

The Mineral Argus.

Vol. III, No. 2.

MAIDEN, MEAGHER COUNTY, M. T., THURSDAY, AUGUST 13, 1885.

Price 10 Cents.

DEVOTED TO THE MINERAL, AGRICULTURAL, STOCK AND WOOL INTERESTS OF THE GREAT JUDITH COUNTRY.

The Mineral Argus.

MAIDEN, THURSDAY, Aug. 13, '85.

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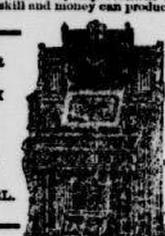
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[Albany Argus.]

She was ready for bed and lay on my arm,
In her little frilled cap so fine,
With her golden hair falling out at the edge,
Like a circle of moon shining.
And I hummed the old tune of "Banbury Cross,"
And "Three men who put out to sea,"
When she sleepily said, as she closed her blue eyes,
"Papa, for would you take for me?"

And I answered, "A dollar, dear little heart."
And she slept, baby weary with play;
But I held her warm in my love-strong arms,
And rocked her and rocked away,
Oh, the dollar meant all the world to me,
The land and the sea and sky,
The lowest depths of the lowest place,
The highest of all that's high.

The cities with streets and palaces,
Their pictures and stores of art,
I would not take for one low soft throb
Of my little one's loving heart,
Nor the gold that was ever found
In the busy wealth-finding post,
Would I take for one smile of my darling's face,
Did I know it must be the last.

So I rocked my baby and rocked away,
And I felt such a sweet content,
For the words of the song expressed to me more
Than they ever before had meant,
And the night-croon on and I slept and dreamed
Of things far too glad to be,
And I wakened with lips saying close to my ear,
"Papa, for would you take for me?"

FORT MAGINNIS, M. T.
A Condensed History of the Garrison Since Its
Establishment.

By F. MAGINNIS, M. T., Aug. 3, 1885.

The Post was established August 27th, 1880, and occupied same date by troops. Latitude 47 deg. 1 min. 9 sec. north, longitude 109 deg. 10 min. 15 sec. west; elevation above the sea, about 4,200 feet; situated on right bank of Ford's Creek. Postoffice and telegraph station at post. The nearest railway station is Custer, on the Northern Pacific railway, being about 100 miles distant. There are direct wagon roads to Junction City (this side of the Yellowstone river, from Custer station), Helena and Fort Benton, principally mountainous, the Junction road passable the year round, the other two, good in Summer and often obstructed by snows in winter. Mails tri-weekly. Time consumed in mail transit to railway (Custer) two days, and to Helena five days. Eastern mails leave Mondays and Fridays, via Junction City and Custer Station (N. P. R. R.) and Western, Tuesdays, Thursdays and Saturdays, are carried in two horse wagons arranged to carry four passengers. The nearest town is Maiden, a mining camp of about 400 inhabitants, situated about three miles from the post, and part of which is on the military reservation, near which are several mines in operation. When this post was first occupied the troops were garrisoned in temporary log buildings near the site of the present buildings; these log "shacks" have nearly all been pulled down.

BUILDINGS.

Here are quarters for six companies; three one-story frame buildings, lath and plastered inside and weather-boarded outside; dimensions 22x30 feet, with kitchens and dining rooms attached in rear 115x25 feet. Commanding officer's quarters is a one-story frame building with mansard roof 40x57 feet, wing 24x72 feet; officers' quarters, three double sets frame buildings, two-story, each 40x54 feet, and three double sets frame buildings, one-story, with mansard roof 40x54 feet, with wings to all 10x24 feet, shingle roofs; hospital, frame building, shingle roof, two wards, for twenty-four beds, built according to plan furnished by Circular No. 10, Surgeon General's office, 1877; he squatters' building one-story, frame, shingle roof, 27x29 feet; all of the foregoing buildings have stone foundations; commissary store house, frame, with stone basement, 20x25 feet; quartermaster's store house, frame, with stone basement, 20x25 feet; brick magazine with tin roof, 12x15 feet; stone guard-house, 63x32 feet; bakery, frame building with brick oven, 28x20 feet; stables, three troop and one quartermaster, sheltering seventy-five animals each. Frame building for teamsters and mechanics, containing sleeping, eating and cook rooms, 100x25 feet, wing 50x29 feet; one frame building, one-story, quarters for three non-commissioned staff officers, 60x21 feet, library, reading and school room in one set company quarters; one-story frame house, 27x29 feet, at present occupied by the chief clerk of post, quartermaster office; gymnasium and chapel, one and half story frame building, with cupola roof, 40x70 feet; one-story building, shingle roof, containing wheelwright, blacksmith, saddler, and tinsmith shops, 120x29 feet.

