The Avant Courier.

THURSDAY, : FEBRUARY 27, 1879.

News and Comments.

—New York, February 20.—Hostile criticism of the Chinese bill continues in all quarters.

—A bill has passed Congress reducing the tax on manufactured tobacco to 16 cents per pound.

—The Idaho legislature organized its House on the 24th day, having elected Mr. Birdseye on the 102d ballot.

—The New York press rigorously antagonizes the Chinese bill and calls upon the President to interpose his veto.

—There was great rejoicing in California on the 16th over the news that the U. S. Senate had passed the anti-Chinese bill.

—"Zack" Chandler was elected U. S. Senator on the 18th to fill the vancancy caused by the resignation of E. P. Christiancy.

—The California Constitutional Convention and the Nevada Assembly want the President to affix his monogram to the Chinese bill.

—Hartford, February 19.—The Senate to-day unanimously passed a resolution condemning the action of Congress on the Chinese question, which passed the House.

—The *Times'* Washington special says: It is believed that the President will veto the Chinese bill. Only three of the strongest men of the Senate—Bayard, Blaine and Thurman—voted in favor of the bill.

—The Methodist ministers of New York and vicinity recently addressed a letter to the President, urging him to veto the anti-Chinese bill. They urge that its passage will seriously embarrass American interests and missionary operations in the Empire.

—Robert E. Crandell, a former resident of Butte, Montana, committed suicide at Blackfoot, Idaho, on the 16th inst., by shooting himself in the forehead. It is supposed he was suffering from a temporary abberation of mind produced by illness.

New York, February 19.—Meetings of workingmen favorable to co-operative colony migration are held weekly here as the beginning of an attempt to educate the masses in the belief that organized emigration from the Eastern cities is the best remedy for hard times.

—At Summerville, Maine, on the 14th inst., Ephriam Hysler and wife left home in the forenoon to do some trading, leaving their three children, aged 4 years, 2 1-2 years, and 8 months, alone at home. The house caught fire, and before aid arrived the building was with its contents destroyed, the three children perishing in the flames.

—The situation in Alaska is regarded as critical. The Federal Government provides no authorized government and no protection to its citizens. The only company of soldiers stationed at Sitka was withdrawn several months since. The Indians, understanding the situation, have for some time been menacing the settlers, and at last accounts had begun the work of destruction.

—During a dense fog which prevailed on the 19th inst., two steamers—El Capitan and Alameda—plying between San Francisco and Oakland Point, collided in mid-passage. The port bow of the El Capitan was crushed in and she filled and sank rapidly. Some of the passengers jumped on board the Alameda, others during the excitement sprang into the water and were picked up by the tug Governor Irwin. It is not known whether any lives were lost.

—It is reported that 70,000 shares of Union Pacific stock was recently purchase by a New York syndicate, which includes Russell Sage, James P. Keen and others. This, with 30,000 shares previously bought by some of their number, gives the syndicate 100,000 shares which have been acquired at cost—70 to 75. It is not intimated whether this important movement will result in any radical change in the management of the road, but it is now possible that the Utah and Northern branch may diverge west and be dumped off into some sage brush desert in Idaho.

CHEAP TRANSPORTATION.—THE GOLDEN OPPORTUNITY.

The time for our merchants and business men to make contracts for transportation of freights during the coming season is at hand, and yet we have heard of no movement in that direction—certainly none that looks anything like concert of action or unanimity of effort in entering into arrangements with any Yellowstone transportation company.

Never in the history of Eastern Montana have the times and opportunities appeared as auspicious for the successful navigation of the Yellowstone river, affording cheap freights for our merchants, resulting in an increase of business and other advantages to Bozeman, as they do to-day; and yet, from present indications, we are somewhat apprehensive that the golden opportunity will pass unimproved.

Possessing so many peculiar and permanent advantages as a town, in its location, surroundings and stable wealth and population, Bozeman has ever been peculiarly unfortunate in not having a mercantile or any other organization, before which questions affecting our local business and other interests could be discussed and proper action taken thereon. The result is, we can have no unanimity of effort or concert of action on any subject of interest, no matter how vital to our well-being and prosperity, unless some enterprising citizen rushes to the front, agitates the matter, calls public meetings and carries the town as by storm. Every man appears to pull his own way, and, as a matter of course, adversely to his neighbor and often against his own as well as the public interests.

