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Avant Courier

JOSEPH WRIGHT, Editor.
FRIDAY MORNING, SEPTEMBER 5, 1873

NORTHERN PACIFIC RAILROAD

The prospect of a speedy completion of the Northern Pacific Railroad to and through Montana has brightened very much in the last few weeks, and the hope is very confidently indulged that in less than two years that road will be running to the central portion of the Territory. From sources entitled to full credence we feel authorized to say that there is not the least doubt of the completion of the road to Montana in that time, if not at an earlier day. We know that the Company are anxious to reach us as early a day as possible. Their interest impels them to use extraordinary efforts to do so. They need the business that we can give them. They are aware of the advantages of a connection with our resources. It will more largely increase their freight than on any portion of their road now finished. Then they know that the lands they will acquire will be more readily taken up by settlers. They want to avail themselves of the sales of their lands in Montana at an early day. Every consideration is in favor of the completion of the road to the Territory. We are assured of this from official sources. The Company have been annoyed by the misunderstanding existing here as to the progress of their road, and of their intentions in reference to its continued construction. They had indulged the fond hope that their efforts to reach Montana, which have been continuous and unremitting, would have met with encouragement and gladness by the people. They did not calculate upon a suppression of facts and willful misrepresentation. That they have met with this is true, but we can give that Company the assurance that the tax payers of the Territory and its public spirited business men in all localities will approach their road as the harbinger of a diffused prosperity throughout all our borders. The efforts of a subsidized road and a mercenary rival to rob the people will prove powerless to deceive them in the future as they did in the past as to the true condition of the Northern Pacific Railroad Company. Even were the road to be built, in a large majority of the business men had the advent of the Northern Pacific Railroad with all its attendant evils at that line. They will give that road the preference, and are anxious to ship hereafter from that direction. Finish the road to the Yellowstone crossing by the first of April next, and the Northern Pacific will get all the freighting done by the Montana merchants. This can be done. We believe such is the intention of the Company. Do this, and the entire travel and business of this Territory will be secured. The road is a good one from the crossing to Helena and Bozeman. Intelligent parties who let Gen. Stanley's command at Pompey's Pillar, and came through to Bozeman a few days ago, inform us that the road is a good one, and that a two horse wagon loaded can even now travel over the road with ease. So soon as travel is once commenced, it can be made, at very little expense, so as all descriptions of teams can travel over it.

We understand that so soon as the road reaches the Yellowstone crossing a line of boats will be put on the Yellowstone, so as to bring goods higher up the river, thus shortening the land travel. This line of boats will not continue after the road leaves the Yellowstone.

As an evidence that the Company mean business, we publish below their advertisement for proposals to build two hundred and fifty miles of the road west of Bismarck, letting in sections of twenty-five miles, so as to insure a rapid completion.

LETTERS.
NORTHERN PACIFIC RAILROAD.
SEALED PROPOSALS will be received at the office of the Chief Engineer, No. 25 Fifth Avenue, in the city of New York, until noon of Wednesday, September 11, for grading and bridging all that portion of this Company's Road between the Missouri and Yellowstone rivers, 295 miles.

Proposals will be received the whole distance, or for sections of about 25 miles each.
For further information apply at the office of the Chief Engineer in New York, or to General L. L. Rosser, Division Engineer, Minneapolis, Minn.

W. W. MILLER, ROBERTS, Chief Engineer.

New York, August 15, 1873.

Now, writing the above, we find the following in the dispatches of the Bismarck Tribune, August 20, showing that the work is to be pushed vigorously this season.

ROSSER TO FRONT.
MINNEAPOLIS, August 20.
Gen. Rosser's report of the Yellowstone survey has been adopted and an advertisement for proposals is out; the awards to be made September 10th. Gen. Rosser leaves to-day for the front to prepare the line for contractors. Work will be pushed vigorously this season.

Hon. S. S. Cox has been nominated to fill the vacancy caused by the death of Hon. Jas. Brooks, in the District formerly represented by the deceased in Congress from the city of New York. Sam. Cox is a necessity in the House of Representatives, in order to secure a majority. He is humorous, witty and brilliant, and when matters become almost unendurable in that body on account of the monopoly in its proceedings, Cox comes to the fore in one of his spirited and amusing speeches reviving the spirits of the chamber. Cox never originated a measure during his term of ten years in Congress, never having been known to be still five minutes in his life. He is the butterfly of the House, with radiant wings beaming in the sunset.

