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# The New Northwest.

VOL. 25, NO. 7. DEER LODGE, MONTANA, SATURDAY, AUGUST 26, 1893. WHOLE NO. 1059.

## OUR CUP DEFENDERS.

PICTURES AND DESCRIPTIONS OF AMERICA'S FOUR CRACK YACHTS.

They Will Strive to Prevent the British From Winning Back the Cup Known as "the America's" Vigilant, Colonia, Plover and Vigilant.

Despite the strained financial situation there is a great deal of public interest in the coming international yacht races, and this is more largely augmented by the preliminary contests between the American cup defenders.

Yachting seems generally to agree that this year will be made this year, and that the British will be considered, that has heretofore been achieved, for the first of the boats have been laid out in the light of more scientific knowledge, their construction is better, there is greater economy in the matter of weight of spars, tackle, etc., and the sail plans have been devised more carefully than ever before.

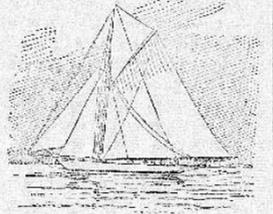
As soon as it was decided to accept the challenge from the other side of the water the question of a defending boat on this side came up. Two syndicates were quickly formed in New York and one in Boston, and is shortly expected by that veteran yachting racer, General Paine, that a boat would be built by him and his son, John B. Paine. One of the New York syndicates was headed by C. Oliver Iselin and Commodore E. D. Morgan of the New York Yacht club, and the other by Archibald Rogers, Charles Francis Adams, second, and George C. Adams headed the Boston syndicate. Both the New York syndicates placed their orders with the Herreshoff, while the Boston syndicate ordered Stewart & Burtner, who also had the famous yacht designer, Burgess, to furnish their plans. Mr. Paine made the designs for his boat himself and had her built at South Boston.

There was no dallying in the work of building. The two Boston boats were in keels, that owned by the syndicate being christened the Plover when she was launched at the yard of Pusey & Jones at Weymouth, Del., where she was built, while the Paine boat was named the Vigilant. The Morgan-Iselin syndicate has a boat named Wasp and is called the Vigilant. The Rogers syndicate named its yacht Colonia. It has no centerboard or fin. All are sloops. All were in the water by the end of June.

Dimensions are as follows: Length over all, 123 feet; load water line, 85 feet; beam, 32 feet 6 inches; draft, including fin, 13 feet 7 inches. Her fin is of steel, has a lead ball and extends 2 feet below the hull which has a draft of 5 feet 7 inches. The lead ball weighs 35 tons. The big centerboard is of steel and weighs 24 tons. It is 10 feet long and 7 feet deep. The smaller centerboard, also of steel, is only 3 feet long, but drops 8 feet. The Jubilee carries a very large spread of canvas. Her boom is 95 feet long. Her under water lines are good. She goes through the water easily and steers readily. She will be sailed by the well known skipper, John Barr. He is a Scotchman and came to America in 1887 as sailing master of the "Thistle."

The Valkyrie Lord Darnley's yacht, which will cross the seas in quest of the cup, is of composite build, 130 feet over all, 86 feet on the water line and 22 feet beam and 18 feet draft. She carries 75 tons of lead ballast, and she is finely tapered off to a fin at the head. Her boom is more than 90 feet long, and she has a very large sail area. The mast is well forward, and most of her propulsion power is in the mainsail. Her bowsprit is only 10 feet long. She was built in the Glasgow yards of David Henderson & Co. Her skipper will be Captain W. G. Watson.

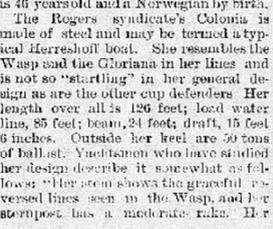
There is no doubt that the fin keel boats of Boston have produced something of a shock among yachtsmen outside of New England, but this latter stand up for their form of hull design, saying it is only a deep keel design with



VIGILANT.

