinds, Ready-Made Dresses, Dolmans, New Imported Dress Fabrics and Trimmings ever shown in Montana, all of which are bought direct from manufacturers and importers, and are being sold at a small advance on Eastern prices.

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Lovely new Satin de Lyon Surah and novelty combination Dresses at New York retail prices.

The largest and most elegant stock of made-up garments ever shown in Montana and suited to the wants of the trade.

Infant cloaks and robes, Misses ulsters, spring wraps and dresses in the latest designs

Silks and Satins!

Satin moires in stripes and brocade satin, D'Lyons and Surahs in elegant new colorings, in all qualities at attractive prices.

NOW OPEN!

Our spring importations of foreign dress goods, comprising the largest variety of fancy and stylish fabrics in the city.

Choice novelties in invisible checks, silk and wool plaids, stripes and wool mixtures.

Plain fabrics in serges, shoodah, camel hairs Amazon cloths, heather mixtures, &c.,

The above comprises the most elegant assortment shown in the city at lowest cash prices.

Hosiery and Gloves!

Fancy hosiery in ombre colorings, embroidered hose, open work and silk hose. Sara Barnhardt and lace hook gloves in black, opera and straight shades, lace mitts, &c.

Parasols in endless variety, comprising the latest spring novelties. New rubings, ties and fancy neck wear, Ribbons, Laces, Corsets, underwear for ladies in lace and embroidery trimmed, Chemise, Drawers, Gowns, and newest styles in Dressing Gowns, &c.

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