In this respect we believe Bozeman to be more unfortunate than any other town of any importance in the Territory. The business men of other towns appear to consult their local interests, act in harmony and concert, and "pull together" whenever it becomes necessary to do so in any important local enterprise. Helena, for instance, through its Board of Trade, determined to secure cheap transportation, so an Upper River Navigation company was organized ostensibly for that purpose, but Helena is so situated that she evidently cares as little for the river as a railroad. Cheap freights is what she is after, and the probabilities are she has secured it both by rail and river without resorting to the expensive luxury of navigating the Missouri above the Falls at her own expense. It is now stated that Helena merchants have succeeded in securing the very reasonable rate of $1.50 from Chicago or St. Louis to Snake river via the U. P. R. R. and the U. & N. R. R., without classification, and they have perhaps secured a lower rate by the N. P. R. R. and Missouri river to Ft. Benton.

There is no business man of ordinary sagacity but must see that the commercial prosperity of a town as well as an individual merchant, must ultimately hinge on this question of cheapest transportation. The business community or individual merchant who succeeds in securing the lowest rates for freights, other things being equal, is the one destined to control the patronage and trade of the community or the Territory. The item of freight is such an important factor in the computation of the cost of merchandise that it behooves every merchant to study carefully the question of transportation in all its bearings with a view of ascertaining which is the best and cheapest route, if he expects to come into successful competition with men of business sagacity and foresight.

There are now no less than three well-established transportation routes into and out of the Territory—the U. P. and U. & N. railroads and the Missouri river and the Yellowstone river. Each, no doubt possesses peculiar advantages for certain localities; but we are particularly interested in ascertaining which is the cheapest and most advantageous one for Bozeman merchants to patronize during the coming season.

Having intimated the probable rates on the first two routes, for Helena merchants, it is by no means certain that "outside" camps can make as favorable terms, at least with the U. P. R. R. Co., for it is customary for that company to discriminate in favor of Helena. It is probable that Bozeman merchants may be able to obtain as low rates via the Missouri river to Benton as Helena merchants, but even then we have an additional 100 miles of land transportation to calculate on which would increase the cost of all merchandise at least one cent per pound over Helena prices.

Now, it is very plain to us that the merchants of Bozeman cannot expect to compete with other towns for any reasonable share of the jobbing trade of the Territory, nor even to retain long their present extensive retail trade, if they continue to patronize the most circuitous and expensive routes; in other words, if they have to transport their merchandise in wagons 75 to 100 miles farther than Helena or Virginia City merchants. This they must do in shipping either by the Union Pacific or the Missouri river route. If this were our only alternative, then we might as well prepare ourselves first as last to surrender all hope of Bozeman ever becoming a place of commercial importance to the Territory at large or even to Eastern Montana. But, fortunately, we have a much shorter, more direct, equally reliable and cheaper route. The navigation of the Yellowstone is no longer problematical. Boats are built and equipped suitable for the business, and responsible parties are now ready and waiting to make contracts and give low and through rates from St. Paul, Chicago and St. Louis to any point on the Yellowstone river and as high up as has ever been reached by steamboats.

That the Yellowstone river is navigable as far up as Sherman for ordinary-sized steamboats, during the entire boating season, no longer admits of a doubt; and that as low rates can be secured to that point as to Fort Benton is equally as certain. Indeed, there is such a great saving in distance and time in favor of Sherman that, if this route were properly encouraged and patronized generally by our merchants, we are confident that much lower rates than those charged to Benton could be obtained. But admitting that we have to pay the same rates to Sherman as to Benton, then the Yellowstone route is by far the cheapest and best for the merchants of Eastern Montana. By this route, merchandise can be laid down in Bozeman as low as it can possibly be delivered in Helena by either of the other routes. On account of the unfavorable character of the country and the wretched condition of the roads between Benton and Helena during the greater part of the freighting season, it is extremely difficult to obtain sufficient transportation even at 2 cents per pound. On the other hand the character of the country and condition of the roads from Sherman to Bozeman are so favorable for wagon transportation that there is no difficulty in securing all that is necessary at 2 cents, or, perhaps, even less than that rate from Sherman to Bozeman.