The Vigilant is the largest of the four. She possesses many of the familiar Herreshoff characteristics, although there are some notable departures from the lines of the Gloria and Wasp, so well known to yachtsmen. Her dimensions are: Length over all, 123 feet; load water line, 85 feet; beam, 32 feet; draft, 14 feet. Her hull plan is described by yachtsmen as "revolutionary" and she carries 75 tons of ballast to assist her broad beam in holding her upright. She is fitted with "fin" bronze up to her top strake, which is not steel. It is claimed for John Paine that it will not rust, and is not likely to badly foul. Its surface is smooth, and it possesses the qualities of lightness and strength. The Vigilant's centerboard is made of thin bronze plates and is hollow. It is 10 feet deep and 17 feet long. Her 98 foot boom is the one built for the schooner Constellation when Commodore Morgan designed changing that boat to a sloop. William Hansen is sailing master of the Vigilant, and the crew has been selected with great care. Hansen was formerly the sailing master of the schooner Schoonah and has won many races in her. He is 46 years old and a Norwegian by birth.

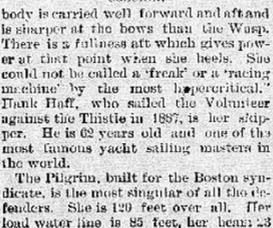
The Rogers syndicate's Colonia is made of steel and may be termed a typical Herreshoff boat. She resembles the Wasp and the Gloria in her lines and is not so "startling" in her general design as are the other cup defenders. Her length over all is 126 feet; load water line, 85 feet; beam, 34 feet; draft, 15 feet 6 inches. Outside her keel are 50 tons of ballast. Yachtsmen who have studied her design describe it somewhat as follows: "Her stem shows the graceful reversed lines seen in the Wasp, and the sternpost has a moderate rake. Her



COLONIA.

body is carried well forward and aft and is sharper at the bows than the Wasp. There is a fullness at which gives power at their point when she heels. She could not be called a "frank" or a "racing machine" by the most hypercritical. Frank Haff, who sailed the Volunteer against the Thistle in 1887, is her skipper. He is 62 years old and one of the most famous yacht sailing masters in the world.

The Plover, built for the Boston syndicate, is the most singular of all the defenders. She is 120 feet over all, her load water line is 85 feet, her beam 23



PLOVER.

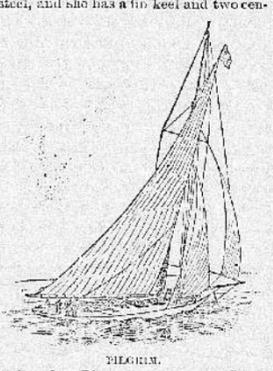
## AMERICANS IN SIAM.

AN ACTIVE INFLUENCE FOR ENLIGHTENMENT AND PROGRESS.

Americans Introduced Printing and Other Useful Arts in the Land of the White Elephant—Captain Miller and the First Steam Engine.

The effect in the United States of the recent dispute between France and Siam has been to draw the attention of the reading public to the picturesque people and queer civilization to be found in the land of the white elephant. It has been a "campaign of education" as far as we are concerned, and while we have profited by the opportunities for enlightenment the interest aroused has been chiefly that of curiosity. While our sympathies may be mildly excited, French aggressions in Siam have no practical business significance in the United States, for although we have a few Christian missionaries in southeast Asia our commercial interests there are insignificant.

Nevertheless the time was when individual American influence was potent in modernizing the civilization and developing the resources of Siam. We had considerable commerce with Bangkok before the war, and in 1855 Dr. D. B. Bradley, an American, set up the first



STEAM ENGINE.

printing press in that country. A year later another American, C. Robinson, did the first printing with Siamese type, cast in Bangkok. The fact that in 1851 the king introduced three American ladies as teachers in the royal household strengthened our title to credit for the introduction of western civilization into Siam. Dr. Bradley's work in printing press further distinguished himself by performing the first known successful operation in surgery, the amputation of a priest's arm. Subsequently, during a malignant epidemic of smallpox, American missionaries introduced vaccine and checked the scourge.

