

THE AVANT COURIER.

THURSDAY, APRIL 26, 1877.

The Pioneer Paper of Eastern Montana.

J. V. BOGERT, Associate Editor.

The News.

Mills will be re-appointed. Cincinnati claims 437,500 population. Great Britain lost 46,375 people last year. Prescott, Arizona, has discovered a garnet mine. The extra session of Congress will be called June 4th. European war news raised gold and bread-stuffs at New York. North Carolina has the mining fever again, and prospects are promising. New York Democrats propose to run Wade Hampton for the next Presidency. The Poncas have started for the Indian Territory. They number 700 souls. Sir William Thomas decides the earth to be 1,000,000 to 2,000,000 years old. Northern Mexico will again agitate the question of annexation to the United States. The Southern Carolina records and papers were turned over to Hampton on the 10th inst. The Northern Pacific may build 90 miles of road to the coal mines near Bismarck this year. It is now denied that a part of Lee's confession, implicating Brigham Young, was suppressed. Troops have been stationed at the Cheyenne Crossing as protection to Black Hills against Indians. On the 11th the Alaska troops were ordered to report to the commanding General, Division of the Pacific. Enoch Hogg, the Quaker Superintendent of Indian Agencies in Kansas and Indian Territory, has been removed. It is now stated that the Borders were lynched while escaping from Kansas, a fact known at the time to Gov. Osborne. The San Francisco Mint coined \$2,100,000 more coin in March than in any previous month since its establishment. Stanley Matthews will present Nihilism's case before the Louisiana Commission, who, it is declared, will stand by his office. Gen. Sherman predicts the most sanguinary battles ever fought will result from the expected war between Russia and Turkey—the latter must go to the wall. The statement that Governor Tilden has employed R. T. Merrick, or anyone, to commence quo warranto proceedings against President Hayes is authoritatively denied. Gen. Sherman advises the removal of the Red Cloud and Spotted Tail Agencies to the vicinity of Fort Randall, a move demanded by safety, economy and the State of Nebraska. Nebraska authorizes road supervisors to order out all voters to do 12 days work at \$2 per day killing grasshoppers. Clubs are forming all over the State to devise means of carrying on the war. The coroner's jury on Orville Jewett's body decided that somebody else besides himself inflicted the pistol wounds, and the coroner and police expressed the belief that Dean is a good man to watch. Miss Ransom, a young historical and portrait painter, in Washington City, has lately received an order signed and sealed as a contract, to paint the portraits of all the United States Presidents and their wives. She is given ten years in which to fulfill the contract, which is the largest one of the kind ever given an American artist. On the 6th an immense mass meeting at New Orleans declared war to the knife against "carpet baggers," and resolved: "We will never submit to the pretender Packard's government, never pay it a dollar of taxes, never acknowledge its authority, but will resist it at every point, in every way, and require that every demand which it may make upon the obedience of the citizens shall have been forced only by a present physical power, which we are incapable of resisting." The New York Herald says both Houses of the coming extra session will be more nearly matched politically than they have been for many years. In the Senate the Republicans will have a majority of only three or four. In the House the Democrats will have on the organization, a majority of at least nine, and perhaps fifteen. There is reason, therefore, for believing that the next Congress will be more strictly under the control of its brains and less affected by the ignorance and the designing among its members than any Congress which has sat since the beginning of the war. The war department announces the following routes connecting the Missouri river with the Black Hills under the late treaty with the Sioux Indians: Route No. 1. Beginning at Bismarck, Dakota, crossing the 103rd meridian of longitude, the western boundary of the Sioux reservation, on the shortest and most practicable route to Deadwood City. Route No. 2. Beginning at a point on the right bank of the Missouri river, known as Fort Pierre, or at some point not over eighteen miles north, crossing the 103rd meridian on the shortest and most practicable route to Deadwood City. Route No. 3. Beginning at the Yankton crossing of the Missouri river, thence up the south bank of the Niobrara to its crossing opposite the mouth of the Keya Paha river, thence up the latter near the source of Porcupine creek, crossing the 103rd meridian on the shortest and most practicable route to Custer City. People establishing themselves at stations along these lines, are notified such establishments will not carry with it any proprietary right to the land, which will be subject to conditions which may be imposed by the Secretary of War. The western boundary of the Sioux reservation fixed by the recent treaty is as follows: Commencing at the intersection of the 103rd meridian longitude with the northern boundary of Nebraska, thence to its intersection with the south fork of the Cheyenne river, thence down said stream to its junction with the north fork of the Belle Fourche; thence up the fork to the 103rd meridian to the south branch of Cannon B. or Cedar Creek.

THE CUSTER COUNTY MATTER.