It will be observed that we have based our estimates on Sherman as the probable head of navigation, at the same time it is quite evident that during high water, goods can be delivered from 50 to 100 miles higher up the river than that point. Every mile of river navigated above Sherman would proportionally lessen the through rates of transportation. From our position and surroundings, from past efforts and experience as well as from the foregoing facts it is clearly the duty and to the interests of Bozeman merchants to patronize, almost exclusively, the Yellowstone route. Having believed in and agitated the superior advantages of this route for years, it would seem like the height of inconsistency and folly to desert it now when the golden opportunity of realizing its benefits are placed within our reach. We are closely and intimately indentified with all that portion of the Territory east of us. Its development and prosperity is largely our own. Almost every dollar expended for wagon transportation on the Yellowstone comes back to us for produce, supplies, or stock, or for materials for building up and improving the country around us.

If the merchants of Bozeman desire the development of Eastern Montana, the continued growth and prosperity of our beautiful town; if they expect to offer such inducements to purchasers as will guarantee an increase of business or even a continuance of the present trade; in short, if they consult their own vital interests they will, by every possible means, patronize and encourage the Yellowstone route.

More Trouble With Strikers.

Pittsburg, February 20.—Danger exists of an outbreak by striking coal miners along the Monongahela, where on account of the reduction of wages not being accepted the mines have been closed. Old employes have refused to let fresh ones start in, and in some cases have possession of the mines. On Tuesday night Sheriff Worth with a posse of one hundred and eighty men, mounted and heavily armed, marched on Brownsville, arriving there at four o'clock Wednesday morning. The Sheriff immediately went to work arresting the coal miners, in many cases taking them out of bed, and a large number of the strikers were jailed. In addition to the hundred and eighty men from Bellsville, one hundred and twenty-two from California and Greenfield were sworn in and joined the other party at Brownsville, making the entire number 230. They are encamped in Brownsville, and made many arrests to-day. Many of the miners have fled to the mines with provisions to stand a heavy siege. A bloody outbreak is momentarily feared.

South African War.

London, February 19.—Colonel Woods column was attacked on January 24th by 4,000 Zulus. The enemy were dispersed, with but trifling loss to Colonel Woods command. Several attacks on Pearson's columns and other columns have been repulsed, but the gravity of the situation has not been exaggerated. The enemy are concentrating towards Ekowe, where Pearson is entrenched and a grand attack is daily expected. Col. Wood is falling back to cover Attire.

—Written for the AVANT COURIER.—

CAPITAL vs. LABOR.

Much has been said and written upon the battle between capital and labor, and much more will be said and written upon the subject. It is one of those questions that will permit of considerable talking pro and con, without it being definitely settled which side has the better of the argument. It is a question that has engaged the serious attention of our profoundest thinkers and ablest writers for many years gone by, and yet it is no nearer a practical solution than if it had never been broached. Why it is that some men persistently and violently insist that there is a natural strife between capital and labor is to many minds inconceivable. It cannot be comprehended why two elements of success or prosperity, so essentially necessary one to the other as are capital and labor, have a natural antipathy; nor can we believe that there exists such a state of things, but rather attribute, what troubles there may be between these two essentials, as due to entirely extraneous matters.

In this connection it is pertinent to consider from whence cometh capital. It is not the product of any one particular law of nature. It does not grow. It is the result of a combination of nature and art. It is produced by labor. It is dug from the ground. It is gathered into the granaries in the shape of good crops. It is turned out from the loom, the lathe and the carpenter's bench. It is procured by the "sweat of the face." In every instance it is, priorily, obtained as the fruits of honest labor. And as wealth or capital is produced by labor, so is labor compensated by capital, so that it is as absolutely necessary to have labor to produce capital as it is to have capital to remunerate labor. And in this way it will be seen that there is no natural strife, but that a directly contrary condition of affairs exists. When capital is gathered and hoarded and kept from its proper sphere, then begins the trouble that is charged to war between capital and labor; when greedy corporations get control of capital, then is it made antagonistic to labor; when it is used to bribe the legislatures, debauch the judiciary and corrupt the jury box, then does it war upon labor. It is then made the medium through which the interests and rights of the laborer are trampled upon.

