

AVANT COURIER.

JOSEPH WRIGHT, Editor.

FRIDAY MORNING, OCT. 3, 1873.

GOV. R. F. POTTS.

This gentleman every now and then receives a line from the Helena Herald, and that paper attempts to be facetious at the Governor's expense. No one can fail to understand to reason for this hostility. Gov. Potts has stood by the true interests of Montana, as against a ring that desired to make money for themselves at the expense of the people. Few men have filled the Executive chair of a Territory so acceptably as Gov. Potts. We have not approved all of his acts—from our standpoint they appeared to be partial—but not being on the ground we may have done injustice in so viewing the particular acts. Take his whole course. It has met the approval of the tax-payers of the Territory. He deserves all the honor for the earnest effort made to disseminate information abroad as to our resources, and in this particular immense good has been done by his exertions. His ultimate intercourse with the Northern Pacific Railroad people and correspondence has been highly useful, and has excited a strong desire on the part of the Company to reach central Montana at an early date. We have done, he merits the praise of every well-wisher of the prosperity of our Territory. Ever since he assumed the office of Governor, no man has been more unremitting in his labor; to bring all of our resources to the attention of the world, and we feel confident that the squib in the Herald will not divert him for a moment from the patriotic course he has long pursued. Men of all parties concur in the opinion that he makes a good Governor, and objections to his course only come from a source not possessing the full confidence of the people. We feel satisfied that Governor Potts possesses to the fullest extent the entire confidence of the Administration, and that account he can do more for Montana than any one else that might be selected to fill his place. We have given this voluntary testimony to the usefulness of the Governor, believing when a man has done his duty well he should be sustained.

NORTHERN PACIFIC RAILROAD

Several of the papers in this Territory have stated that the contracts for building the two hundred and five miles of this road to the Yellowstone were not let on the 10th inst. We have carefully examined the papers from the East, and have seen no authority for such a statement. On the contrary, we copy in to-day's paper from the Superior Times an article in which it is stated that Mr. Cass, President of the road, Mr. Roberts, Chief Engineer, and other officials, had left that place to examine the line from Bismarck to the Yellowstone, which had recently been let to contract. We are very hopeful in regard to the continued prosecution of the work on the road. The Company did not owe Jay Cooke & Co. any money when they failed. They do not hold a large amount of the bonds of the road. But they are just in the condition of other holders of their securities. The Company have only to pay their claims, and Secretary Wilkeson says that "it will undoubtedly be met." He further says, that "the Company had not a dollar of unpaid paper to the present time; no bond was hypothecated by the Company; consequently they had no liabilities hanging over them that might impede without warning."

We look for some official intelligence very soon as to what the Northern Pacific proposes to do in regard to the work on the same. The present extraordinary crisis in financial affairs will undoubtedly have a tendency to embarrass their operations, in checking the sale of bonds. It is having the same effect on railroad building everywhere, but the Northern Pacific has a considerable advantage over other enterprises. The Company is composed of men who wield millions of money, and are not going to let the work stop where it is. They will undoubtedly select suitable financial agents, and so soon as the panic is over and quiet obtains in money circles, they will be able to sell their bonds readily. Long since the bonds could have all been disposed of if the Company had been disposed to put them on the market as other stocks. But, nearly all sales made have been at par. It will be observed that in the quotation of the prices of railroad stocks the Northern Pacific has never appeared on the list. The reason of this was they were held at a fixed price by which there was the face value of the bonds realized.

We feel a very deep interest in the success of the Northern Pacific. So do all the good citizens of Montana. It is essentially the road for which our people are anxiously looking. We can see no advantage to result to our material interests from any other road. It is a connection in the direction desired. It appears to be so easy for it to reach us, and just a few weeks ago we felt buoyant over the prospects of its reaching us very soon. We do not despair of its doing so yet, notwithstanding the apparent check it has received by the suspension of Jay Cooke & Co., and the fearful crisis through which other banking institutions are passing.

We cannot doubt that in a few weeks more the present cloud on all railroad operations will pass away, and business be resumed on sure foundations. There is as much money in the country as before the recent crisis, and when confidence is re-earned, money will be easily obtained. Those holding the thirty millions of bonds of the Northern Pacific, in order to make their investment pay, will be stimulated to keep the work in progress and hasten its completion, so that they can reap the profit on their undertaking.