Last week we published the General Mills letter and the action of the nominating convention at Miles, which the Independent reproduces, asserting the impossibility of favorable action by the Governor. Mr. McCormick has returned from his interview with the Governor, and reports that while he recognizes the importance and urgency of the case he is of opinion he can do nothing of himself. The matter will, however, be referred by him to the Attorney General for consideration. We have a letter from the Governor which states: "I have the Custer county papers sent me by you, but I regret to say I am powerless in the matter. Judge Spratt's decision has been reported to you; but, that the Yellowstone section may be fully satisfied, I have referred the case to Hon. J. K. Toole, and shall advise you of his conclusion." It would seem, then, that the only present hope lies in a favorable decision at Washington, and, that falling, in an extra session of our Legislature. An unpleasant feature of this matter may as well be met now as any time. We are advised from Helena, that fear of the vote of Custer county upon the North and South Railroad Bill caused defeat of the bill providing for its organization. We are also advised, and warned, that we want an extra session called in its interest—first, that some new railroad scheme is at the bottom of the enthusiasm. While these reports have some effect here, personally we see little to fear in the premises. The matter might as well be met—non-organization of Custer county for two years must work great injury to all Eastern Montana; it will discourage Eastern settlement upon the Yellowstone, and result in the establishment there of Judge Lynch. No future Legislature will dare refuse the organization demanded—Gen. Miles and the Custer county people have placed the matter upon such a basis that no schemes of railroads, or jealousy of sections can prevail against it. We favor that session, if action can be secured in any other way. Our best interest demands it, and we advise Gullivant county to begin agitation of the subject without delay, would she secure markets, navigation, people, a line of settlements to Tongue river, and an increase in her representative power as the most important part of Montana.

THE BOAT QUESTION.

We are requested to re-publish Lieut. Doane's report on flat-boat navigation, contributed by Mr. Bogert to the New North-West in 1876—but space not permitting production entire we give the main points of this very practical paper. REPORT ON YELLOWSTONE TRANSPORTATION. BY FR. ELLIS, M. T., January 12th, 1877. To the Assistant Adjutant General, Department of Dakota: I am familiar with the Upper Yellowstone river, and have been twice down the river—once with Captain Ball's expedition of 1871, to the mouth of Stillwater, and again, last year, with Major Baker to within forty miles of the mouth of the Big Horn river. Were it not for the rapidity of its current, the Yellowstone would never be fordable at any point below its exit from the Lake. It runs fully as much water as the Missouri at Ft. Benton, and is well confined in its channel. As it is, however, at a low stage of water it is easily crossed at many points along its course, even as far down as the mouth of Powder river. Last year we found no fords in August, but this circumstance is unusual. I have never found a crossing with less than three feet in the channel, and with a width of less than fifty feet at that depth. All the information I have been able to obtain from those who know the river, more than sustains the above measurements. The bottom of the stream is gravel, the current averages at least four miles an hour. The channel is kept open and well-defined by the "ice-foot," which forms on the banks during the winter. There are no large rocks in the bed of the stream below the crossings of the Fort Ellis and Crow Agency road. The variation between high and low water is not over five feet at the Agency. I would recommend a boat of the following dimensions—a scow: Length 40 feet; Width (outside) 12 feet; Gunwale (outside) depth 3 feet; Slope of bow and stern, each 6 feet. The following are calculations of lumber, materials, draught, and tonnage of the same: LUMBER. BOARD MEASUREMENT. Gunwales 2 (40x34) inches. 1,200 End-rails 2 (12x12) inches. 288 Bottom 40x12x2 inches. 960 Flooring 40x12 inches. 480 Seven Stringers 4x3 ins.—7x40. 280 Nails 10 per cent. wastage 31,163 GROSS FEET. 3,489 Netting pine at a specific gravity of .8 the empty boat would draw less than 8 inches. The displacement is 62½ lbs. to the cubic foot. The boat will carry 11 tons, drawing 18 inches of water. The gunwales need not be sawed in one piece, but may be in three parts, each 1 foot by 5 inches, or still better, can be sawed with an inside bevel so that the gunwale will be six inches thick at bottom and four inches on upper edge. The sections are pinned, or bolted, together, and caulked at the joints same as bottom. Boats of the above dimensions are easily handled, less liable to accident than larger ones, and do not require "hog chains" as large ones would. And these would cost as much as the lumber. As to the safety: The Missouri has been run by mackinaws continually, whether the Indians were hostile or not. By loading the flats with a closed gangway, six men, surrounded by the cargo, would be able to repel any attack, and could pass by the bluffs, sheltered from a plunging front and kept "end on" by a pole passed through a loop or ring at the stern, and made to scratch along the bottom of the river when required by lifting on the upper end in the boat which can thus be easily guided, no matter how swiftly the water runs. Each boat should have two box pumps,

THE BENTON RECORD AND THE YELLOWSTONE.