In modern times its persuasive influence has been used with such telling efforts to lighten its own burdens at the expense of labor that it is not at all surprising that labor should revolt at the monstrous outrages that are put upon it.

Taxing the laboring man to the utmost farthing, while huge, soulless corporations are exempt from taxation for a number of years, is prejudicial to the welfare of a people. And in many instances the laws of incorporations are so loosely, carelessly and imperfectly drawn, and purposely, too, that the payment of taxes is evaded even after the limit of exemption expires, so that it is a matter of surprise that labor has so long remained quiescent under the gross discrimination. Subsidy or exemption from taxation are both evils of alarming prevalence at the present day. They are "special privileges" forbidden by our Constitution, and the granting of either is a flagrant violation, not only of the spirit but of the letter of that instrument, the corner-stone of our national fabric. It provides for the accumulation of capital without risk or outlay, while it compels the laborer to pay for the necessaries of life at a rate proportionate to the favors granted corporations.

Combined capital in building a railroad is investing in what will accrue to itself. Advantages may be offered to others through its instrumentality but the direct fruits and profits of the enterprise go to the investors and builders. Then why should they be exempt from paying to the support of their protection! What makes capital invested in that manner more deserving of favors than the capital put into a farm, or a mine, or stock? They all tend to the public interest, and the law that says the one investment shall pay for the privilege of being so invested and the other shall be exempt from such payment, is unjust, iniquitous and unfair. It is discriminating in favor of accumulated capital against labor. It matters not whether the amount involved can be represented in dollars or cents. The principle is present, and is corrupt in its tendencies and subversive of good government.

We can readily see that there is a natural reciprocal courtesy between capital and labor and would so remain if it were not for those who control capital. Manufacturers, dealers and agents combine against labor, forcing it down, to the lowest point, until it is compelled to sting back, though in doing so it may wound its own friend.

Our tariff system is another protection to capital that operates against labor, by enabling manufacturers, while not paying commensurate wages, to monopolize the market and regulate prices to their own interests.

If we had time we could go on enumerating instances in which the strong arm of the law is evoked in behalf of capital as against labor, and it is these facts, and these alone, that produces the disquietude of trade which is wrongly characterized as the "irrepressible" conflict between capital and labor. Wherever you find a community in which no distinction is made in favor of either the one or other, there you will find peace and prosperity.

VERITAS.

Wagish Legislators.

Rather too good a joke to let pass was perpetrated yesterday upon President Mitchell by members of the Council. It appears that some three weeks since Mr. Sawtelle sent an invitation through the medium of a letter addressed to the President of the Council, accompanied with complimentary tickets for the members of that body to witness the popular play then presented. This same letter accidentally turned up yesterday, and a waggish member put it into an envelope, addressed it to the President and laid it upon his desk. Subsequent actions carry the conviction that the members were all posted. At the adjournment of the day's session the President asked the attention of members a moment, while he read the invitation. An informal vote of thanks to Mr. Sawtelle was moved by one of the members and unanimously carried. The President then said that the tickets had evidently been forgotten. Some member asked for information of what date was the letter of invitation? The President for the first time examined the date and instantly realized the situation, but got out of it handsomely by saying; "Never mind the date, gentlemen; I said I would see that the tickets were forthcoming, and I'll keep my word good." And he did, by walking down and securing reserved seats at ten shillings each, for the whole outfit.—*Herald, 20th inst.*

An Old-fashioned Southern Fight.

Vicksburgh, February 18.—A difficulty occurred yesterday at Johnsonville, Miss., between Col. Holman, Dr. Lowry, Dr. Walker and Mr. Arnold. The fight was begun by Holman shooting Lowry. Arnold shot Holman, wounding him, then shot and killed Walker, and was himself in turn shot by Holmon. Arnold and Lowry have since died. Holman has been arrested.

—Written for the AVANT COURIER.—

CATTLE AND SHEEP.

Mr. Anceney Gives Some of His Views in Regard to the Respective Rights of Their Owners.

