NARROW AND BROAD GAUGE RAILROADS.

Report of the House Committee on Railways and Canals.

Some Interesting Statistical Comparisons.

Mr. McCrary, from the Committee on Railways and canals, submitted to the House the following report:

The Committee on Railways and Canals, to whom was referred the bill (H. R. 4,036) "chartering the Forty-first Parallel Railroad Company of the United States of America, from Lake Erie to the Missouri River, and to limit the rate of freight thereon," submit the following report:

Inasmuch as the Committee do not deem it expedient at the present time to recommend that the Government of the United States lend its credit to the corporation above named, or appropriate any money to aid in the construction of said road, it is not considered necessary in this report to discuss the question of the policy of endeavoring, by Government aid, to create additional and cheaper lines of transportation from the West to the East.

Leaving this question out of view, the Committee deem it proper to present to the House some facts and suggestions as to the merits of the narrow gauge-system of railways, now claiming the attention of the public, and destined, we think, to become an important, if not a controlling, element in the solution of the problem of transportation.

The bill under consideration proposes the construction of a railroad of three feet gauge, with one or more tracks, from Toledo, Ohio, along or near the line of the forty-first parallel of latitude to Council Bluffs, in Iowa, and for an extension from Toledo to New York. It also provides that the railroad company shall carry mails and transmit telegraphic dispatches in perpetuity free of charge for the United States, and shall carry passengers at two cents per mile for the distance of one hundred miles and over, and for all distances less than one hundred miles, at three cents per mile.

The bill contains the following provisions limiting charges for carrying freight:

The maximum rates of freight allowed to be demanded, taken, and received by said company shall be at the rate of six mills per ton per mile for all distances exceeding six hundred miles; at the rate of seven mills per ton per mile for distances less than six hundred miles and more than five hundred miles; at the rate of eight mills per mile per ton for distances less than five hundred miles and more than four hunered miles; at the rate of nine mills per ton per mile for distances less than four hundred miles and more than three hundred miles; at the rate of ten mills per ton mile for distances less than three hundred miles and more than two hundred miles; at the rate of eleven mills per ton per mile for distances less than two hundred miles and more than one hundred miles; at the rate of twelve mills per ton per mile for distances less than one hundred miles and more than fifty miles: and at the rate of fifteen mills per ton per mile for distances less than fifty miles; but on said freights westward-bound thirty per centum may be added to each above rates to the respective distances named; and to all other freights not included in the term bulk-freights, at such maximum rates as shall be fixed by a commission as hereinafter provided:

Provided, That when the gross tonnage carried on said road shall amount in the aggregate to an average of two thousand five hundred tons per mile, then the above rates shall be reduced one mill per ton per mile on each of the above distances.

The company ask in consideration of the rates of freight and passenger transportation, the telegraph and mail service aforesaid, an appropriation by the United States by way of aid in the construction of said road, at the rate of $10,000 per mile, payable as each section of twenty miles of said road is completed.

To provide the best possible means of transportation, to encourage internal as well as external commerce, and to open up, regulate, and control the highways of the people, is justly regarded by all civilized nations as an undoubted function, as well as a plain duty of government. In this country the several States, in their zeal to secure railways, have unfortunately, with few exceptions, as far as was in their ower to do so, placed a monopoly of the arrying-trade in the hands of a few corporations.

Whether any of the States are, by their own action, precluded from adopting such measures concerning their internal commerce as will afford relief, we need not stop to consider. It is certain that the power of Congress over "commerce among the States" is ample, and in its exercise Congress may regulate commerce upon existing lines of inter-State communication, or may charter new lines, and, if deemed expedient, may aid in their construction, or may construct them wholly at the expense of the Government.

That the present cost of transportation is altogether too great, and that the demand for relief from the burdens imposed by the great corporations now controlling the carrying-business of the country is imperative, are propositions we do not propose to argue in this report. The facts are well known, and the burden is generally felt both by producer and consumer,

In 1872 the cost of transporting a bushel of wheat from the Mississippi river to Chicago was 17 cents; the cost from Chicago to New York was 35 cents, making a total of 52 cents. The total cost during the same year of transporting wheat from the Mississippi to Liverpool was about 70 cents a bushel. At the present time freights between Chicago and New York are much reduced, but it is well known that this is the result of a roalroad war, and, judging from past experience, we may well apprehend that the present strife will be short-lived, and that the present competition will end ere long in compromise and combination, to be followed by the old exorbitant rates.