The Benton Record has the following: "The COURIER says that much anxiety prevails in Bozeman regarding the future of Fort Ellis. Fort Ellis is the grain market of Gallatin valley, and the chief dependence of Bozeman, yet the COURIER wants the Yellowstone navigated, which, if possible, would take away the military from Fort Ellis, and establish a rival town at the head of navigation. We have always opposed the navigation of the Yellowstone because we understood the interests of Bozeman much better than the COURIER did, and do not believe in catering to monopolists who have no personal interests to serve by advocating Utopian enterprises." No body in Bozeman doubts the disinterested motives of the Record, or of any of those who make a business of deriding the claims of the Yellowstone. Of course not! It is curious, however, that the interests most likely to suffer from its navigation are those most affected by evidence and argument in its favor. Straws show the wind; and the nerves of those who find their bread and butter based upon Missouri river ideas are never so excited or exerted as when confronted by Yellowstonian Grant Marsh, to Forsyth, to Doane (see this page), and to McClelland. The Record's fling regarding "caboches with monopolists" is a last resort—the best answer to such remarks is found in Mrs. Partington—"ridicules is no argument." Now, as to the assertion, that the navigation of the Yellowstone would deprive us of Fort Ellis and establish a rival town. Bozeman and the Gallatin have considered this—considered it long before the Benton Record was thought of. We don't suppose Fort Ellis must, or can, or should, prove a thing of eternity, and while we hate to lose it, we know we may do better; and should prepare for a rainy day. Fort Ellis supplies a market, supplies protection, has done much to make us what we are—and, if we can only all we are to have, and if we can only secure its continuance by neglecting the Yellowstone and other interests, the sooner we lose it the better. The people of the Gallatin cannot afford to remain here, if their prospects are necessarily bounded by the market of Fort Ellis. We hope for better things, and have such confidence in the future of Eastern Montana that cries about "a rival town at the head of navigation," instead of demoralizing us, encourage us to extended effort to force its founding by proving its necessity. "No pent up Bozeman contracts our powers." So far as the Yellowstonians concerned, we refer to the Record to its editorial in the issue containing the foregoing extract: "When the experiment of navigating the Upper Missouri river, as far as Fort Benton, was first proposed, it was regarded by experienced boatmen as a most hazardous undertaking, and ridiculed by skeptics as an impossible enterprise. The numerous rocks, bars, and snags, and the shifting nature of the channel, were deemed insuperable barriers to the progress of larger vessels than keel-boats. It was, however, soon discovered that the draided shoals and rapids offered no obstacles to vessels during the season of high water, and that an unlimited number of heavy laden steamers of ordinary build, could reach Fort Benton without encountering greater difficulties than are met on the lower river." Now, we ask the Record why these assertions may not apply to the Yellowstone, and how the question is ever to be settled except by means of the practical measures demanded by the Gallatin and secured by the Missouri? We deny the right of the Record or other enemies of the Yellowstone to settle the question in a vague. We see no justice in the eternal effort exerted by the anti-Yellowstone sections of Montana to prevent Federal assistance. We see in such continued opposition nothing but local jealousy and the narrow-minded policy which has stifled all Territorial advance, and would leave Eastern Montana dependent upon "Fort Ellis" and trembling in fear of a "rival town."

THE CAMPAIGN.

IMPORTANT FROM GEN. MILES. [Specials to Conr.] MILES, M. T., April 6th, 1877. I send you, in accordance with your request, all news to date. As of interest, I forward the following from Gen'l Miles: TONGUE RIVER CANTONMENT. March 31, 1877. To Commanding Officer Troops down the Yellowstone. SIR: I learn from Headquarters Department of Dakota, that a command is ordered to this place from the Posts at the West. Should you have any Crow Indians with you, or should you know of the approach of any to report here, please keep them well in hand. There is now a delegation of the Chiefs and head warriors of the Sioux and Cheyennes remaining here as proof of their good intentions, while others who came in with them, to learn upon what conditions they could surrender, have returned to participate in a council at which, as they assert, will be determined whether the hostiles come here to surrender or go to their Agencies with the Indians who accompany Spotted Tail. Please report by white courier three or four days in advance of your arrival. I am, Very Respectfully, Your Obedient Servant, NELSON A. MILES, Colonel Fifth Infantry, Commanding.