THE AVANT COURIER closed its second volume last week, and enters now upon the third year of its publication. It is a journal of merit, and has in more ways than one made itself felt for good in Eastern Montana. There is no question but that the COURIER has done much for the locality in which it is published, and that Bozeman and the county of Gallatin are indebted to it more than they are perhaps willing to admit. The publisher has had his discouragements, and the paper has met with its vicissitudes, but both have triumphed, and both survive for larger good and nobler achievements than before. The HERALD, in speaking of its cotemporaries, expresses no mean philanthropy. It wishes them all success—no one of them more of property than the COURIER—HERALD.

APPROPRIATION FOR THE YELLOWSTONE.

The entire practicability of the navigation of the Yellowstone having been so signally demonstrated during the present season, it is now considered an important stream, and we feel confident, with proper aid of the Government will extend the necessary aid to remove any slight obstructions up to a very high point on the river. We have no doubt that our worthy Delegate in Congress, Mr. Maginnis, has kept himself posted as to what has transpired in connection with the navigation of the Yellowstone, and will do all in his power to secure an adequate appropriation this winter. Eastern Montana is very interested in this scheme. It will be more to develop the vast mineral and agricultural resources of this section at the present time than any appropriation to a navigable stream, and we trust our representative will give this project his earnest attention and support. We have the fullest confidence in his desire to do all he can for any and all parts of Montana impartially, and we have merely referred to this in order to let him know how earnestly our people desire to have the Yellowstone navigable, and to see steamers on the bosom of its waters.

NORTHERN PACIFIC.

The following interesting account of an interview with General Bissmer, who was at work on the line west of Bismarck:

REPORTER.—"But, General, can the road be completed before the arrival of cold weather, so that the people will receive the benefit of these red rails in the approaching winter?"

Gen. Bissmer.—"Certainly, the line surveyed lies through a natural roadway; very little grading is necessary, and there are no bad crossings. It is but a comparatively small job, after the work of the engineers, to complete the work. And, for that matter, cold weather will not stay progress on this part of the road. Graders and track-layers can work through the entire winter without inconvenience. The line followed by the road is so protected that no trouble whatever need be anticipated, even in the most severe weather. The road can be built, and will be without a doubt."

SNOW FENCES.

Rep.—"How about snow fences?"

R.—"So far as the line west of the Missouri is concerned, no fences are needed. It General Mead will keep the line open from Bismarck east, it will touch for the rest. A snow-plow will readily find its way through any obstruction it may meet there."

HOW THE ROAD PAYS.

Rep.—"If an open question, I would like to ask you how the road has prospered financially during the past year. Has the income from its business covered the actual running expense?"

R.—"It has done more than that. General Mead has not drawn one cent from New York in the last year for expenses, but on the contrary has promptly paid all employees, repaired the road, built new bridges, station houses, tanks, and other necessary improvements, and all from the receipts of the road. I cannot tell you the exact business done at the different stations along the line, but I can assure you that it is a matter to create wonder."

WHAT THE ROAD HAS DONE.

The road advanced through an unbroken country, known only as the home of the red man and traditionally as a desert and waste; it brought the emigrant into this wild country, and assisted him to open it up and develop its latent wealth, and now these settlers in turn support the road. It is hard to comprehend how this could be accomplished in so short a period, but the fact stands as evidence, which cannot be controverted. The Northern Pacific has its enemies, as what great corporation has not? But certainly no fair minded man can deny that

IT HAS DONE WONDERS

for Minnesota and Dakota. It has proven its present and prospective value already in three ways: By putting within easy reach of the emigrant a vast stretch of rich country which never could have been reached but through it; it has become a national blessing by cheapening the cost of sustaining the military posts of the frontier; and it has simplified the great question of Indian matters by subduing and civilizing the hostile savages to a degree that could have been accomplished through no other method."

The Effect on the N. P. R. R. Co.

There is a very great deal of anxiety manifested as to the success of the Jay Cooke & Co. will have upon the N. P. Co. We confess it is hard to reconcile the statements of Jay Cooke to advances to the N. P. was a prominent element of his failure, and that of Secretary Wilkeson that the N. P. Co. does not owe any one a dollar and has even funds to pay its yet unexpired January interest. But it does seem reasonable to believe from all the statements made that the N. P. Co. does not lose any money by their failure. If this is so, the abstract effect of Jay Cooke & Co.'s failure is not greater than if they had withdrawn from the position of financial agents without falling.