I see by the *Husbandman* of the 3rd inst., in their report of a meeting of wool growers held in Helena, that I have been rather roughly handled and wrongfully treated by persons taking part in the meeting. Even if some of the assertions reported in the *Husbandman* show on their face that they would be condemned by all fair minded people, still I trust I shall not appear out of place in offering a few words in my own defence.

I regret that the speakers did not make the speeches reported at some of the meetings I attended while in Helena, then we could have discussed our differences face to face, in a fair and impartial manner, where any exaggeration and unfairness in one party would be noticed, spoken of, and corrected by his opponents. What do these gentlemen mean by stigmatizing cattle men who desire to protect their interests? What do they mean when, after having expressed their opinion of cattle men in a flattering way, in the same strain to speak of putting their hands on a man's shoulders and say, "this man is a murderer and a midnight assassin, who would ruthlessly slay his neighbor and destroy his flock to keep them from eating grass that does not belong to him."

I fail to see the necessity or the intention for using such strong language where no other name than mine is attached. If it was intended as a bluff, it will fail in its object, for I understand my rights in their proper limits perhaps as well as any one. If the remarks were intended to apply personally, singling out one individual beforehand as an agitative and a dangerous man, it was equally ungenerous and far from the mark. Surely I have not been guilty of a crime because I have stated my views in writing in a public way and called the attention of cattle owners of this neighborhood to the danger of being invaded by large flocks of sheep, and have our cattle crowded from their ranges, and which would gradually compel us to abandon our locations and homesteads and go elsewhere to commence anew.

By being very plain in my language I may have displeased some, who in their anger have reserved for me a disagreeable castigation. My cattle are to me an interest of only secondary importance, and even if during the present rather severe winter I am liable to a considerable loss by my cattle being driven from their range by the sheep, I will have to protect them the best way I can, and if I should loose them all, it would be very immaterial to those who describe the channel of Mr. Edward's rights as an American citizen through the muzzle of his grandfather's gun.

In regard to sheep buying out cattle in five years, clear of the original investment, as stated by Mr. Edwards in his speech, I hold that, taking the chances of loss and expense into consideration, the cattle of Montana, providing they can keep their share of ranges, stand as good a chance to buy the sheep in the five years as the sheep to buy the cattle. They are incontestibly of more general usefulness to all, and a more valuable and indispensable income is derived from them. They are a more reliable standby in every respect than sheep. Again, we can not all be shepherds and own no other live stock save sheep; and even if we were, the present sheep men would not stand as good a chance for prosperity as they now do. Therefore, if we judge it to the interests of the race to retain around us some of all kinds of domestic animals, we must protect them, and that in due time. If one shepherd is allowed to keep his flock on a cattle range, no reason is left for denying the same right to others. Our ranges are nice and of excellent quality, and cannot help being tempting to shepherds. If we depend on their discretion altogether to not have our cattle turned from their ranges, we will surely get beat, and can commence making preparations to move.

In regard to a man who owns but one cow being regarded as a cattle man, I believe that a man owning but one cow has as good a right to speak for his interest as one who owns a dozen, and because he is poor is no reason that he should be dictated to altogether by the rich, and become the slave of monopolizers.

Mr. Edwards, in his remarks before the meeting, makes assertions that condemn themselves. After stating that there is nothing around my fences for anything to eat, and that his sheep would starve in such a place, he tries to make it appear that around my fences is the place where I should keep my cattle. Some of his hearers may have believed that my cattle would do well where his sheep would starve, but I am not inclined to believe it. Cattle need good feed as well as sheep, and if they can be left alone on their ranges, and are not molested by sheep, they can be wintered a great deal safer for the reason that they are perfectly willing to feed together and divide, even with horses, while the supply lasts, but if the sheep roam over a portion of the cattle ranges, the cattle will have nothing to do with them, and the feed, in surplus of what is required to support the sheep, is lost. This is one strong reason why the ranges between the Gallatin and Madison rivers should be thoroughly occupied by cattle. True, in mild winters we might get along with sheep on a portion of the range, but in such a winter as this,—and we are liable to have many such,—we would appreciate the value of our winter ranges, for we already lack a sufficiency of them. It is all very well to describe the nice appearance of grass on the hills as it is in summer, but if it lies under [illegible] the most of it now does, our winter ranges are especially valuable.