France will pay the last installment of the war indemnity to Germany on the 14th of October. Well done for France. It would be better for the tranquility and prosperity of that nation if she owed Germany money in debt, than if she owed Germany peace and indemnities, as greater internal peace has returned there in the last two years than heretofore.

GALLATIN COUNTY.

In order to give our readers an idea of this county, we have grouped together a few facts. According to the Auditor's Report made to Governor Potts on the 1st of December, 1872, 78,305 acres of land were listed in Gallatin by the Assessors, valued at \$247,902, being the largest number of acres returned by any county in the Territory. We give the table as published in the Auditor's Report:

COUNTIES.	ACRES.	VALUE.
Madison	71,848	\$173,276
Lewis and Clark	39,923	167,429
Deer Lodge	1,057	1,057
Beaver head	11,216	29,810
Jefferson	32,739	48,227
Gallatin	78,305	247,902
Missoula	24,572	102,389
Chouteau	46,269	119,025
	1,369	5,255

On the first of December, 1872, there were 3,372 horses, valued at \$164,080, being the heaviest return of this class.

Whilst every county in 1872 showed a decline in the total value of taxable property, Gallatin showed an increase. The same reason exhibited an increase of the voting population of this county, the balance of the counties showing a falling off. The vote at the recent election was 553—allowing for those who did not attend the polls, the total vote of the county may be safely estimated to be 900—counting three persons for every voter, it makes our population 2,700. In 1870 the census found 1,800 inhabitants in Gallatin county—increasing population in three years, 900.

These facts are very encouraging, and show a gratifying state of affairs. The acquisition of the Crow reservation on the Yellowstone opens up some six millions of acres of the best description of farming lands, and it is believed that region also abounds in rich minerals. The settlement of that section will be speedy, and add much to the population and wealth of the county. So soon as the Northern Pacific railroad reaches the Yellowstone Crossing settlements will begin in that vicinity and be continued all along the line of that road up the river, and the settlements from the West will be met by the tide of emigration from the East, and the Yellowstone valley will soon be peopled along its entire length in a very short period of time.

The Northern Pacific Company are every effort and inducement with emigrants to settle upon their lands, and are securing whole colonies. That Company will do more to fill Montana with people than all other means now employed for that purpose. In view of brilliant for Montana and especially for this section. The present dullness in business will soon give way, and the era of good times be inaugurated next spring.

These opinions are candidly expressed, and are not written to mislead. We feel the fullest confidence in all we write on the question of the growth and early prosperity of Montana, and believe its realization is just at hand. Faith and courage is all that is necessary in the present condition, and the man who thinks he can improve his condition by leaving Montana at this time, will find himself very greatly mistaken. Dullness pervades all branches of business in all parts of the country—the cry of hard times is heard from every quarter. Montana has an abundance of bread and meat at low figures—cattle all over the rich valleys; in fact is better off in that respect than almost any other Territory. No great harm can come to us if we should deprive ourselves temporarily of a few luxuries. This condition of affairs can only last for a short period—better times are in the immediate prospect. With so much to encourage us in the certainty of having a great continental railway built at an early day through our entire borders, by which a splendid outlet and market will be provided for all our productions, we cannot conceive it possible for any of our people to give way to despondency.

"ANOTHER RAILROAD"

On the 21st of August the Montanan had a most excellent article on the news that the Northern Pacific Railroad was contracting to build 205 miles more of their road west of Bismarck. We read that article with real pleasure and satisfaction. It was manly and just, and did credit to the author. It cheered its readers in this section, and no doubt gave public pleasure to all well wishers to the prosperity of Montana. It evinced friendship to the Northern Pacific; was calculated to induce that Company to believe that the people of the Territory had full confidence in their efforts to build the road to Montana at once, and that when it reached the central portion, that it would receive large patronage in the way of freights and passengers for our convenience, affording an outlet for ourselves and our productions, deserved all we could do for it.