The result on the construction of the road depends principally upon four things—1st. The ability of the Company to show a sound condition and adequate security for its bonds; 2d. The success of good, strong, trusted financial agents; 3d. The general standing of railroad securities with capital as good investment after the panic, and 4th, the element that gets control of the Company in the reorganization, which must now be made. These things will require some time to develop. We believe there will be temporary suspension of work; we as firmly believe it will be resumed next year as vigorously as ever, and that its completion into the old elements of Montana will not have been retarded by this matter. Even if completed here in 1876, as now anticipated, we do not see how it can be completed to Puget Sound by the time of the expiration of the charter, (July, 1877), unless an extension of charter is prepared as suggested by Secretary Wilkeson. While we appreciate the anxiety of our people on this question and participate in it ourselves, we counsel patience. It is no good time to question friends about the estate while the corpse is still in the house. There will be definite information in good time.—New North-Week.

DISCONTINUED.—Wells, Fargo & Co.'s Express from Helena to this place has been discontinued, and our friend Galen will now have to amply of the express business.

BY TELEGRAPH

Subscription in Salt Lake.

There is considerable excitement here to-day. The First National Bank did not open its doors to-day. The notice in the paper states that the cause of the suspension is the failure of Eastern houses and the inability to obtain currency. Their liabilities are simply covered by good assets, and the depositors need not feel any uneasiness as to ultimate success. The assets cover \$300,000; liabilities \$277,000, exclusive of the personal property of Warren Messing, who holds himself responsible for a Government deposit. The bank was a Government deposit. The State National and the De-Deet National are open, and meeting all demands. Walker & Bro., White & McOrulek, are also prepared to meet all demands. A slight run has commenced on the latter, but there is no fear of its recoubling.

St. Louis, September 27.

Quietness has reigned among the banks this morning. All are paying in checks under the rule, and everybody seems to cheerfully acquiesce in the arrangement.

PHILADELPHIA, September 27.

Samuel Joseph, applicant for proceedings in the bankruptcy against Jay Cooke & Co., statement made of the assets and liabilities of the firm. The city banks have generally paid out currency when needed to pay wages, and are discounting freely, giving easier feeling in banking circles.

WASHINGTON, September 26.

The Washington City Bank was closed to-day by order of Judge Humphrey, on petition of G. C. Crandall, Wm. F. Matinyne was appointed Receiver. There has been a run on this bank for several days past.

WASHINGTON, September 27.

In the Washington City Savings Bank now in the hands of the Receiver, there are about two thousand depositors whose joint deposits will reach upward of \$700,000. The assets are supposed sufficient to cover the entire responsibility of the bank.

The Secretary of the Treasury is no longer troubled with telegrams of inquiry from financial sources. No excitement whatever exists in that department, and the Executive department is equally free from it since the official announcement that the President and Secretary could do nothing more to relieve the pecuniary embarrassment. No suggestions have been received from any quarter. The treasury is disposing of its business with no interruption in any branch, and all the officials are as calm as if there had been no financial storm.

An arrangement has been made by which the banking houses of Jay Cooke, McCulloch & Co. will honor all the Government drafts on the London house of Crows, Habicht & Co. Beyond this there has been no change in the agency.

The Receiver of the First National Bank of Washington reports its liabilities at \$2,700,000, and the assets at \$1,900,000. The deficiency was a loan to Jay Cooke & Co.

Secretary Richardson says the statement of Jay Cooke & Co. is much better than was expected, and that the advice received at the treasury show a decided improved condition.

A Letter From President Grant on the Financial Situation.

WASHINGTON, September 28.

The following letter was written to-day: EXECUTIVE MANSION, September 28.

Messrs. H. B. Claflin and Chas. L. Anthony.

GENTLEMEN:—In response to the views you have communicated to me, and to the present currency to restore confidence in legitimate trade and commerce—I have the honor to communicate the following: The government is desirous of doing all in its power to relieve the present unsettled condition of business affairs, which is now holding back the immense resources of the country now awaiting transportation to the sea-board and a market. Confidence on the part of the people is the first thing needed to relieve this condition and to avert the threatened destruction of business with its accompanying disaster to all classes of people. To re-establish this feeling the government is willing to take all legal measures at its command; and it is evident that no urgent efforts will avail without the active co-operation of the banks and other corporations of the country. With the \$14,000,000 already paid out in the purchase of the government indebtedness, and the withdrawal of their large deposits from the treasury, the banks are now strong enough to adopt the liberal policy on their part, and a generous sympathy of discounts to sustain the business interests of the country. Should such a course be pursued, the \$44,000,000 of reserve will be considered as money in the Treasury to meet the demands of public necessities, as circumstances of the country may require. Close attention will be given to the course pursued by those who have the means at their command of rendering all the aid necessary to restore trade to its proper channels and condition. With a view of strengthening the hands of those who carry out the measures above indicated, orders have already been issued for the prepayment of interest accruing in November.