under Crazy Horse, were on Tongue River for them. My men have one or two guns each—I did not pay for them. I have plenty of blankets, supplies and money, and I traded for none of these things. I took them from the whites, and will make peace. I will not touch the ends of your fingers. Now, pack up and get away, or I will kill you!" KOCH. GOVERNOR & SECRETARY. From letters received by us we make the appended extracts: "The Governor is all right." "He is honest and that will win." "It is better for him this investigation is ordered." "The investigation will settle this abuse and end the conflict." "The nomination of Mills is a credit to the Territory." "The petition in Mills' behalf are prodigious—almost unanimous." "One thousand names from five camps—and all in one day." In reply to a letter of enquiry, Mr. Mills writes us: "I did not ask for this or any office—did not care for any, and did not know whether to accept or not. Express my gratitude to my Bozeman friends for their flattering assistance." The Territory. Meagher. Missoulian.—Our mining camps are still—wheat is growing rapidly—no need of irrigation—early sown fields are green with growing grain—our South river flocks are lambing—Parberry's are dropping 12 lambs a day—Crow creek stock goes to the Muschel—farm hands command \$5 to \$60 per month—Eldorado Bar is cutting a 2-mile ditch. Deer Lodge. Miner.—Butte has raised \$3000 to aid in the construction of a Catholic church—40 tons of 350 per cent copper ore have gone to Baltimore for assay—large numbers of miners are on way from the railroad for Butte and Phillipsburg—10 residents are now under way. New North-West.—The North-West Territory will soon resume. Dr. Musgrave has been presented by a lunatic with a brass key and the following speech: "I am God; I appoint you keeper of the gates of hell, and present you with this key. Do your duty like a man." T. H. Irvine, lately reported killed by the Sioux, has gone to Tongue River. Millions of native grasshoppers are reported as appearing. Lewis and Clarke. Independent.—Mr. Redding, of the Dan Tucker silver lode, 12 miles from Helena on the Olancy road, has in his ore house 30 tons of quartz assaying \$600 to the ton, for which he refuses an offer of \$14,340. Between now and December it is thought the Stemple district will produce \$50,000. Madison. Miner.—Pony is full of people. Miners are on way from railroad to seek work at Pony. Madisonian.—Large stocks of goods have been purchased for Virginia City—Walters & Co.'s Mammoth Mine shows a splendid body of quartz—wild parsnips are killing Madison valley cattle—20 Chinamen are on the way from the railroad. Choteau. Record.—Best creek coal of superior quality—a front street lot lately sold at rate of \$10 per foot, and \$1300 were refused for an old log-house near the levee. It is more than probable that the work of improvement in the early part of the present summer, and when completed, all doubts as to the navigability of the river for at least eight months of the year will be set at rest by the arrival and departure of steamers as early and as late as the climate will permit. Jefferson. Independent.—The Montana Company's concentrator at Somewhere is running upon Lega Tender ore, and is negotiating for Comet and Rumley quartz. The Jefferson City mines improve in promise. Several hundred men are employed about the reduction works. Missoula. Herald.—Rumored that under-Sheriff Peter Roman succeeds Major Medary as Agent of the Flatheads. Beaverhead. Independent.—The mills are running with very satisfactory results, ore will be sent to Salt Lake, and a furnace will be run at Argenta. PROPOSALS For Indian Supplies, Goods, and Transportation. DEPARTMENT OF THE INTERIOR, Office of Indian Affairs, WASHINGTON, D. C., March 30, 1877. SEALED PROPOSALS, indorsed Proposals for "Beef," Flour, Clothing, Transportation (as the case may be) and directed to the Commissioner of Indian Affairs, No. 40 Leonard St., New York, will be received until 12 M. of TUESDAY, MAY 8, 1877, for furnishing the following supplies, goods, and transportation required for the Indian Service for the fiscal year ending June 30, 1878: Beef on the hoof..... 34,938,000 pounds. Flour..... 5,794,500 pounds. Bacon..... 878,400 pounds. Hard-bread..... 90,000 pounds. Lard..... 2,464,500 pounds. M. s. pork..... 14,000 pounds. 790 barrels. Coffee, 453,000 pounds; Sugar, 806,600 pounds; Tobacco, 50,350 pounds; Soda, 10,780 pounds; Baking Powder, 23,340 pounds; Rice, 33,000 pounds; Tea, 6,880 pounds; Beans, 194,500 pounds; Soap, 118,400 pounds; and Hominy, 133,000 pounds. ALSO Blankets, Clothing, Woolen and Cotton Goods, Hardware, Notions, and Medical Supplies. ALSO Transportation for such of the above supplies as may not be contracted to be delivered at the several Indian Agencies. Schedules showing in detail the quantities and kinds of goods and supplies required for each Agency, and transportation there to, and place of delivery, conditions of contract, and payment, together with blank proposals and forms of contract and to this Office. (In Washington or at No. 40 Leonard St., New York, or to E. M. Kinyard, 35 Clinton Place, New York, or to Wm. Nicholson, Superintendent of Indian Affairs, Lawrence, Kansas; to the Commissioner of Subsistence, U. S. Army, St. Louis, Chicago, Sioux City, St. Paul, Leavenworth, Omaha, and Cheyenne; or the several Indian Agencies, J. Q. SMITH, Comr.)

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