On the 28th of August the Montanan comes out for "another railroad" to oppose the Northern Pacific, and to "hold it level at all times," and says "railroads are all robbers and the Northern Pacific will not probably be an exception, and when it is finished to Montana and commands our trade we may expect it to extort from our people what it is not entitled to." The Northern Pacific will open its eyes. The Northern Pacific will be surprised to see a leading paper published in this section, and a respectable paper, for they once a disregard of justice and honesty. Such articles have no other purpose than to assist a ring that seem determined to fasten on the citizens of Montana a heavy territorial indebtedness. The completion of the Northern Pacific will be a great blessing to this Territory—one of the greatest blessings we can desire to promote her prosperity. Our people do not look upon the completion of this road as a thing to be dreaded—they see no monster "ready to gobble us up"—they indulge in no apprehensions of extortion, and will hail that road and its

advent into our midst with demonstrations of joy, and have full faith that the traffic between themselves and the Northern Pacific will be mutually advantageous and satisfactory in rates of transportation. They are not in a hurry for "another railroad." The Montanan perhaps might receive some benefit, great or small, in taxing the people sixty thousand dollars a year to pay the interest for thirty years, and then the principal, on two millions of bonds, but the over-taxed taxpayers of the Territory, would never derive any benefit from a narrow gauge railroad, commensurate with the outlay of three million and eight hundred dollars, when a broad gauge spanning the continent will pass through the whole length of her borders, furnishing abundant facilities for exporting and importing five times the amount of all the productions required or demanded by her business. The people of Montana are opposed to any railroad at the present time for which they are to be taxed. They have the assurance of the speedy completion of the Northern Pacific and see in that enterprise a panacea for full relief from their isolation. That road is to be built to us, without costing a cent in bonds or taxation. It is nothing but just that it should receive all of our freights and business, and our people are too just to engage in any scheme by which opposition to their favorite is to be built up, and thereby cut down their just reward for the inauguration and completion of so magnificent an undertaking. The suggestion of "another road" to antagonize the Northern Pacific before it gets into the Territory, may be satisfactory to the limited comprehension of the Montanan, but the high-toned, generous-hearted citizens of Montana scorn all such appeals as unworthy of a people who entertain enlarged views of justice and reciprocity. Much as we have admired the Montanan, we are constrained to characterize his idea of "another railroad" as the emanation of a perverted judgment, or maintained to promote the scheme of a ring, which is aiming to rob the taxpayers of Montana of millions of dollars, under the pretext of building a railroad, the foremost ring not having money enough of their own to build a plank road from Virginia City to Stinkingwater valley.

FROM BISMARCK TO BOZEMAN.

BOZEMAN, M. T., August 27, 1873.

To the Editor of the Courier:

Dear Sir—Having been asked to send to your paper an account of a recent trip made by myself, together with one of your citizens, from Gen. Stanley's Expedition to this place, and thinking that it may be interesting to some of your readers, I will trespass upon your space for a short letter.

The command arrived at Pompey's Pillar, on the Yellowstone, on Friday August 15th, and while there it occurred to me that, as in all probability there would be nothing of interest happen on the return trip to the stocks on the Yellowstone, it would be a good idea to continue across the country and see for myself the proposed route of the Northern Pacific Railway. At this moment I opportunistly heard that Mr. J. L. Vernon, of Bozeman, and who was with the Expedition, contemplated returning home by that route, and I soon agreed with him to go together at any cost. It was our purpose to start from that point and taking Baker's last year's trail proceeded up the Yellowstone to the Agency, but after consultation with Gen. Stanley we decided to wait until we reached the Musselshell, then go by that river and Flathead Pass. Following that decision, we left the command on the evening of the day of our arrival on the Musselshell. August 19th, much against the advice of many officers who were supposed to know the country and the dangers to be encountered therein; and the predictions that we would be scalped before we had been away twenty-four hours. Our little company numbered three, Mr. J. L. Vernon, who was our guide and head, a teamster, an old miner named Murray, and the writer. We were well supplied with rations, arms and ammunition, and had a good number of pack horses at any price in the command. Full of hope, but with a suspicion that a few stray Sioux, who had been seeking around the bottom that day, might be looking for us, we started and marched that night twelve miles, halting on a high peak on the north side of the river, from which we could scan the whole country. Here we remained until morning, each one taking his time on picket, when we moved on to a ravine and building a fire, cooked our bacon and coffee, and continued on. During that day our route lay over ridges and hills and through numerous canyons which made the march very fatiguing, though it was enhanced by the sight of numberless herds of buffalo, which at our near approach would snort, look at our strange forms a moment and then gallop lumbering away. The temptation to shoot some of them was strong, but our better sense restrained us, as the report of the guns might have brought a party of Indians down upon us, and we would have paid dearly for the sport. That day we made about forty miles and camped on the river bank. The next Thursday, after a consultation as to the best route, we left the river, and, taking a southerly westerly course, with Crazy Mountain for our guide, struck boldly across the country for the Agency and the settlements.