While it cannot be denied that the present cost of transportation is too great, there is a difference of opinion as to the causes which operate to keep up the rates. On the one hand it is contended that the existing railroads have cost too much; that they are built upon an extravagant plan, and that the amount of capital actually invested in them is so large that the existing rates cannot be materially reduced without rendering the investment unprofitable. On the other hand, it is claimed that the profits realized by capitalists upon money invested in the great trunk railroads are exorbitant, and that the charges are arbitrary and extortionate. It must be confessed that, without more complete and definite statistical information, it is difficult, if not impossible, to determine the actual cost to the carrier of transporting a bushel of wheat from the Mississippi river to the Atlantic, and of course the actual cost must be ascertained before a price can be determined. Your Committee have, however, no doubt that there is much truth on both sides of the controversy; that our railroads cost too much, and that the companies also charge too much. However this may be, one thing is certain, that cheaper lines of transportation are demanded, for the reason that the cost of transportation must inevitably, under the most favorable conditions, depend largely upon the amount of capital invested in the means of transportation.

It is, beyond doubt, that one cheap line of transportation will render all lines competing with it equally cheap. And in view of this it is contended that the construction of a narrow gauge railroad to operate in competition with existing lines from the West to the East will furnish a cheap line, and will compel other lines to reduce their rates, in order to compete with it. In considering the question of the value of narrow gauge railroads as a means of cheap transportation, it is necessary to inquire, first, as to the cost of their construction and of their operation, and secondly, as to their capacity.

The narrow gauge system has now been so far tested in this country and in England as to furnish us with sufficient data for reliable estimates upon these points.

The cost of a standard gauge railroad, fully equipped for an average business of 2,500 tons per mile, may be safely estimated at $42,000 per mile for iron rails, and $50,000 per mile for steel rails; and the cost of a narrow gauge (three feet gauge) of the same material not at more than 60 per cent. of these sums, respectively.

The cost of constructing railroads varies in different parts of the country, according to the character of the surface, the number and size of water courses, &c; but it may be safely estimated that a first-class narrow gauge road can be constructed and equipped for 60 per cent. of the sum required to construct a first-class broad gauge over the same line. Some very competent engineers confidently estimate that the cost of the latter system will, on the average, double that of the former. Without going further into details, or quoting estimates upon the subject, your committee have no hesitation in saying that the cost of the three feet gauge railroad, fully equipped, is only from 50 to 60 per cent. of the cost of the roads constructed upon the standard gauge, of four feet eight and one-half inches.

Estimating the average cost of existing standard gauge, first-class railroads at $45,000 per mile for single track, or $90,000 per mile for double track, which is a safe estimate for the whole country, including the mountain region, we find the cost of a line of railroad 1,000 miles long, to be for one track $45,000,000, and for two tracks $90,000,000. Add to the annual interest upon this sum the operating expenses, and the annual cost of repairs and other incidental expenses, which, all told, amount to from 60 to 100 per cent. of the gross earnings, and we see at once the importonce of cheaper lines. And it may well be questtoned whether it is possible to secure such cheap rates of transportation as the needs of commerce require until we have first secured lines of transportation, which, in original cost and in cost of operation and maintenance, are vastly less expensive than the existng lines.

These cheaper lines, may in some portions of the country, be had by improving natural or opening artificial water routes; but water routes cannot be carried to all parts of the country, and in more than half of the Union they are necessarily closed by ice during a considerable portion of the year. Railways have become a necessity; that cannot be superseded by water transportation, and therefore cheaper railroads are necessary to a proper solution of the transportation problem.

COST OF OPERATING.

Having seen that in the cost of construction the narrow gauge system possesses a great advantage over the standard gauge, let us inquire as to the cost of operating.