SUPPLIES.

Quartermaster and subsistence stores furnished from Chicago, Jeffersonville, New York, Saint Paul and Saint Louis, during navigation of Missouri river, by rail to Elmwood, D. T., distance to post per wagon road. On close of navigation, by rail to Custer station, on Northern Pacific railway, thence to post by wagon train.

Water is obtained from Ford's creek by means of water wagons and from wells in the garrison, all impregnated with sulphur and iron. Wood, obtained in close proximity to post—furnished per contract. Hay furnished by contract and cut in vicinity of post, of but poor quality and is very scarce. [Hay being put up under present contract is reported to be of better quality than last year.] One year's supply of subsistence stores are kept on hand. The best months for forwarding supplies by river route, are May, June and July, and by rail to Custer station, the year round.

Declared by the President and published in general orders No. 4, of 1881, Department of Dakota, subsequently modified as announced in General Orders No. 12, Headquarters Department of Dakota, dated May 26th, 1882.

DESCRIPTION OF COUNTRY, ETC.

The surrounding country is mountainous, interspersed with narrow valleys, formed by little creeks, which originate in the two ranges of the Judith and Snowy Mountains; the Black Butte, the highest peak and north-east spur of the Judith range, is about twelve miles distant from the post.

The soil of the creek bottoms is prolific and well adapted to the raising of all kinds of produce and vegetables, partly without irrigation. The slopes on both sides of the Judith range are covered with nutritious grasses for the distance of seven or eight miles, running out into sage brush country. The mountains are partly covered with red and white pine and spruce, all of which are of size sufficient to furnish lumber for building purposes. Excellent building stone of several kinds and in unlimited quantities is procurable within a short distance of the post. The warm season is from June until September, inclusive. Winters are varying in severity, but are generally hard and cold. The prevailing wind is from northwest; the north-east wind causes, invariably, storms accompanied with rain and hail during Summer, and snow in Winter. Average monthly rainfall 1.59 inches. No malarial disease and the locality healthy. The neighboring settlements at Maiden and Big Spring creek and ranches in all directions, promise to increase with the development of the numerous mines in the Judith Range.

The following are the distances to the principal points of transit: Junction City, (Custer station, N. P. R. R., one mile distant) 109 miles; Helena, on N. P. R. R., 184 miles; Billings, on N. P. R. R., (direct) 107 miles; Fort Benton, 120 miles; Rocky Point (Missouri river landing) 52 miles; White Sulphur Springs 116 miles; to Fort Assinaboine, via Rocky Point, 215 miles, to same, via Benton, 182 miles.

(The above descriptions were furnished Department Headquarters, Sept. 1st, 1884, by Post Quartermaster 1st Lieut. Garvey. (Now Captain.)

POST TRADERS.

Broadwater, McNamara & Co. have been Post Traders at Maginnis from the establishment of the post. Mr. McNamara previously owned a store on the site of the old cantonment (about 500 yards north of present location of post.) The post-trader's buildings, rebuilt in 1883—after the fire—are of the following description: Main store, containing sales, counting rooms and private office, is 85 feet long, inside, 30 feet wide, inside; ell 35 feet long, 30 feet wide; one warehouse, 85 feet long, 25 feet wide; granary, 100 feet long, 16 feet wide. The main building is plastered inside, weather-boarded and painted outside; the shingle roofs of all the buildings are painted. The post trader has a private residence about one hundred yards from the store, consisting of a neat, two-story frame building, well finished inside, weather-boarded and painted outside. A small, one-story building, near the store, owned by the post trader, is furnished by him and tendered, with a fine billiard table, to the officers for a club room.

Broadwater, McNamara & Co. carry an immense stock of general merchandise. In 1884 they handled \$50,000 lbs. of freight, and during the present year to date about \$50,000 lbs.; last year the firm purchased and stored in their new granary 600,000 lbs. of oats.

The wholesale department furnishes numerous small, or local stores within the radius of 50 to 100 miles, and in the retail salerooms ranchmen and others are daily discovered.

Mr. McNamara, the obliging resident trader, has contributed much to the comfort and pleasure of the garrison. His store staff is represented by the following named gentlemen: Mr. Wm. Meyers, chief salesman; Mr. Thos. Marlow, accountant; Mr. Stone, salesman and assistant postmaster, and several subalterns; there are, also, a number of men employed outside filling the lay and wood contracts awarded to Mr. McNamara. The post trader's store at Maginnis is, without doubt, one of the finest found at any military post of this size.

THE PRESENT COMMAND.

