

THE EMIGRANT GULCH MAIL

Several months ago, petitions were circulated and numerously signed, requesting an increase of mail service between Bozeman and the towns in Emigrant Gulch and upper Yellowstone. It appears, however, that a new mail route had in the meantime been established from Bozeman to Camp Brown, in Wyoming, the route taking in Chico, Hayden, and other places. Service on this route was to be three times a week. The route for at least eight months of the year is almost, if not entirely, impracticable, and for at least four months of the year it would be almost impossible for a human being to travel over it. Whether any Montana was foolishly enough to bid for the contract or not, we are not prepared to say. We are only informed that the contract was let to a gentleman in Nevada, at \$10,500 a year, about one thing that it would be worth to carry the mails over the proposed route, even were it possible to successfully traverse the National Park and mountains south-east of it, during the winter months.

As yet, no contractor has put in an application, though the contract calls for service to commence October 1st, and the former contractor between here and Chico, having been ordered to discontinue service, the Bozeman post master has been compelled to send the Chico mail by persons hired especially for the purpose. Eastern Montana, it seems, is not alone in being deprived of regular mail service over an important route. Contractors on routes in Western Montana have either not put in an application or are making strenuous efforts to subvert their contracts. The Missoulian, of the 10th inst., in a pointed editorial on this matter, says: "These contractors, when they make their bids, sign a certificate that they are thoroughly posted as regards stations, rivers, ferries, no trains, average snow-falls, etc., on the route for which they make their bid, and there has been plenty of time for them to establish stations, and place their necessary employees along the line previous to October 1st—the day of commencing service. The fact that so far they have failed to fulfill their contracts, prejudices the assumption that, unless they submit the same, they will not fulfill them."

Without fear of successful contradiction, we assert that the contractor for mail service over the route from Bozeman to Camp Brown has never been over the route, and at the time of making his bid, knew nothing of the character of the country through which the route passes. He undoubtedly expected persons here or at Camp Brown to take the contract off his hands, at such a price as would leave him several thousand dollars for being so kind as to put in a bid. In this he is certainly doomed to disappointment. But while his failure to perform the requirements of the contract results in loss to him, it is certainly a contributing factor to a section of country deserving better treatment.

The service of once a week has fallen far short of supplying the needs and demands of the upper Yellowstone and Bozeman, and steps were taken which would have secured the desired extra service, but for this Nevada speculator, however, we question of time and endurance, however, we will yet get at least a tri-weekly mail.

NINETY FIVE MILES INSIDE OF MONTANA

In addition to the 15 miles of Railroad to be laid inside the boundary line of Montana this fall it is stated that Mr. Dunn, Supt. of construction of the Utah & Northern railroad, has received orders to extend the road eighty miles further with all possible speed. This work will be completed by the graders during most of the winter. No more favored locality could have been selected for winter work than the Red Rock valley. As a general thing there is less snow there than in any other valley in Montana. Work can be well done there this winter and next spring most of the track can be laid before graders can roll out with their trucks. The early freights will reach us at least one month earlier than usual.

It may, perhaps, be necessary to remind our readers that but a few months have elapsed since the stalwart railroad advocates, as they were called, including members of the Legislature and the most prominent journalists of the Territory, possibly asserted that the railroad would never enter the Territory unless either a subsidy were granted or a bill passed exempting the road from taxation for a number of years. On the other hand were found a few clear headed, determined, but unpretentious men, including, also, a few members of the Legislature who were backed up by a couple of small newspapers who took to the woods and by their united efforts, we think, the Territory was saved from committing a serious blunder which could have but resulted in more serious embarrassment. We only refer to this matter because such men and such results are so soon forgotten. The evil that men do lives after them, but the good is forgotten as if it had never been. In some ancient aphorism, we remember reading, when a boy, a little story to the following effect: "There was a little city, and few men within it; and there came a great king and he and he besieged it, and built great bulwarks against it. Now there was found in it a poor wise man, and he by his wisdom delivered the city. Yet the man remembered that same poor man. Therefore said I, wisdom is better than strength; nevertheless the poor man's wisdom is forgotten and his words are not remembered. The words of wise men are heard in quiet rooms than the cry of him who ruleth among fools. Wisdom is better than weapons of war, but one (substituting) sinner destroyeth much good."

THE UTE MURDER

Agency Buildings Burned.—Agents Meeker and Assistants Murdered.

RAWLINS, Wyo., Oct. 13.—Mess. Emil Weber and George Paul, two couriers, have just arrived from what was a four days ago White River Agency. From them I learn the following particulars: Gen. Merritt advised the agency on the 11th inst. On his way he found many dead bodies. Amongst others he found the body of Carl Goldstein, an Israhelite, who left here with government supplies for the Utes at White River Agency. He was found in a gulch about six miles this side of the agency. He was shot twice in the back, and was about two miles from his wagon. A teamster named Julius Moore, formerly of Cambridge, Mass., who was with him when he left here, was found about two hundred yards from Goldstein with two bullet holes in his breast, and his body lacerated and mutilated with a knife or hatchet. As the command advanced through the canyon they came to an old coal mine, and it was found that the dead body of an agency employee named Dresser, who had been killed by a bullet in the chest, was found in a gulch about six miles from the agency.