The country passed over on that day reminded me much in its formation of the land some sixty miles East between the Musselshell and the Yellowstone, being bluff, with occasional patches of timber, but with the additional advantage of being covered with fine long grass, which the first turned section is destitute of.

From this point through to the mountains grass and water are plenty and I consider it the best grazing country I ever saw. When the railroad is built, I expect that this part of the valley of the Yellowstone will be settled in a much shorter space of time than any portion of the road, because of its superior farming advantages, and those who settle the country will be permanent, who will benefit the road and the country by their presence and their productions.

On Friday, the 22nd, about two o'clock we arrived at Big Timber Creek and there in the midst of a drizzling rain we cooked our last meal. When we had finished, we had a small piece of bacon and a little coffee left. Affairs looked dark, but we took heart and pressed on till night, when with a cup of coffee for our supper and rain for a blanket, we succeeded in obtaining a few moments of sleep.

The following day, Saturday, our journey led us into the mountains and if there is anything demoralizing about a long march it is to go up a high, steep hill only to find a deep ravine immediately below one, and just beyond a higher and steeper one. It had that effect on me, and had it not been for Mr. Vernon's kind encouragement and frequent assurances that we would strike something or somewhere near civilization before night, I should have been disheartened. About noon we ate our last piece of bacon, raw, with a relish that would not have been more real if it had been a steak at Delmonico's. We concluded that that evening and sup on fish, to the river that night, when about 5 o'clock Mr. Vernon, stopping me, showed down the valley Dr. Hunter's ranch and men and cattle about it. To say that we were glad and happy at the sight would not express our feelings. Our troubles were over; we were out of danger, and had accomplished a feat

that few would have been willing to attempt. Dr. Hunter received us cordially and immediately ordered a substantial meal for us which was devoured ravenously, and during our stay of two nights and a day, overwhelmed us with his generous hospitality, or which I will remember him with gratitude and respect. While at his place we took several baths in the neat and commodious bath house erected near his White Sulphur Springs and derived great benefit from them in our exhausted condition. I was surprised that—being so near at hand—they are not frequented more by the people of the town and about, when they are certainly such a rejuvenator of the system.

NAVIGATION OF THE YELLOWSTONE.

AN IMPORTANT FACT.

Another fact established by the survey is that the navigation of the Yellowstone is better than that of the Missouri. This is of especial importance to the people of Montana, and the wonder is that the enterprising people have not before this looked for an outlet in that direction. The stream has a rapid current, nearly six miles an hour, which operates to keep the channel clear of sand bars and other obstructions. It is dotted with numerous islands covered with a rank growth of cottonwood, as are also the bottom lands on its borders. The engineers are to survey its channel 150 miles above the Powder River, to which distance it is believed to be navigable, a total distance of 350 miles.

NORTHERN PACIFIC.

Resume of the Work Accomplished.

(From the Bismarck Tribune.)
In little more than twenty-four months of working time, the Northern Pacific Railroad Company has accomplished the following results:

1. It has built and opened to business more than 500 miles of its line of road, being an additional section of one hundred miles put under contract and now being constructed.
2. It has completed the entire Eastern Division of its road, uniting the commerce of the Lakes with the navigation of the Upper Missouri, and has formed favorable connections with lines of steamers eastward from Duluth to Buffalo, Erie and Cleveland, and westward from Bismarck (where the road strikes the Missouri), to Fort Benton in Western Montana, thus opening a new and direct route of travel and transportation 2,500 miles in length by lake, rail and river, between the Atlantic States and the new North-West.
3. It has secured by reason of the shortness and directness of its line—the trade of the North-West, the transportation of Army and Indian supplies.
4. It has earned by the government to the benefit of the people of Montana and Dakota, and valuable timber lands about Puget Sound.
5. It has fully organized its Land and Emigration Department, and successfully begun the work of selling and settling its land grant. It has realized from lands thus far sold an average price of nearly six dollars per acre, and from the proceeds has already begun the purchase and acquisition of its 7-35 first mortgage bonds.
6. It has opened to the landless citizens of this and other countries, and to the markets of the world, 200,000 square miles of the grain belt of the continent, from which the bulk of the wheat exports of the United States must, ere long, be drawn.