(Signed) U. S. GRANT.

Jay Cooke's Letters.

New York, September 28.

Jay Gould being asked for his views on the financial situation gave them as follows: I think the panic over. I have every faith now in advance of prices, and believe that the market will be more vigorous than for a long time. Wall street has been cleared out of a great part of its worthless stocks and so-called securities by the purging process of the panic, and there are but comparatively few stocks now quoted but those of real value, in all cases prices are too low, and in that of good dividend-paying stock, a very large advance is necessary to bring them up to their actual worth. The reasons for an advance are that the market will become easy as soon as the Stock Exchange is opened, owing to the very large quantities of greenbacks that have been deposited by the Government in its late bond purchases; that an immense amount of capital has been put in circulation by the action of the banks in issuing clearing house certificates, which displaces a corresponding quantity of currency; that England is sending over millions of gold which will come into active use immediately on arrival, and that speculation has had such a long sleep that it will be all the more lively when it wakes up again.

Why is a dandy pickpocket like a heavy gun? Because he is a dangerous wretch.

The house of E. Randolph, whose suspension is noticed, was Tom Scott's New York house. Randolph is a son-in-law of Scott.

Monetary Affairs in Salt Lake.

SALT LAKE, September 29.

The financial situation is greatly improved, and feeling of panic apparently completely subsided. A few certificates from mining camps and some accounts were presented and paid by the banks and banking houses. The bankers are perfectly confident of meeting every liability. The First National Bank, which suspended Saturday, is strengthening its resources and will undoubtedly resume business in a few days.

Bank Examiner, N. P. Langford of the Pacific Coast, is here examining the affairs of the banks.

The tightness of the money market is likely to cripple the business in bullion and ores for a few weeks, compelling a suspension of smelters.

TERRITORIAL ITEMS.

New North-Week, September 27.

Some incendiary wretch on last Friday night fired a stack of hay belonging to A. Mead within a few feet of Gilmer & Salisbury's stables, Mead's Station. Twenty tons of hay were destroyed.

Samuel Lewis is going or gone to Utah to purchase for William Coleman enough apples to supply all Western Montana. They will be here about November 1st.

"A. L." under date "Missoula Sept. 21," says: "Parties returning from the new mines are bringing back a quantity of gold dust, considerably exceeding a return of the fresh times that accompanied the Cedar Stages."

We are not much given to "putting" business men who neglect to advertise, but feel compelled through a sense of public duty to recommend all who want superb Yellowstone Park pictures to communicate with Mr. Crisman, the Bozeman artist.

Mr. F. D. Taylor, of New Chicago, has been contacted to carry the mail between New Chicago, Emmett, Phillipsburg, Phillipsburg and Pioneer at \$1,030, and has commenced service. Mr. Phil Lynch has been carrying it for the past two years.

Messrs. Norton and Mills arrived from Wells Wells with a large drove of sheep Monday and have driven them to the upper valley. They left Wells with 1,319 head and reached here with 1,756. They stored the drive well and are in good condition.

MINING ITEMS.

Barclon & Co., on Granite Bar, Yamhill, cleaned up on Monday \$200 for one week's run. The claim was opened this season.

In 1867 the pugilist Mike Sullivan, in company with Matt Hayes and Matt Butler, discovered and located a gulch, and being a little impetuous in names inflicted on that particular one the appellation of "Your Name Gulch," which after the discovery remained unworked until within the last few days, when it was surveyed and appropriated according to the Congressional Act, by Matt Hayes, M. Butler, Peter Koch and Geo. W. Irwin. They have located about five miles of the gulch and have obtained prospects as high as four cents to the pan with "the country tray inclining."