Concerning Mr. Edwards' statement that I only own 329 head of cattle, valued at less than four thousand dollars, I find nothing wrong. If I own but 329 head of cattle, I feel a great deal like the fellow that owns [illegible] I will not consent to surrender my rights to the rich man. Concerning the statement that I claim for my range 1,400 square miles, I am constrained to say—to draw it mild—it is not so. No person even outside of Gallatin county will believe that I have use for so much land for my 329 head of cattle. 1,400 square miles covers more land than there is grazing land between the Madison and Gallatin rivers, and there are quite a number of settlers along both rivers, who own more or less cattle, and even acknowledging that they are of an exceedingly kind nature, what would they do with their cattle if I should claim all the range for myself.

The facts of the matter are these: That I located my cattle range on Camp creek in 1865, and have kept them there ever since. In relation to its being eighteen miles from my cattle range to Elk creek, where Mr. Edwards moved his sheep, I must say the distance from creek to creek is only two miles over a low divide. I claim nothing from lower Elk creek in the summer. Camp creek and a share on upper Elk creek, above the canyon, does me. In winter, while my neighbors below Hamilton occupy the lower part of the valley, the people of Madison the Madison bottoms, those of Cherry creek, its bottoms, the settlers of Noble settlement Sanish creek and the steep hills rear by, I am located fairly in the centre of them all. In a mild winter I can get along, but in such a winter as this, Camp creek being very high and leaning toward the north, it gets to be a desert of snow, and the only recourse my cattle have for winter range is to go down into lower Elk creek, and if they are barred out they have to come down around my fences, where Mr. Edwards says his sheep would starve, and in this statement he speaks the truth.

In regard to the rights of an American citizen, I claim my rights as high as any one. Mr. Edwards says his grandfather fought in the ranks of the brave soldiers for our independence. If my memory serves me right, my uncle La Fayette took part with Washington in the same cause, took part in commanding the American soldiers as a noble and valiant General. And as all could not be in the battle-field, but some had to procure means to support those who were fighting, some of my grandfathers were fighting with those of Mr. Edwards, and others were in France working like good fellows to send provisions and ammunition to the children of Washington, and all contributed to the cause of American Independence with a noble heart, and it would not be saying too much to say that without the help of my grandfathers the cause of Independence would likely have been lost. The French blood spread over the American soil stands with no distinction of merit in the cause of our Independence, and when I set my foot in America I knew by the pages of our history that I had a right to call the mother of the American nation my mother, and to-day I have no apology to make in regard to my rights as an American citizen; neither have I in regard to my right, within proper bounds, to use a share of the vacant ranges of Montana.

I located my cattle range on Camp creek, as others have located theirs somewhere else. I own some real estate on Camp creek, and I expect to defend my right of first location to the best of my ability, within the limits of civilized measures.

CHARLES ANCENEY.

Fatal Railroad Accident.

Atlanta, February 18.—A railroad accident occurred near Selma to-day. A passenger train from there on the Selma, Rome & Dalton road fell through a rotten bridge over Milberry creek. One white man, named Geo. Evans, and four negroes killed. Superintendent Stanton and Conductor White were fatally injured, and ten or twelve passengers severely hurt. The train is a perfect wreck. A box car loaded with sixty bales of cotton, the mail, baggage and express cars and one coach were burned. The bridge was perfectly rotten. The scene at the wreck is heartrending.

Washington Territory Indians.

San Francisco, February 19.—A Walla Walla dispatch says: When Capt. Winters arrived with over five hundred Indian prisoners at the Yakima Reservation, as ordered by the Interior Department, the agent had received no instructions in regard to the transfer, and declined to receive the Indians. Winters is subsisting them until the agent writes the department on the subject.

War Ships for Sitka.

Washington, February 19.—Secretary Sherman has ordered the revenue cutter Oliver Walcott, now at Port Townsend, to Sitka to preserve peace.

The British man-of-war Osprey left Victoria yesterday for Sitka at the earnest request of the citizens, who represented that they feared an indiscriminate massacre by the Indians.

Rise in Union Pacific.

New York, February 20.—The *Post's* financial article says of the Union Pacific: The recent large rise in the stock, of which one of the extreme figures this month amounts to twenty-four points, has induced sales by New England and foreign holders, several orders having this morning been executed for the English account.