But America has contributed to the commercial and industrial development of Siam, as well as to her enlightenment in science, literature and religion. Captain Thomas Miller, at present a resident of New York city, introduced and applied the steam engine to several of the ferret industries in the land of the white elephant. Besides building and owning the first large steamer on the Menam river, Captain Miller also built a fine steam yacht for the prime minister and another one for the king, the first noble of the realm. This project was so much pleased with the results of Captain Miller's handiwork that he ordered the engine set up in a shed where all the people could see it run.

The excitement was so great that Oudh Nui himself, on entering the palace court after the entertainment fell dead of heart disease. His son also made the affair memorable by trying to stop the wheel on the propeller shaft with his hand. He was thrown about 40 feet. In addition to these enterprises Captain Miller built the first steam sawmill in Siam, and also the first sugar mill.

Mr. Isaac Townsend Smith, who has for over 10 years acted as consul for Siam in New York, has a very high opinion of the genius and character of the Siamese people. He is also an advocate of closer commercial relations with the United States. In a recent interview he said: "The first steam rice mill in Siam was set up by an American in 1838. The first steam saw mill built in Siam was from drawings and models, with steam engines and machinery built here and sent out by myself, from this city. This vessel was built by Phra Nai Wat in Bangkok, was 600 tons, carried a crew of 180 men and was called the Envy Chaser. Dr. McFarlan, an American, has for many years been at the head of the government college, and Dr. Hays, also an American, is in charge of their hospital.



STEAMSHIP.

Deep Water.

As its greatest known depth, about midway between the island of Tristan d'Acunha and the mouth of the River Plate, the Atlantic is 89 miles deep. In the north Atlantic ocean south of Newfoundland soundings have been made to a depth of 27,480 feet, or 4,580 fathoms, while depths exceeding 31,000 feet, or 5,400 miles, are reported from at least three different places. The average depth of the Pacific between California and Japan is a little over 2,000 fathoms; between Chili and Australia, 3,900 fathoms.

## THE CIRCULATION OF CURRENCY.

In 1000 the world had in circulation \$29,000,000 gold, \$102,000,000 silver and no paper. In 1890 there were \$840,000,000 gold, \$801,000,000 silver and \$771,000,000 of paper money, a total of \$2,412,000,000. This includes the money of Europe, the United States and all the colonies of Great Britain, France and Spain. No account is taken of the worthless currency of the South American states.

## THE NEXT PARIS EXHIBITION.

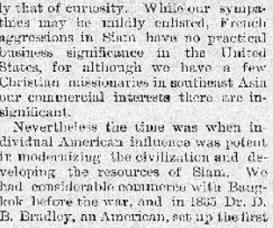
Thirty-two schemes for a site for the proposed international exhibition in Paris in 1900 have been considered by the commission having the matter in hand. It is considered most likely that the site of the exhibition of 1889 will again be selected, although the available space will be greatly enlarged.

## THE BOARD OF TRADE.

FORTUNES WON AND LOST IN CHICAGO'S BUSY MART.

Truly Is the Word in the Big Trading Room—Gigantic Operations—John Cudady's Ups and Downs—Charles D. Hamill, President of the Board.

There may be a livelier place on this earth than the great "trading hall" of the Chicago board of trade on a right lively day, but if there is few persons know where to find it. Even on a day when "things are running smooth and regular" you would not select the trading room for a quiet talk with a friend. When there is a real gloom such as swept from wall to wall on the day that



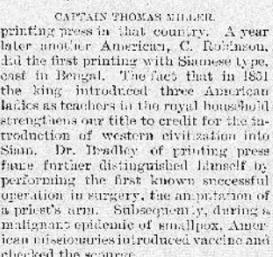
BOARD OF TRADE BUILDING, CHICAGO.