The folks at Phillipsburg anticipate a revival of mining affairs, soon under auspices that are encouraging. Mr. Mcardle, of the St. L. & M. & Co., and a partner of Mr. Cox, of Wheeling, are expected here soon to commence active operations. The Cole-Sanders Company is also said to be getting into the game, and 200 or 300 men will be at work in the camp this winter.

Dr. S. D. Tessen, late of the U. S. Army, arrived from St. Louis this week, and contemplates making permanent residence in Montana. We hope he will find it to his interest to locate here. His father, Mr. E. P. Tessen, of most excellent memory, was one of the best friends of Helena and Deer Lodge, and at present in New Orleans and in the enjoyment of good health.

Professor W. Egbert Smith, the last of the Door Lodge Geysers tourists, and who spent a week or ten days in an unsuccessful search for lost horses of the party in the mountains around the Mammoth Springs, returned on Thursday evening's coach, looking almost as hale and rosy as the daughter Knight of Teikshbury Hall. Welcome home.

Independent, September 27.

FATAL INCIDENT.

Last Saturday, Mr. John H. James, a well known miner, residing at Gold Canyon, a few miles from Blackfoot, fell into a slat and was instantly killed. He was a sober and industrious man, a good citizen, and his untimely death is deeply deplored by a large circle of acquaintances. He leaves a wife and one child.

WENT INTO THE HORSE BUSINESS.

About fifty head of the best horses owned in the Bitter Root Valley were missed from their accustomed ranges within the last twenty days, and we have just heard that a white man and two half-breeds passed through Bearman a few days ago with a band of fifty horses, bound for the Sacatohawa. They crossed the mountain on a trail leading up Three Mile Creek below Stevenville, and came out on the Mullen road near the mouth of Big Rock Creek. They offered \$200 horses in Bear for \$30, and said they were taking the band to Helena for sale. Before leaving the Bitter Root, they took all the clothes lines and ropes they could get hold of, and the general impression prevails that the thieves were heading for the North and are now out of reach.

WE UNDERSTAND THAT THE GRAIN CROP OF DEER LODGE VALLEY WAS DAMAGED BY THE GRASSHOPPERS MUCH MORE THAN WAS AT FIRST SUPPOSED.

Morgan Evans recently threshed a field of grain, from which he had turned out last year, and although the field turned out the same amount of straw, it only yielded 107 bushels. This shows a loss of over three-fourths.

CABLE CITY.

Kohra, Bell & Roe cleaned up one hundred and forty-four tons last week. Their mine has paid on an average \$1,600 a week for the entire season, and they have enough ground to last them two years more that will pay as well, and enough ground that will pay good wages to last two years. The water is now settling light, but they still have a very fair head. Next week they will commence crumpling float rock, picked up to their hydraulic diggings. They have about one hundred and twenty-five tons that will average a higher grade than that previously crushed. The quartz saved during each season nearly pays the expense of running their placer mines. The weather is getting almost too cold for mining in that place, and operations will shortly be suspended. Snow fell there to the depth of two inches on the 23d.

SEC. 16. Any person liable to labor as road laborer, or as a miner, shall be liable to be called upon by the Supervisor, shall pay to such Supervisor the sum of three dollars per day for each day of his absence from his work, and such Supervisor under this act are hereby empowered and authorized to collect in his own name the said money, free of all other claims.

Approved May 7th, 1873.

\$5 or \$20 per day? Agents wanted! All classes of people, of any age, sex, young or old, make more money at work in their spare moments, or at the time, than at anything else they do. Free of all expenses. Address: J. W. PORTMAN, MAINE.

LEGAL ADVERTISEMENTS.

SUMMONS.

TERRITORY OF MONTANA, in the First Judicial County of GALLATIN, District Court. R. H. WATSON, Plaintiff, vs. CHARLES DREW, JAMES JENNINGS and JAMES JENNINGS, Defendants.

You are hereby notified to appear in an action brought against you by the above named plaintiff, in said District Court, in and for said County of Gallatin, and to answer the complaint therein filed therein within ten days, or if served out of the County, within twenty days, after the service on you of this summons, if served within the County, or within thirty days, if served out of the County, after the service on you of this summons, if served within the County, or within forty days, if served out of the County, after the service on you of this summons, if served within the County, or within fifty days, if served out of the County, after the service on you of this summons, if served within the County, or within sixty days, if served out of the County, after the service on you of this summons, if served within the County, or within seventy days, if served out of the County, after the service on you of this summons, if served within the County, or within eighty days, if served out of 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