The fact alluded to in another part of this report, that the standard gauge road carries an undue proportion of dead weight is important in this connection. It costs the same to transport a ton of dead weight as a ton of live weight; and the train that carries the largest amount of living or paying freight, in comparison with non-paying or dead weight, is the most profitable train. According to the most reliable data to be obtained, the cost of of operating the New York Central and Hudson River Railroads, in 1871, was about 7 mills per ton per mile, and the cost of operating the Peensylvania Central during the same year, was about 8 mills per ton per mile. The following is believed to be a reliable estimate of the actual cost of operating a narrow gauge road.

Use of freight cars per ton per mile	½
Road bed	1½
Motive power	1½
Betterments and contingencies	½
	4½

The accuracy of this estimate is shown by the fact that the cost of operating and maintenance of our best standard roads has been ascertained to be 64 per cent. of the gross earnings, while the Denver and Rio Grande narrow gauge, in 1874, was operated in a new country for 50 per cent. of its gross earnings on a very limited business. We may, therefore safely assume that the cost of operating and maintaining a narrow gauge road is only about two-thirds the cost of operating and maintaining the standard gauge.

These being the facts in regard to cost of construction and operation, we come to the inquiry as to the

RELATIVE CAPACITY OF THE TWO ROADS.

Most persons not familiar with the subject assume that a standard gauge road must necessarily have a greater capacity for paying business than a road operated upon a narrow gauge, and built, in all respects, after a lighter and smaller pattern. But experience has shown that the difference in the capacity of the two, if any there be, is very slight in comparison with the difference in the cost of their construction and operation. According to the estimate of the New York State engineer, as shown by his second annual report, page 138, a standard gauge locomotive will carry a load of paying tonnage on a 40-foot grade, of 186 tons, and the average load of a single car is about ten tons. A narrow gauge engine will haul about the same amount of *paying freight because it hauls so much less dead weight.* For example, the average weight of cars upon the standard roads is ten tons, while the average weight of a narrow gauge is four tons, and their average load eight tons. Hence twenty-five narrow gauge cars will carry the same paying load carried by twenty standard cars. The following statement is taken from the memorial of J. K. Hornish, Esq. referred by the House to your committee, and is believed to be substantially accurate:

WEIGT OF TRAINS AND PAYING ABILITY.

Standard train locomotive and tender, fuel and water	58 tons
20 freight cars, empty, at 10 tons each	200 tons
20 freight cars, paying load at 10 tons each	200 tons
Total weight of train	458 tons

This is allowing 28 tons beyong the capacity of a locomotive.

Narrow gauge train, locomotive and tender, fuel and water	20 tons
25 freight cars, empty, at 4 tons each	100 tons
25 freight cars, loaded, at 8 tons each	200 tons
Total weight of train	320 tons

This is less than the capacity of locomotives. On the return trip, westward-bound and half load, the comparison would be thus:

Standard train, weight, empty	258 tons
Standard train, load, paying freight	100 tons
Total weight	358 tons
Narrow gauge train, weight, empty	120 tons
Narrow gauge train, load, paying freight	100 tons
Total weight	220 tons

The narrow gauge train, with a paying load of 100 tons, is 38 tons lighter than the standard train empty. This advantage is too apparent to need remarks.

But, in practical railroading, car service does not average over three tons the car, and often it is one or less than one ton. On a standard road this service is always made with a 10 ton car, and hence, in many cases, the proportion is 10 tons of wagon weight to one of paying load, but on narrow gauge roads this service is never over 4 to 1, and may, in most cases, be 3 or even 2 to 1. This is a point of financial importance which cannot be overlooked.

PASSENGER TRAINS.