Final Passage of the Chinese Bill.

Washington, February 15.—The final vote was taken on the Chinese Immigration bill at 6:30, and resulted in yeas, 39; nays, 26. So the bill was passed, and now goes back to the House for concurrence in the Sargent and Morrill amendments.

Preparing for a Siege.

Pittsburg, February 20.—Many of the miners have fled to the mines with provisions to stand a heavy siege. A bloody outbreak is momentarily feared.

We have received the first numbers of the 14x20 *Daily Evening Dispatch*, published at Ogden. It is small, but brim full of local and telegraphic news.

First National Bank

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Designated Depository of the United States.

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PROPOSALS.

Under authority of the Honorable Secretary of the Interior,

PROPOSALS are invited for furnishing fifty (50) Cows at the Blackfeet Indian Agency. The cows must be of good American stock, two (2) or three (3) years old.

The Contractor will be required to furnish a bond for the faithful performance of the contract.

Bids to be addressed to the U. S. Indian Agent, Blackfeet Agency, M. T., before the 10th day of March, as they will be opened on that day.

The undersigned reserves the right to reject any and all bids.

JOHN YOUNG,
U. S. Indian Agent.

Blackfeet Agency, M. T.,
February 4, 1879. [13

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"ROYAL" has a larger sale than all other baking powders combined—because of its unquestionable Purity, Uniform Strength, Healthfulness and Efficacy. Prepared from GRAPE CREAM TARTAR imported expressly for this peerless powder direct from the Wine District of France. It has received the endorsement and recommendation of the New York Board of Health, and of eminent physicians and scientific men everywhere. No family having once used the Royal Baking Powder will ever be without it.

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The get of my Imported Stallions, LOUIS PHILIPPE and MINGO, and from well-bred mares.

A CHOICE LOT OF

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Coming one and two years old, and FILLEYS from one to three years old, will be sold at very reasonable prices, considering the quality of stock.

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MEAT MARKET!

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At reasonable prices. CALL AND SEE.

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Regular communications every 1st and 3rd Saturdays of each month.
A. O. BRAWNER, W. M.
A. D. McPHERSON, Secretary.
Visiting brethren are cordially invited to attend.

I. O. O. F.
Western Star Lodge, No. 4.
WHITE CALFEE, N. G.
A. D. McPHERSON, R. S.
Meets at Odd Fellow's Hall every Monday evening at 7 o'clock. Sojourning brothers are cordially invited to attend.

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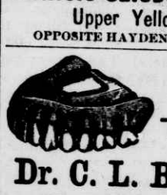
PHYSICIAN AND SURGEON,
BOZEMAN, MONTANA.
Bozeman office at S. W. Langhorne's Drug Store daily from 10 a. m. until 4 p. m.

FRANCIS GEISDORFF, M. D.,
Upper Yellowstone,
OPPOSITE HAYDEN POST OFFICE.



DENTISTRY

Dr. C. L. BISHOP;
Dental Surgeon,
BOZEMAN, : : MONTANA.
Office in Dr. Monroe's building—Corner of Main and Tracy Sts.

Geo. A. Baker,
Commission AND Brokerage,
219, Olive St.,
SAINT LOUIS, MO.
Goods bought and sold on commission, advances also made. With a large acquaintance with dealers and manufacturers, can make it to the interest of Montana merchants in filling their orders. [34-6m]

Sportsmen, Take Warning!

Notice is hereby given that after the first day of August, A. D., 1878, all parties hunting or trapping on farms belonging to the undersigned, without permission, will be prosecuted according to law.

E. D. JOHNSON, B. F. BISEL,
C. P. HOFF, J. A. McELROY,
H. K. COLEMAN, JOHN HANSON,
W. W. WOLVERTON, J. W. MARDIS,
MATTHEW BIRD, R. P. MENEFEE,
W. H. SEEFFNER, T. B. ELLIS,
Wm. ELLIS, MARION FLAHARTY,
Wm. W. ALDERSON.

FINE JACK FOR SALE.

I have for sale a superior Maltese Jack, seven years old June next; has made two seasons at my place, and from an excellent foal getter.

Address: JAMES MAULDIN,
[12] Watson, Beaverhead Co., Montana

FRANK HARPER.