TERRITORIAL ITEMS.

Independent, August 30:
About \$1,000 has been subscribed for the Presbyterian Church at Deer Lodge. As soon as the amount reaches \$2,000 the contract for the building will be let.

Miners in Saur Krout, near Lincoln, are doing well—and in Lincoln miners are averting good wages. Some fifty men are in camp.

Messrs. William Urquhart & Co. of the Rock Creek mine, found a nugget in their diggings, a short time ago, worth \$130; also, picked up a \$44 chunk in the tail box of the sluice. It is a common occurrence for them to pick up nuggets on the bed-rock worth from \$1 to \$20.

A company has been formed in Lincoln for the purpose of prospecting the east side of the gulch, where it is believed the main channel is located. Work will be commenced early this fall.

Farmers are about through cutting hay in Nevada Valley, and the grain crop is good. Grainshoppers have not done any damage to crops of any kind, and did not make their appearance till about one week ago.

The Tradewater bar Co. cleaned up \$700; Manning & Co., \$1,600; Broddus & Co., \$800; and several other companies made good clean up last week. Mining prospects were never better, and we have been assured that next year's yield will exceed that of this year.

Mr. Chas. S. Warren expects to go East on Tuesday's coach, intending to visit friends in Minnesota, New York and Maine before his return.

Missoulian, August 29:
Mrs. W. H. H. Dickson, of this place, on

Wednesday afternoon, while passing up the steps leading from her kitchen, slipped and fell, striking her side on the sharp edge of a board, inflicting severe internal injuries. Dr. Henke was immediately called, and has been in almost constant attendance on his patient ever since.

Never since the great Cedar Creek stampede in 1869, has this country been so prolific in mining stampedes as at the present time. A few days since a wholesale stampede occurred in Cedar, and every one that could get away went to Trout Creek. At the same time nearly all of a large company in Cedar, known as the "Drain Ditch Company," were off on a stampede up Ten Mile Creek below Fruncheon, where rich mines were reported to have been found. Then there has been stampedes from Mayville, to the St. James, Medicine Creek, and Barlett's Camp, all on the west side of the mountains, and in Idaho. And now comes a third of ours, and says that in a very short time we shall have another and still larger stampede. That he has positive information from one of the prospecting parties now out, that they have found good mines but before making the matter public, they wish to prospect still further and secure for themselves the best possible ground.

During the week two more prospecting parties have left this place. Chauncey Barbour and party left on Monday to prospect in the mountains on Lo-Lo Fork, and purpose giving the country a good overhauling. Another party consisting of John Hays, Tom Rowen, Pat McGilichy, and one or two others, left the first of the week and any that they will prospect in the mountains in the northwest part of the county during the remainder of the season. These make seven or eight parties now out prospecting in this country to the west and north of Missoula, and we should not be surprised to hear that half a dozen small camps were found before winter sets in. We earnestly hope so.

HERALD, Sept 2:

The Grand Lodge of A. F. and A. M. of Montana will convene at the Masonic Temple, in Helena, on the first Monday in October.

Diamond R. mule train, eight wagons, J. W. Matkus, master, rolled into town to-day from the terminus of the Utah Northern Railroad.

Hon. Seth Bullock, the Sheriff elect of Lewis & Clark county, left for the East this morning and will be absent about six weeks.

Benj. Stickney, Jr., has rented and repaired his mill.

The Ten Mile country is flooded with prospectors, and new discoveries are constantly being made.

Messrs. Clark, Conrad & Curtin last week purchased the business premises adjoining their store of Benj. Stickney, Jr., for the sum of \$3,000. The partition wall will be removed, and the whole occupied by Messrs. C. C. & C. for their expanding hardware trade.