Neighboring Territories.

—Denver's aristocracy is to have a \$20,000 club house.

—The section of Wyoming around Fort McKinney is rapidly filling up.

—The U. S. mail was recently brought to Walla Walla for the last time by stage.

—Regular trains now run west from Bismarck on the Northern Pacific to Mandan.

—The Nevada Times-Review expects Indian troubles in the northern part of that State.

—Extensive stock yards have been built at Mandan to accommodate shippers of Montana cattle.

—For the six months ending June 30th, the lead product of the State of Nevada was \$248,000, all from Eureka.

—The population of Washington Territory is nearly 60,000. There has been a gain of about 7,000 in the past year.

—Owing to the large number of miners' cabins recently burned near Leadville, the miners have organized a vigilance committee.

—A geological survey made important discoveries of coal and other minerals in the Northwest Territories. The particulars and locality are not divulged.

—Bootblacks and newboys have made money in Bismarck this season. One of the former stripe has accumulated \$80 in the bank and one of the latter \$120.

—The loss of timber by fire in Utah within the past two weeks is estimated at over \$200,000. The fires have originated through campfires, Indians and prospectors.

—An old Nevada county miner says that during his four weeks' sojourn in Alaska he saw more gold-bearing surface quartz than he ever before witnessed in any locality.

—The yield of gold in the Black Hills for the month of August was \$342,000, but with new developments and improved machinery it is expected that this amount will be more than doubled next year.

—The Horn silver mine, located in southern Utah, that was purchased three years ago for \$5,000, was sold in Chicago on Monday for \$5,000. The reported yield is over four thousand white dollars every day in the year.

—The locating parties on the Northern Pacific have the entire line located to the Yellowstone and it is expected that the line will be completed by the end of the winter. The line touches the Yellowstone valley at Glendive and is located for 5 miles this side.

—Extensive forest and prairie fires have been burning in various parts of the Hills—but principally in the northern sections. Vast areas of excellent grass have been swept over by the desolating tornadoes of fire, and immense amounts of valuable timber have been destroyed.

—Judge Kildner, who was in Deadwood during the fire, says while the city was ablaze, the fire banks burned out had started business in the street and drew large crowds while the fire was catching on new buildings. Saloons near by, with a plank for a bar and the smoky sky by a roof, were doing a rushing business. All the hotels were burned, and the judge walked five miles for his breakfast and then started for the States for his next meal.

News of the Week.

—The suicide mania is again raging in Chicago.

—There are said to be 300 cases of small-pox in Hull, Canada.

—The condition of affairs in the English cotton mills is improving.

—Heavy showers have sprouted wheat and barley in stacks in England.

—Iowa this year gave a majority of nearly 30,000 to the Republicans.

—The wounded in the Colorado fight with the Utes arrived at Rawlins, Wyo., on the 18th inst.

—The United States mints, during September, turned out \$3,998,912 coins, worth \$4,279,806.

—Philadelphia is to permit the Pennsylvania Railroad Company to build an elevated road through its streets.

—The war against the hostile Utes has been suspended, the Government having negotiations for peace in progress.

—Old Hog, Old Crow, and other Cheyenne Indian prisoners have been released, and great was the rejoicing on their arrival at Wichita, Kan.

—Washington Post: Commissioner Le Duc has brought out a new treatise on swine. It bristles with sharp points, and ends with a moving tale.

—Nearly one hundred Indian children selected from various tribes in the West, are in attendance at school in Carlisle, Pa., and none will be sent for.

Montana Condensed.

280 pupils attend the Butte school. Miles City has 175 buildings and about 700 inhabitants.

It is rumored that Col. Black will again put on his line of coaches between Helena and Butte.

Butte voted down the proposed extra tax levy for the purpose of securing water for the town.

Gen. Miles has little to say to testify in the case of Little Wolf, the Cheyenne Chief captured on the Yellowstone.

On the 10th inst., Joseph H. Koble and Orlando Marsh were executed at Fort Benton, for the murder of Patrick Farrell in last February.

It is estimated that the yield of grain this year on the south fork of Sun River will amount to 20,000 bushels—double the yield of last season.

The Eureka (Nev.) Sentinel says the best word that can be spoken for Montana, is the fact that its population is increasing at the rate of ten thousand a year.

Montana beef cattle continue to pour through the city en route for a market. Sixteen car-loads arrived on Sunday and thirteen car-loads yesterday.

Early yesterday morning Charles Berg-Norwegian, better known as Chas. Berg, lost his left hand in an accident brought about by his own reckless foolishness in using his gun powder.—But's Mirror.

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General

Blacksmithing, Iron and Steel, Groceries, etc.

Notice of Final Proof.

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New Concord Harness Shop.

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First in the Field—Still in the Lead.

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John Steinmetz.

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