GENERAL BLACKSMITHING,

Keeps constantly on hand, ready for delivery at at a moment's notice:

Chains of all kinds, Ox Yokes, Ox Staples and Bows, Neck Yokes, Double and Single Trees, Lead Bars, Jockey Sticks, Buggy and Seat Springs, Buggy Axles and all kinds of Buggy Trimmings, Plow and Single-tree Clevices, Cold Shuts, Mining Picks of best quality, Post Augurs, Bolts of all sizes, Ox, Mule and Horse Shoes

And

IRON AND STEEL
Of all Kinds and Sizes.

All kinds of

Train, Wagon & Buggy Work

done to order and on short notice at

HARPER'S BRICK BLACKSMITH SHOP, Main Street, Bozeman, Montana.

Story & Goewey,

(Successors to Walter Cooper.)

We have in stock the most complete assortment in Montana of

Guns, Pistols, Ammunition, Cutlery, &c

Everything pertaining to a Hunter's or a Sportman's outfit.

This entire stock is for sale

FOR CASH!

And at the very lowest living prices.

We Keep no Book Account!

We will pay the highest price (in cash) for

ROBES, FURS AND HIDES

Parties at home or from abroad will

CONSULT THEIR INTERESTS

In getting our prices before purchasing elsewhere.

We have bought with this entire stock the Book Accounts of Mr. Cooper, and they will be found at the Bank, and we trust that there will be no delay of parties owing in stepping forward and making prompt settlement.

We shall keep a

FIRST-CLASS WORKMAN

At the store, and will be prepared to do repairing on short notice and in a skillful manner.

[5-tf] **Story & Goewey.**

BUSINESS CARDS.

W. H. BAILEY,
BOZEMAN, MONTANA,
Makes a specialty of repairing Watches and manufacturing Jewelry from Native Gold and Silver.
Watches and Jewelry Repaired
AT RATES THAT DEFY COMPETITION.

Lumber Yard

T. B. MULVANEY
Keeps on hand and will sell all kinds of
Rough and Planed Lumber, Casings,
PICKETS, &C., for Valley Mills.
He can be found at Mulvaney & Ketterer's blacksmith shop, Main street, Bozeman, Montana.

POST OFFICE BUILDI

J. H. Taylo

STATIONERY

—DEALER IN—

FANCY GOO

Vases, Statuaries,

Gold Pens

BOOKS, BOOKS, BOOKS,

Brackets, Pictures and Picture Mouldings, Wall Pockets, Mos Flower Stands, Towel Racks, Racks, Toys, Bird Cages, Cr Board, Java Canvas in all shades, Albums, Writing Desks, Games, Etc., Etc.

Candies and Nu

CIGARS AND TOBACCO

—AND—

SMOKERS' ARTICLE

Wall Paper! Wall Pa

Subscriptions to Newspapers and Periodicals received.

Bozeman Restaur

TO THE FRONT!

—O—

OPEN NIGHT AND DA

Mrs. Engesser is prepared to serve meals or lunches, prepared in the highest style of the art at all hours of the day and night, and at most reasonable prices.

Fresh Oysters!

From and after the 1st of November my house will be in receipt of fresh oysters regularly by express, which will be dished to guests in the most approved and artistic style.

[50-tf] **Mrs. Engesse**

Just What You Ne

And at the lowest possible living rates.

Choice

Sugar, Coffee, Dried and Canned Fruits, and other articles for the

Family

Can be found in the New Store of

Groceries

Just opened at the New Store, one door east of L. S. Willson's corner.

A FINE LOT OF TEAS,

TOBACCO AND CIGA

And everything usually carried in first-class Grocery houses.

CALL AND SEE FOR YOURSELVES

[40-tf] **CHARLES RICH**

H. COUNTRYMA

Stillwater, : Montana

Keeps a Public House, with

GOOD BOARD FOR TRAVELERS AND STABLING FOR HORSES.

The Stage Station and Telegraph Office are located at his place, as is also a large store-house for freight.

An experienced lady has charge of the house.

[6-tf]

WHEN WRITING TO ADVERTISERS please say you saw the Avant Courier in this paper. Advertisers like to know when and where their advertisements are paying best.