Another happy wedded couple in the city Mr. Wm. B. McAdow, a prominent citizen of Eastern Montana and his beautiful young bride, the late Florence V. Lamme, daughter of Dr. Lamme, one of the merchant princes of Bozeman.

One of the interesting features of the coming session of the Grand Lodge of the Masonic Fraternity of Montana, we understand, will be the dedication of the new Masonic Temple. We have not learned whether it will be public or private.

Gazette, 28th:
THE TEN MILE MINING COMPANY.—Everybody admits that the silver mines of Montana contain a fabulous amount of money, and that a many thousand leads that are located and recorded and which are claimed to contain ores of the best value, it is the curse of the country that the owners are satisfied in doing nothing towards their development in the majority of instances. As a class miners are not known as men of means, but it is also well understood that even when they have opportunities of developing their lodes by associating capital with themselves that they place such an exaggerated value upon their property as to discourage developments. Waiting for emigration, for a Railroad, and for the capitalists that will pay hundreds of thousands of dollars for each of our mines, while we are not trying to help ourselves is about "played out."

Fortune smiles upon those who help themselves. And the most practical means of doing this is indicated in the formation of the Ten Mile Mining Company, a short history of which we propose giving. The Company was organized on August 23d, last, under the general incorporation act of this Territory. The stockholders are Wm. Nowlan, C. J. Lyster, F. Pope, I. I. Lewis, J. H. Rogers, J. A. Viall, W. J. McKee, W. E. Frederick, G. S. Harrison, J. S. Pool, D. S. Wade, and Wm. Snowden. The officers are Wm. Nowlan, President; C. J. Lyster, Treasurer, and F. Hope, Secretary. Trustees are Wm. Nowlan, C. J. Lyster, F. Pope, I. I. Lewis, and J. H. Rogers. The property of the Company is known as the Eureka silver lode, and it is located on Red Mountain, Ten Mile District, 17 miles from Helena. \$6,000 is the capital stock, is all paid in, and is divided into 600 shares of \$10 each. Two shafts are sunk upon the lead and there is a tunnel of 105 feet leading to it, but which has not yet reached it. The ore is principally galena and assays from \$100 to \$200 per ton. It is estimated that the ore on the dump is worth \$2,500. It is proposed to patent the land in the spring, and in the meantime the Company will prosecute the development of their mine vigorously. It is a perfect opportunity for a man with such a prospect of business that a detailed account of it would be interesting to miners, and might serve as an example well worthy of imitation.

BISMARCK ITEMS.

(From the Bismarck Tribune, Aug. 29.)
E. A. Williams is building an office, and Dr. Slaughter a warehouse. The U. S. R. E. engine house is about completed.

The Penick left for Fort Buford yesterday morning.

The Josephine is still here awaiting orders. She was to have gone up the Yellowstone to bring down the expedition, but the new deal may throw her out. Capt. Marsh has made hosts of friends here.

The Ida Stoddole has been transferred to the Northern Pacific Line, and is now engaged in the transfer between Lincoln and Bismarck.

Edwin Booth, of Jay Cooks & Co., Philadelphia spent Sunday at Bismarck. Mr. Booth is delighted with the country.

Thomas Mitchell, a Lexington, Ky., banker, spent Sunday at Bismarck. Like all others who come here with a view to opening and unprejudiced firm, Mitchell has faith in the future of the country.

Arrangements have been completed by Col. Graves, for the purchase of wheat at all points on the M. P. R. R., paying the farmers one dollar per bushel cash. The Col. expects Adulon alone will ship one hundred thousand bushels.

The Missouri River Transportation Company has broken up and the combination which has heretofore existed between the Cotton Line and the boats owned by Commodore Kountz, exists no more. Kountz's boats are ordered to Bismarck and will hereafter be engaged almost exclusively in the river trade, the new line to be known as the N. P. R. E. line. Col. H. Brownson has been appointed agent at Bismarck. It is understood that the Commodore has effected a contract with the North Pacific Company which will enable him to command the Montana, Idaho, and Up River Indian and military trade as against all rival routes, and at the same time give the people the best route to the east ever enjoyed by them. C. C. Coffin ("Carlton") has been in Montana for the past month working the matter up on that end of the line, and Col. Brownson will follow him at early day.