Standard roads:	
Locomotive, fuel and water	45 tons
1 postoffice car	16 tons
1 express and baggage car	16 tons
5 coaches, each 20 tons	100 tons
Weight of train empty	177 tons
United States mail, express and baggage	18 tons
280 passengers, average, 160 lbs each	22 tons
Weight of train, loaded	217 tons
Narrow gauge road:	
Locomotive, fuel and water	15 tons
1 postoffice car	6 tons
1 express car	6 tons
1 baggage car	6 tons
7 coaches, each 6 tons	42 tons
Weight of train empty	75 tons
Same load as standard train	40 tons
Weight of train loaded	115 tons

The narrow gauge train, with the load of a standard train, is 62 tons less weight than the standard train *empty*, and 192 tons less than the standard train with the same load; and when these trains run, as all trains do, with less than an average half load, the difference becomes startling when looked at from a financial standpoint.

The above simple facts develop aggregate amounts in the commerce of the country which involve millions of dollars every year.

Upon this question of capacity, Hon. P. B. Borst, President of the Washington, Cincinnati and St. Louis Railroad Company, in an address before your committee, made the following statements:

Russian railroad reports show that roads of 3½ feet gauge, carry regularly 355 tons of trains exclusive of engine and tender, on grades of 1 in 85, some of which grades are five miles in length. This is 236 tons of paying freight per train, allowing two pounds of paying freight to one of non-paying.

The Ullenborg Road in Sweden, with a gauge of 3½ feet, reports a business of 8,834 tons of freight and 5,946 passengers per mile, at a speed of 35 miles an hour.

Major Adelskold, state engineer for Sweden, says: In every case where small gauge roads have been built they have realized every expectation.

Col. Greenwood, engineer of the Denver & Rio Grande road, says that he has no hesitancy in declaring the capacity of his road fully equal to that of a broad gauge road. It is only a three feet gauge and yet he was unable to see any difference as to capacity in favor of a broad gauge. He could do as much business on his road as could be done on nineteen twentieths of the broad gauge roads.

Mr. Spooner, engineer of the Festiniog road, says it has completely demonstrated the theory of the immense saving in the narrow gauge system, in having carried more freight and passengers at less cost than any line of railway now in use, and that the cars can run at the rate of 35 miles an hour with perfect safety, and can be maintained at not more than one half the cost of the present system to do the same business.

From the fourth annual report of the board of railroad commissioners of Massachusetts, we learn that the railroads of that State (all standard gauge) carried in 1873 an average of only 67 tons of freight per train, and that they carried three tons of dead weight for one ton of paying freight; and in passenger transportation the average was 68 passengers per train, and for each passenger there were transported 3,380 pounds of dead weight.

What is true of these Massachusetts roads is true of all standard roads in the country. The weight of cars, engines and machinery is fearfully disproportioned to to the business done, and hence the high rates upon the paying traffic. It would seem to be a self-evident proposition that any system of transportation which employs, for carrying a single ton of freight, from three to ten tons of carriages must be radically defective, and it would be strange if the inventive genius of the present day was not competent to devise an improvement upon it.

President Palmer, of the Denver and Rio Grande narrow gauge railroad, in his last annual report, says:

The gauge of three feet has continued to demonstrate its advantages. * * * As regards cost of operating, if the line had all the business to do which the capacity of the present rolling stock, even, would permit, instead of being 50 would not have exceeded 35 per cent., and it would have been very much less if the full capacity of its single track and present sidings had been reached.

Upon this road a 17 ton locomotive has hauled a train of 24 cars with ease up a grade seven miles long, averaging 40 feet to the mile; four miles of the seven having a grade of 74 feet to the mile. The weight of this train with its load, including locomotive, was 157 tons, and it was carried over a new track. Passenger trains on that road have frequently been driven at a speed of 30 miles per hour with entire safety. At the close of the year 1873 there were in the United States and Canada about 1,400 miles of narrow gauge railroad in operation besides 1,500 hundred miles under construction, and at least 10,000 miles organized, chartered and projected. The success or the system thus far seems to demonstrate that the narrow gauge railroad, while vastly cheaper in construction and operation than the old system, has sufficient capacity power and speed to answer the general requirements. And what is of most importance, it may now be regarded as certain that the narrow gauge railroad can be made to carry freight and passengers, with profit, at rates not higher than the present water rates.