The post is at present commanded by Gen. Forsyth, Lt. Col. 1st Cavalry, and garrisoned by three troops, C, A & F, of the 1st Cavalry, and two companies, D & G, of the 20th Infantry. The following named officers are on duty, or have proper station, at Fort Maginnis: Gen. Forsyth, Lt. Col. 1st Cavalry, commanding post; 2d Lieut. Scott, 1st Cavalry, Post Adjutant; 1st Lieut. Bonus, 1st Cavalry, Post Commissary; 1st Lieut. Wainwright, 1st Cavalry, Post Quartermaster; Capt. and Assistant Surgeon Woodruff, medical corps, Post Surgeon; Acting Assistant Surgeon Stone; Capt. Wagner, 1st Cavalry; Capt. Bradley, 20th Infantry; Capt. Garvey, 1st Cavalry; 1st Lieut. Manly, 20th Infantry; 2d Lieut. Robertson, 1st Cavalry (detached service—army rifle team at Fort Snelling, Minn.); 2d Lieut. Waters, 20th Infantry; 2d Lieut. Macdonald, 1st Cavalry (detached service with army rifle team at Fort Snelling, Minn.)

Fort Maginnis is a very desirable station for one so far from the railway and large towns.

The official description (above) states that the water obtained from Ford's creek is "impregnated with sulphur and iron." Neither mineral exists in sufficient quantity to be detected by the taste or sense of olfaction, and the slight trace discovered (possibly) need not have been recorded.

The summer and fall at Fort Maginnis are both delightful; there are no mosquitoes here and the temperature (summer) at night, is at the proper degree for a refreshing sleep under one blanket. S. R. S.

MONTANA SCHOOL BOOKS.

District Attorney Blake Denounces the New Law as an Outrage.

District Attorney Blake, of Virginia City, in an open letter to Superintendent of Public Instruction, condemns the Fourteenth Legislative Assembly for passing the school book law, in a manner not to be mistaken. In conclusion Mr. Blake says:

"The intention of the lawmakers is readily ascertained by a perusal of the act. They granted to the publishers of certain school text books exclusive privileges of great value for a term of years. The vital obligation of their bonds is that which relates to the exchange of the books adopted for those which are now in the hands of pupils. The instructions and certificates which have been cited are all violations of the law. These publishers are compelled to receive all the 'old books' which may be surrendered, and cannot restrict their agents to the acceptance of only those in fair condition. The effects of this illegal action can be easily pointed out. Common experience teaches us that ninety-nine in each hundred of the books, which are mentioned in the statute and have been 'in the hands of pupils,' are not in the 'fair condition' that is required by the instructions. In every case of this kind the student would be obliged to buy the new book and lose the benefit of the exchange prescribed by the law.

"The requirement of the certificate is also in conflict with the act under examination. The duties of the teachers, school trustees and county superintendents of schools in Montana are defined by the statutes of the territory. The publishers of Bancroft's readers or Harper's geographical cannot enlarge or limit these powers by 'rules' or demand that these parties shall sign statements of facts which are not usually within their personal knowledge. There is not one word of this act that authorizes the issuance of any certificate as a condition precedent to the exchange of the books which is contemplated.

"The fourth section of this law provides that 'this adoption' of text books shall become null and void if the publishers thereof shall not, on or before the 1st day of July, 1886, have performed all of the obligations of their bond, in respect to the introduction and exchange of books, and shall fail, within a reasonable time after one notice mailed to them by the territorial superintendent of public instruction, to make good their guarantee in any respect wherein they may have failed.

"I therefore respectfully ask you to notify the publishers, who have filed the bond specified in said third section, to perform their part of the contract respecting the exchange of school text books. If these instructions are not revoked within one week after the receipt of your notice, I shall not hesitate to instruct all whom it may concern that Messrs. L. A. Bancroft & Co. and Harper Bros. & Co. have forfeited their rights under said act, and that the 'old books' remain the legal text books of the territory."

MONTANA.

As Seen and Described by E. V. Smalley.