John Cudady, his friends and their port corner all went down together, the turmoil is appalling. The news dispatches from the "big board" are full of gloom. Some of the men who were present used much more picturesque language about it without suffering reproach from others who were there.

The board of trade was founded in 1818. Two years later it was incorporated with 18 subscribers. Now there are nearly 2,000 members. In the beginning the admission fee was but \$5. Now it is \$100.00. The annual assessment of each member for expenses is \$75. Membership in the board is transferable and commands a premium ranging from \$2,000 to \$5,000. The building, a great octagonal structure, is located at the foot of La Salle street, between Jackson and Van Buren. It stands 253 by 154 feet on the ground and is a handsome, massive granite structure. It is surmounted by a tower tapering into a pinnacle 304 feet above the pavement. The interior is lavishly finished, and the trading hall, with 175 by 155 feet of floor surface, is a notable apartment. Its ceiling is 50 feet high, and much of it is glass. The decorations of the members are confined altogether to the products of the farm, and different parts of the floor are given up to dealers in different crops.

The method of doing business has often been described, and readers generally are familiar with the arguments for and against the practice of "dealing in futures" by which so many fortunes have been lost and won and against which anticipatory legislation in quantities has been proposed. The magnitude of the annual deals consummated on the floor of the board of trade is something appalling, and it is not likely that the most pronounced "anti-futures" holds that the business of handling the crops of the country could be done so quickly and so economically by any plan as yet devised as by organization.

The objections raised are exactly the same as those made to the money exchange by means of fluctuating "bull" and "bear" movements, and sometimes in such a way as to seriously affect the prosperity of the producer, who, it is held, should of all men be subject to as little uncertainty as to prices as is possible. His profits, it is claimed, is liable enough at best. It was officially set out when the board of trade was organized that its objects included the following: "To promote uniformity in the customs and usages of merchants; to inculcate principles of justice and equity in trade; and to facilitate the speedy adjustment of business disputes."



CHARLES D. HAMILL.

start things going. Michael Cudady, however, was for some time manager for Phil Armour in Milwaukee and served in the same capacity for Joseph Armour when he began business in Chicago.

It is stated that neither Michael nor Patrick Cudady is affected by John's trouble. They are not speculators, but devote themselves to "straight away" business operations. They have plenty of money and will probably continue to help John get on his feet again soon.

The firm that went down with John Cudady include J. C. Stever & Co., E. W. Bailey & Co., A. Hecht & Co., Wright & Hargreaves and the North American Provision Company.

Charles D. Hamill, the present president of the board of trade, was first chosen in 1892 and re-elected in January of the present year. His opponent in 1892 was Jerry Stever, with whom John Cudady had been a side partner when a member of "the big four" of the early eighties. Mr. Hamill is a Toosier by birth, and will be 64 years old Nov. 14. His early life was passed in Birmingham, Ind. His father, Dr. Robert Hamill, removed to Chicago in 1847, and when Charles was 18 he went to work as a messenger boy in a dry goods house. He rose rapidly from this place, and in 1865 took a clerk's position in the Chicago Bank of Commerce. He remained in the banking business till 1894, when he went into the packing business as silent partner in the firm of Singer & Co. In 1895 he went into business for himself "on change" and has been active ever since. His son Robert is now a member of his firm, which is called C. D. Hamill & Co.

President Hamill is a man of artistic and musical tastes. He helped form the Apollo club of Chicago. He is a warm friend of Theodore Thomas. In his beautiful home are to be seen many rare etchings and artistic canvases. Some of his art treasures were taken to Chicago before the fire. "An entire importation direct from Holland to Chicago" was purchased a year or two prior to the conflagration by Mr. Hamill and two of his friends. They lost their part of the importation by the flames, but Mr. Hamill saved his. Though not a college graduate, Mr. Hamill is a man of very wide information, and his repeated election to the presidency of the board of trade attests his popularity among Chicago business men.