The objection that the construction of a narrow gauge road will render a transfer of freight necessary wherever it shall connect with a broad gauge road, is one which demands attention. Without discussing the question at length, we submit the following suggestions:

1st. If the narrow gauge is a better and cheaper road, we may safely assume that it will not be many years before we shall see a narrow gauge system extending throughout the country, and therefore in a large degree independent of the broad gauge roads in the matter of transfers and connections.

2d. The cost of transfer is generally over estimated. It is in fact a small item in comparison to the sum which may be saved by by the reduction of rates which would follow the construction of a trunk line of narrow gauge road under a national charter, and such rates as are provided in the bill under consideration. Ten cents per ton is generally regarded as a fair estimate of the cost of transfer. At Denver the cost of transfer from the Union Pacific to the Denver & Rio Grand Railroad does not exceed 15 tents per ton. At various points in the west coal is now being transferred, by hand, from car to car at 8 and 10 cents per ton. At seaboard, where suitable facilities are provided, coal is transferred at 3 and 4 cents per ton. Estimating the cost of transfer at 10 cents per ton, and reducing the ton to bushels of 60 pounds each, we find the cost of transferring a bushel of grain to be 3 mills. We speak of the *cost*, not the charge. The existing lines charge from 1 to 2 cents per bushel as actual or constructive transfer charge.

3d. There now exists and has existed for years, a through transfer charge included in the through tariff rates of all the leading lines. This charge is about 2 cents per bushel, and is charged for the benefit of the elevators, warehouses, &c. of Chicago. This charge is maintained in the through tariff, whether the grain is actually transferred or not. If it is not transferred it is called "constructive transfer," and is paid by the shipper all the same. This charge is exorbitant when the transfer is actually made, and, of course, still more so when the transfer is not made. Since, therefore, the people already pay an exorbitantly high rate for transferring their through shipments, it could make matters no worse if they shipped by a narrow gauge road to the lakes; and if they were guaranteed the low rates named in the pending bill they would gain immensely, even after paying a fair price for transfer charges.

4th. About 80 per cent of the business of the railroads of the country is local, and about 20 per cent through business. The greater part of the former is done without the necessity of any transfer whatever.

5th. The argument against narrow gauge roads, based upon the necessity for transfer from these roads to broad gauge cars, is equally strong against canal and lake transportation. It costs no more to transfer from car to car than to transfer from car to boat.

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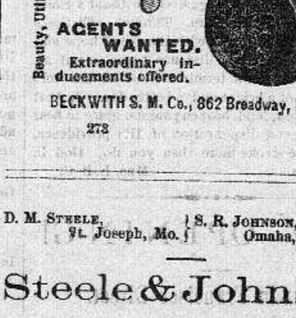

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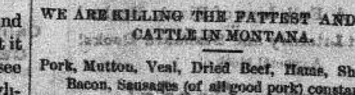

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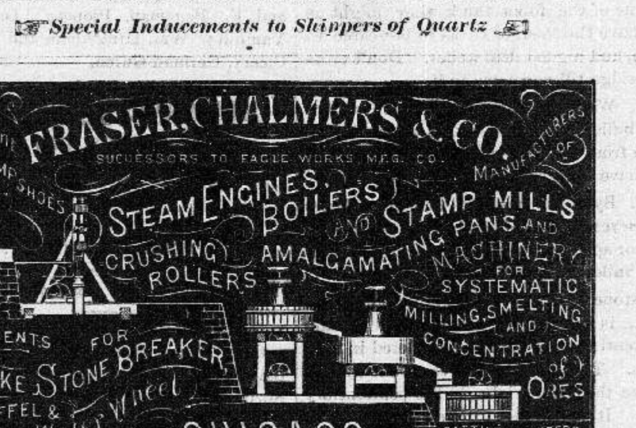

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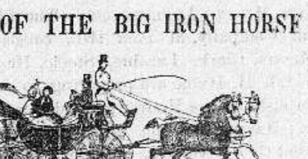

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Call and examine Stock.

291 F. B. MILLER.

PETER LANSING,

BOOT AND SHOE MAKER,

MAIN STREET, - DEER LODGE.

THE best quality of French and American Boots, suitable for light and heavy wear, manufactured to order and warranted to give satisfaction.