The August number of "The Northwest," E. V. Smalley's monthly magazine, published in St. Paul, Minn., is devoted almost exclusively to Montana. Photographic views, reproduced on wood, of Butte, Missoula, Wickes, Billings, Miles City, Glendive and other points, together with a fine cut of our Governor S. T. Hauser, greatly adds to the interest of the subject matter. Of Montana in general Mr. Smalley, editorially, says:

"No part of the far western country affords more features of interest to the traveler. It is a region of lofty and beautiful mountain ranges, of swift, cold streams, grassy plains, of rich mines of the precious metals, and of bright and active towns. Many of our readers in the East, after looking over the pictures and reading the articles in this number, will ask, what has Montana to offer to new settlers, and especially to farmers? Not as much as Dakota to men of small means with which to make a start in a new country. Montana has, however, many special advantages. Farming in connection with stock raising, is always profitable. Montana cannot be called an agricultural country, but it has many rich, sunny valleys which yield heavy crops of grains and vegetables, and which have large adjoining ranges of free open pasture land. An industrious farmer who carries on farming in one of these valleys on a moderate scale, and has a few head of cattle and horses to run on the ranges, is sure to prosper. The market for grain is a local one, and the price is always as much higher than prices in Dakota and Minnesota as the freight rate on the long haul of nearly 1,000 miles from those nearest extensive Eastern grain fields.

A man who works only enough land to support his family will soon become independent in Montana, from the increase of his stock, which costs practically nothing to raise. It used to be a saying that it cost

more to raise a chicken in Montana than a steer, and this was not very wide of the mark. We can assure farmers who want to emigrate to Montana, and who have sufficient capital to start with in a moderate way, that they will have no trouble in finding excellent openings, either to buy out old settlers or to take up government land, where irrigation is practicable, and where there is abundance of open pasture.

The Wool Season of 1885.

[Helena Herald.]

In conversation to-day with Mr. G. J. Babson, the representative for Montana of the wool commission merchants, Walter Brown & Co., of Boston, we learned that that enterprising gentleman had secured a large amount of the Montana wool clip for this season, which he shipped to his house on consignment. He says that, as near as can be now estimated, the wool crop of the whole Territory will amount to about 5,000,000 pounds, of which about 2,000,000 pounds have been purchased by different buyers, leaving the balance 3,000,000 pounds, to be divided up into consignments to the various houses that make shipments from the Territory.

Mr. Babson informs us that competition among wool buyers and consignment solicitors was never so brisk in Montana as it has been this season. He says that there were about thirty representatives and buyers throughout the Territory, all of whom did hard work and vigorous rustling to obtain their quota. He himself has met with good success, having, out of the whole amount consigned, secured shipments to his house aggregating 500,000 lbs.

Mr. Babson will leave in a few days for Boston, and will return again next year to this country to represent his enterprising house in Montana.

Stock News.

The Beef round-up in this section commenced about the 10th inst.

No one can be considered a member of the Stockgrowers' Association who is behind with his dues.

The Hurlbut-Conrad cattle company, of Nebraska, has over 6,000 head of cattle on the way to Montana.

The shipments from Billings this season will be over 30,000 fat beefves, and probably 7,000 more from Huntley.

The price of cattle has risen in Washington Territory. Yearlings are worth about \$15, two-year-olds, \$22 to \$25, and three-year-olds \$35 to \$7.50.

A meeting of the horse-growers of Montana was held at Moreland, Gallatin county, on the 4th inst., for the purpose of organizing a horse-growers' association.

Mr. Farnly Billings, of the horse-raising firm of Seligman, Bailey & Kennett, recently disposed of a car load of horses for the firm in Dakota. The price realized was \$65 per head.

It is safe to say that the coming session of the Stockgrowers' Association will be more largely attended than any previous session. It behooves stockmen to be there, as matters of grave importance will come up for consideration.—Stockgrowers' Journal.

Cattleman Meet Co.

President Cleveland informed a delegation of cattlemen, on the 4th inst., that he would not modify his order for the removal of cattle from lands in the Cheyenne and Arapahoe reservations, within forty days from the date of his proclamation. A memorial setting forth the grievances and injury that will be sustained, was read to the president by H. M. Pollard, of St. Louis, which concludes as follows:

"We respectfully state that this memorial is not directed against the policy which has been adopted, but against the time which has been allowed us to conform thereto. We only solicit that measure of protection to our property which is accorded to other established interests. The enforcement of the present order can only result in great injury to ourselves as well as to others with whom we have business relations. We therefore respectfully ask for such time to remove our cattle as the above facts show to be indispensable." The memorial is signed by Cheyenne and Arapahoe lessees.

An Important Patent.

Mr. S. W. Cook, of Bozeman, has recently applied for a patent upon a dump car, invented by himself and a man named Summers. They have received the drawings and specifications from Munn & Co., and expect to obtain a patent at once. The car in question, it is thought, will entirely revolutionize the mode of conveying ores from mines, transporting coal, etc. The car can be built any height and can be made to fit any track. It can be made to dump from side or end, swinging on a pivot, the swinging door being opened by a lever on the upper end. To miners the car especially commends itself, as the danger of leaving the track is entirely obviated. Mr. Cook has evidently secured a bonanza, one that we expect to see make a rich man of him.—Chronicle.