The people of Montana are moving in earnest to secure an outlet either to the mouth of the Musselshell or the Powder River, though the latter seems to be generally preferred by them as appears from late Montana papers. Twenty thousand dollars will complete a wagon road striking the Missouri River at the Musselshell, and a less sum will complete a road to the Yellowstone at the mouth of the Powder River, saving 700 miles over the Fort Benton route, which has been preferred to the route via the U. P. R. R.

Commodore Kountz, who is one of the shrewdest financial managers in the United States, has had his eye on this trade and has finally completed his arrangements, and his steamers: the Mollie Mordre, Katie P. Kountz, May Lovell, Peninah, Carrie V. Kountz, Andrew Akeley and John Falle, will winter at Bismarck ready for business in the spring.

It is well known that by reason of the rapid current and shifting channel, navigation on the Missouri below Fort Belk is extremely hazardous, and because of this the freight for the Upper Missouri from St. Louis, Sioux City and other points on the Missouri, is shipped to St. Paul, and from thence via the North Pacific to Bismarck. Above Bismarck navigation is unobstructed and boats may run from Bismarck to the Musselshell of the Powder River during the entire season.

From the manner in which things are shaping now, it seems certain that not only will the Dakota Division of the N. P. R. R. be kept open this winter in order to take advantage of the spring trade, but the road will be extended to the coal mines, say, thirty miles west, and this will indeed give us business at Bismarck.

It is well known that because the road was not in condition to receive freight this spring very much trade that will heretofore come this way sought other routes, yet the enormous amount of NINE MILLION, THREE HUNDRED AND SIX THOUSAND AND SIXTY-FOUR POUNDS of freight was received and discharged at the Bismarck station between June 8th and August 8th, only two months, not one pound of which was for the railroad, and on which the charges collected were \$87,407.86.

THE PEOPLE'S NATIONAL BANK of Helena has received another installment of \$16,000 of their issue from the Treasury Department, in denominations of tens and twenties. The bills will be speedily signed by the President, Geo. W. Fox, and the Cashier, C. J. Lyster, and placed in circulation. This institution is fast becoming the leading bank of the Territory. Its officers are gentlemen of superior financial ability, and their upright and liberal dealing has secured the fullest confidence of its customers. They are paying cash for ores shipment thereby aiding the mining interests of the Territory.

The Denver Times says there are many people in Denver who are hard up—workmen who were induced to go there by advertisements and favorable letters, expecting to find plenty of work. The fact is, Colorado has been greatly over-run, and a reaction is taking place. The deluded are discovering that they have been duped—outrageously duped, by unscrupulous land sharks and speculators.

How Minister Washburn came to be called "Sir Elliot" in the Paris papers is explained. A reporter heard Mr. W. in conversation with a Kentuckian who, Sir, was telling him, Sir, that this country, Sir, isn't fit, Sir, to compare with the blue grass region, Sir, and you haven't, Sir, got a glass of Bourbon, Sir.

A negro, speaking of one of her children who was lighter colored than the rest, said, "I never could bear that brat, 'cause he show dirt so easy."

THE PEOPLE'S NATIONAL BANK OF HELENA.

THE PEOPLE'S NATIONAL BANK of Helena has received another installment of \$16,000 of their issue from the Treasury Department, in denominations of tens and twenties. The bills will be speedily signed by the President, Geo. W. Fox, and the Cashier, C. J. Lyster, and placed in circulation. This institution is fast becoming the leading bank of the Territory. Its officers are gentlemen of superior financial ability, and their upright and liberal dealing has secured the fullest confidence of its customers. They are paying cash for ores shipment thereby aiding the mining interests of the Territory.

The Denver Times says there are many people in Denver who are hard up—workmen who were induced to go there by advertisements and favorable letters, expecting to find plenty of work. The fact is, Colorado has been greatly over-run, and a reaction is taking place. The deluded are discovering that they have been duped—outrageously duped, by unscrupulous land sharks and speculators.

How Minister Washburn came to be called "Sir Elliot" in the Paris papers is explained. A reporter heard Mr. W. in conversation with a Kentuckian who, Sir, was telling him, Sir, that this country, Sir, isn't fit, Sir, to compare with the blue grass region, Sir, and you haven't, Sir, got a glass of Bourbon, Sir.

A negro, speaking of one of her children who was lighter colored than the rest, said, "I never could bear that brat, 'cause he show dirt so easy."