☞ MY PRICES ARE REASONABLE ☜

A Good Stock Constantly on Hand.

UPHOLSTERING.

Mr. BIEN, Practical UPHOLSTERER.

Wre and Salesroom, John O'Neill's old stand

HAVING opened an Upholstery establishment under management of Mr. M. BEIN a practical workman of skill and many years experience, I respectfully ask the patronage of the public in manufacture or repair in this line of business.

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PRACTICAL WATCHMAKER,

EUGENE STARK, Deer Lodge M. T.

(Shop in William Coleman's).

HAVING many years experience as a practica Watchmaker, the largest stock of goods and the only set of watchmaker's instruments in Western Montana, I feel confident in soliciting the patronage of the public I do no Jewelry work. I am also receiving a large stock of

THE FAMOUS SETH THOMAS CLOCKS,

which will be sold low. Persons desiring their timepieces repaired or adjusted will find I understand the business

262. EUGENE STARK.

McLin & Co.,

Main Street—Opposite F. B. Miller's—

DEER LODGE, - - - - - MONTANA.

MANUFACTURERS of and dealers in

FURNITURE, SASH, DOORS, WINDOW BLINDS

&c.—on hand and made to order.

Lath and Shingles always in Stock.

All kinds of Carpenter Job Work done promptly to order, for reasonable charges.

Mouldings and Frames for Pictures.

The patronage of the public is solicited and satisfaction guaranteed 272 McLIN

C. C. HOUSEL, REUBEN ALLEN

C. C. HOUSEL & CO.,

STORAGE, FORWARDING,

—AND—

COMMISSION MERCHANTS

OMAHA, - - - NEBRASKA.

Agents for Merchants Dispatch Transportation Company.

General Forwarders of Freight Overland to all Points in the North-West.

LOST GOODS TRACED. CHARGE REASONABLE.

MONTANA MERCHANTS will find it to their advantage to ship in our care and prevent delay. 274

SUMMONS.

In the District Court of the Second Judicial District of the Territory of Montana in and for Beaverhead County.

Philip Lovell Plaintiff, vs Mary Lovell Defendant } Action brought in said Court

The people of the Territory of Montana send greeting to Mary Lovell.

You are hereby required to appear in an action brought against you by the above named plaintiff in the District Court of the Second Judicial District of the Territory of Montana, in and for the county of Beaverhead, and to answer the complaint filed therein within ten days—exclusive of the day of service—after the service on you of this Summons, if served within this county; or, if served out of this county but in this District, within twenty days; otherwise, within forty days, or judgment by default will be taken against you, according to the prayer of said complaint.

The said action is brought to obtain a decree of this Court dissolving the bonds of Matrimony now existing between said plaintiff and defendant upon the grounds set forth in the complaint on file in this action, and for general relief.

And you are hereby notified, that if you fail to appear and answer the said complaint, as above required, the said plaintiff will apply to the Court for the relief demanded in said complaint

{SEAL} Given under my hand and the seal of the District Court aforesaid this 15th day of February, A. D. 1875.

WM. PECK, Clerk.

C. MEAD, Plffs. Attorney. 297-4t.

COPY OF SUMMONS.

In the District Court of the Second Judicial District of Montana Territory, in and for Beaverhead Co.

Philip Lovell and F. E. Curtiss, Plffs. vs. Samuel P. Robinson, Defendant. } Action brought in said court.

The People of the Territory of Montana send greeting to Samuel P. Robinson.

You are hereby required to appear in an action brought against you by the above named plaintiffs in the District Court of the Second Judicial District of the Territory of Montana, in and for the County of Beaverhead, to answer the complaint filed therein within ten days (exclusive of the day of service) after the service on you of this summons, if served within this county; or, if served out of this county, but in this district, within twenty days; otherwise within forty days, or judgment by default will be taken against you according to the prayer of said complaint.