The circumstances of the failure of John Cudady, Wright and their business friends are pretty well known. The deal was started a year ago last March by Wright by a bull campaign on hog products. Cudady put up the money,



JOHN CUDADY.

and the plan worked. By November pork had been pushed to \$20 a barrel and other pork goods to corresponding figures. In January N. K. Fairbank got in with them, and the three and their friends made money and kept prices high for a long time. But hard times and Phil Armour finally got after them together, and the bottom dropped out.

John Cudady is one of three brothers, the others being Michael and Patrick. Their business connection has always been more or less close, but neither Michael nor Patrick possesses the boldness and nerve of John. The failure of the last named is but an incident in the commercial record of the brothers who have made and unmade food markets for a decade or more. John Cudady is a native of Callan, County Kilkenny, Ireland, and was born Nov. 2, 1844. When he was 10 years old, his father came to America with his family and settled in Milwaukee. There he and John Cudady went into business as slaughterer and packer in a small way, and there the boys received the most practical lessons possible in that business.

When John Cudady was 15 years old, he was set to work in the establishment of Edward Roddis, a Milwaukee packer, and before a year had rolled by John was the most trusted employee in the house. When he was 19 years old, he went to work for John Plankinton, who was already Michael's employee. In 28 months John resigned and went into the nursery business with Thomas Grymes. They made money for three years, and then John went with the house of Layton & Co. Three years later he was made inspector of provisions for Milwaukee. Then he went with Van Kirk & McGoough, and then he bought into the packing establishment of John Plankinton. In 1876 Michael bought out the Plankinton interest and John removed to Chicago.

For five years John was in partnership with E. D. Chapin, the firm name being first E. D. Chapin & Co., and then Chapin & Cudady. Then Chapin got out, and the firm became Cudady Bros., Patrick being the junior partner, and Michael owning the controlling interest. In the meantime John joined forces with Jerry Stever, and in 1881 became one of the controlling spirits on the board of trade. N. B. Benn, C. J. Singer, Nat Jones and John Cudady were in those days known as "the big four." When he went into partnership with Stever, Cudady was worth about \$700,000. Three years later he had passed the million mark.

It was in 1874 that John Cudady worked for "Uncle Phil" Armour, after leaving Milwaukee and before settling up for himself in Chicago. He was then with the Plankinton house, and Plankinton & Armour desired to open up in Kansas City and sent Cudady there to

## DUBLIN'S LORD MAYOR.

He Will Accompany Other Irish Officials on a Visit to the Fair.

Lord Mayor Shanks of Dublin is to visit the World's Fair. He comes as the official representative of the capital city of Ireland and was duly authorized to make the journey by resolution of the city's aldermen and councilors. With him will come ex-Lord Mayor's Lord Mayor Shanks, Meade, Gill and Sullivan, High Sheriff Doherty, Corporation Clerk Campbell and Alderman Mayne, who hopes to be lord mayor himself some day.

The present lord mayor is one of the most popular chief executives Dublin has ever had. He has been a member of the city council for a number of years, and is possessed of considerable influence other than political. He is a home ruler of the staunch sort and has a strong admiration for Gladstone. His age is about 55 years, and he is a man of good address and a fair public speaker.

Mr. Shanks is especially interested in Irish representation at the fair and did a great deal publicly and privately to assist Lady Aberdeen in establishing the Irish villages in the Midway pleasure grounds. He has a strong liking to help along the cottage industries. He is a man of wealth, having made a great deal of money in the manufacture of sugar and mineral waters. He is also interested in a bicycle manufactory and in several other business enterprises.

Alderman Meade and Mayne are even more interested in the success of the Irish village than the lord mayor. The former is chairman of the executive committee that established the village, and Blarney castle is one of his pet projects. He, too, is a man of great wealth, liberality and public spirit. As a contractor for public works he has had much to do with the best improvements in Dublin.