This action is brought to obtain a decree of this court for the foreclosure of a certain mortgage described in the said complaint and executed by said defendant on the 8th day of December, A. D. 1868, to secure the payment of two certain promissory notes of same date, for $686.86, payable on or before the first day of June, 1869, with interest at the rate of three per cent. per month until paid, and one for $813.14, payable on or before the first day of August, 1869, without interest, that the premises conveyed thereby may be sold and the proceeds applied to the payment of said sums with interest as aforesaid and costs, and in case such proceeds are not sufficient to pay the same, then to obtain judgment and execution against said defendant for the balance remaining due, and also that the said defendant, and all persons claiming under him, may be barred and foreclosed of all right, claim or equity of redemption in said premises and every part thereof, and for other and further relief. And if you fail to appear and answer the said complaint as above required the plaintiff will take default against you and apply to the Court for the relief demanded in said complaint.

{SEAL.} Given under my hand and the seal of the District Court aforesaid this 15th day of February, A. D. 1875.

WM. PECK, Clerk.

C. MEAD, Plffs. Attorney. 297-4t.

PROPOSALS FOR FLOUR.

OFFICE CHIEF COMMISSARY OF SUBSISTENCE, DEPARTMENT OF DAKOTA, ST. PAUL, MINN., Feb. 27, 1875.

SEALED PROPOSALS in duplicate are invited until 12 o'clock, M., April 15, 1875, for furnishing the U. S. Subsistence Department with fresh ground XXX flour, to be made wholly from original stock of Sound Spring wheat of best quality, and delivered as follows:

AT FORT SHAW, M. T.—60,000 pounds, on or before June 30, 1875, 117,000 pounds more on or before September 30, 1875.

AT FORT ELLIS, M. T.—60,000 pounds on or before May 30, 1875; 113,000 pounds more on or before September 30, 1875.

AT CAMP BAKER, M. T.—20,000 pounds, on or before June 30, 1875; 31,000 pounds more, on or before September 30, 1875

The flour to be delivered in good strong sacks or barrels. The quantities of flour stated for the second deliveries at the posts above named, to be diminished or increased on a notice of sixty days previous to September 30, 1875, being given by the C. S.

Bidders must state the brand of Flour offered, and each bid should contain a written guarantee from two responsible parties for the faithful performance of the contract, it awarded. A sample of at least eight ounces of each brand of flour offered must accompany the bid, and each sample numbered and marked with the name of the bidder, and these marks referred to in his bid.

The proposals will be endorsed distinctly, "Proposals for Flour," and addressed to the A. C. S., Fort Shaw, M. T., at which place they will be opened at the time above stated, and bidders are invited to be present to respond to their bids. The right to reject any or all bids is reserved.

299-4t B. DuBARRY, Major and C. S.

No. 3.

PROPOSALS FOR ARMY SUPPLIES

HEADQUARTERS DEP'T OF DAKOTA, CHIEF QUARTERMASTER'S OFFICE, ST. PAUL, MINN, March 5, 1875.

SEALED PROPOSALS, in triplicate, subject to the usual requirements, will be received at this office, and also at the offices of the U S Quartermasters at the several posts and stations named below, until 12 o'clock, noon, on the 27th day of April, 1875, for furnishing and delivering such fuel, forage and straw, as may be required at each during the fiscal year commencing July 1, 1875, and ending June 30, 1876, viz:

CAMP BAKER, M. T.—1000 cords Soft Wood; 281,000 pounds Oats; 229 tons Hay.

FORT BENTON, M. T.—730 cords Soft Wood; 78 tons Hay.

FORT ELLIS, M. T.—2000 cords Soft Wood; 250 tons Hard Coal; 50 00 bushels Charcoal; 1,450,000 pounds Oats; 990 tons Hay; 247 tons Straw.

FORT SHAW, M. T.—3,675 cords Soft Wood; 553,000 pounds Oats; 490 tons Hay.

The above are the estimated quantities that will be required, at each post, but the Government reserves the right to increase or diminish the same at any time during the continuance of the contract, and to require deliveries to be made at such times and in such quantities as the wants of the public service may demand. A copy of this advertisement should be attached to each proposal. Bids for any portion of the specified supplies will be considered.

The Government reserves the right to reject any or all bids that may be offered.

Blank forms of proposals, guarantees bonds requirements, &c., to be used by the bidder, and a printed memorandum for his information and instruction in bidding, can be had on application to the Quartermasters at the several Posts and stations named and at this office.

298-4t BENJ. C. CARD, Chief Quartermaster.

PROPOSALS FOR FRESH BEEF.

OFFICE CHIEF COMMISSARY OF SUBSISTENCE, DEPARTMENT OF DAKOTA, St. Paul, Minn., March 8, 1875.

SEALED PROPOSALS IN DUPLICATE WILL be received at the office of the Acting Commissary of Subsistence Fort Shaw, Montana Territory, until 12 o'clock M., April 13, 1875, for furnishing the Fresh Beef required by the Subsistence Department, U. S. A., at Forts Shaw, Benton and Ellis, and Camp Baker, M. T., during the twelve months commencing July 1, 1875. Information as to conditions, quality of beef, payments, &c., can be obtained by application to the Acting Commissary of Subsistence, Ft. Shaw, or to this office.

Proposals should be made separately for the different posts, and bidders are invited to be present at the opening of the bids.

The right to reject any or all bids is reserved.

Proposals should be endorsed "Proposals for Fresh Beef at——," and addressed to the Acting Commissary of Subsistence, Fort Shaw, M. T.

299-4t B. DuBARRY, Major and C. S.

"The Way to Wealth, if you desire it, is as plain as the way to Market." —FRANKLIN.

AGENTS WANTED to Canvass in Deer Lodge and adjoining Counties for the new book "SUCCESS IN BUSINESS," or

MONEY AND HOW TO MAKE IT.

This country has money for everybody. Money in TRADE, in the MILL, in MINES, on the FARM, in the Garden, in Wheat, in Corn, in Stock, in Poultry. This book shows how Business Men, Farmers, Workingmen, Young Men, and women, all may *get, save, loan and use it.* Just the book needed and will sell fast. Address for circular and terms

J. C. McMURDY & CO., (successors to Zeigler & McMurdy,) 180 W Fourth St, Cincinnati; Fifth Avenue and Adams street, Chicago, Illinois; 520 Olive St. Louis, Mo.

N. B.—THE PEOPLE'S STANDARD EDITION OF THE HOLY BIBLE published by us is the finest, cheapest and best. Agents make from $50 to $80 per month selling it with other books, without extra expense.

298-9t

THE TIMES,

A First-Class Newspaper.

DAILY AND WEEKLY.

Independent in everything! Neutral in nothing!

Opposed to all Corrupt Rings, in Municipal, State and National affairs.

THE DAILY TIMES will be issued on Saturday the 13th of March, and every morning thereafter, Sundays excepted, under the editorial direction of A. K. McClure, printed compactly from clear type on a large folio sheet, containing all the news of the day, including the Associated Press telegrams, Special Telegrams and Correspondence from all points of interest, and fearless editorial discussions of all current topics. Price, two cents.

Mail subscriptions, postage free, Six dollars per annum, or Fifty cents per month, in advance.

Advertisements, fifteen, twenty and 30 cents per line, according to position.

THE WEEKLY TIMES

Will be issued on Saturday, March 20th, and weekly thereafter, containing all important news of the week, and complete Market and Financial reports.

Mailed for one year, postage free, at the following rates:

One copy	$1.00
Ten copies	9.00
Twenty copies	16.00

Advertisements, twenty-five cents per line.

Remittances should be made by Draft or Post Office orders. Address THE TIMES,

299 No 14 South 7th St., Philadelphia.

WALTER W. JOHNSON,

SURVEYOR AND MINING ENGINEER,

DEER LODGE, MONTANA.

Is prepared to execute surveys for location of mining claims. Will procure patents thereon at the most reasonable rates.

Surveys of Ranches, Ditches, and Mines made on short notice. Accuracy guaranteed.

WILL FIND ANY GOVERNMENT CORNER IN THE COUNTY.

Ranches within five miles of Deer Lodge, surveyed for $10, and over 5 and less than 30 miles distant $20 and necessary traveling expenses.

254-3m W. W. JOHNSON.