Alderman Mayne's interest in the Irish village is personal as well as national, for Mrs. White and Miss Agnes Mayne, who manage it, are his daughters. He is one of the most progressive members of the Dublin council and had a great deal to do with the lighting of the city by electricity and other improvements. He was a member of parliament for Tipperary for a long time and did good service for his constituency, being active in everything that led to better the condition of his native land.

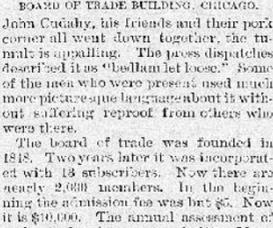
## THE OHIO CAMPAIGN.

Something About gubernatorial Candidates Bracken, Neal and Dickelstein.

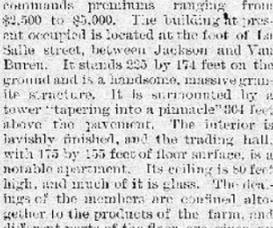
Aside from the issues involved, the Ohio gubernatorial campaign comes at an opportune time to attract national attention. Only 12 of the states hold elections this fall, and of these only five hold for new governors—Ohio, Virginia, Massachusetts, Iowa and Wisconsin. These five will all be closely watched by the whole country, but the prominence given to national questions in the Buckeye fight has a tendency to centralize interest upon it.

Edward J. Bracken, who is the nominee of the People's Party for governor, is a veteran in the ranks of labor agitators. He was formerly president of the Columbus Trades assembly and is a man of more than ordinary intellectual force and intellectuality. Recently he has been the Columbus correspondent for several journals devoted exclusively to labor's interests, and in this capacity has assisted the passage of many of the bills demanded by workingmen.

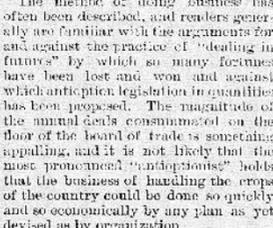
Lawrence T. Neal, the Democratic gubernatorial candidate, is known to country over as the author of the tariff plank in the last Democratic national platform. He is a lawyer and was city solicitor of Chillicothe in 1867 and a member of the legislature in the same year. In 1870 he was prosecuting at-



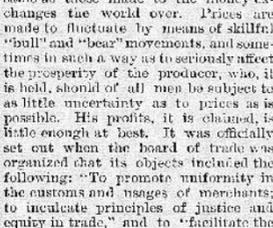
EDWARD J. BRACKEN.



LAWRENCE T. NEAL.



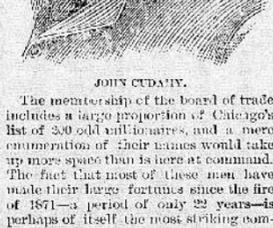
CHARLES D. HAMILL.



JOHN CUDADY.



CHARLES D. HAMILL.



EDWARD J. BRACKEN.

torney of Ross county, and in 1875 was sent to congress from the Seventh district, being re-elected in 1874. He was a candidate for the Democratic nomination for governor in 1880, and again in 1891, but was each time defeated by Governor Campbell. He was also before the Democratic caucus for the United States senatorship when Price was selected. He is a native of Parkersburg, W. Va., 50 years of age and a bachelor.

Of Governor McKinley, who has been re-nominated by the Republicans, little need be said, beyond the statement that he is 50 years of age and served seven terms as a member of congress, where he became famous because of his prominence in tariff matters. He was elected governor in 1891 by a plurality of 21,511 votes. The particulars of the financial disaster which overtook him last winter are still fresh in the public mind.

Mrs. Langtry in Wax.

Mrs. Langtry has sent to Chicago a doll 3 feet high especially modeled to resemble her in face and dressed exactly as she was in "Cleopatra."

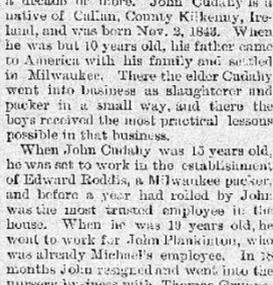
## MONTANA UNION RAILWAY.

TIME TABLE.

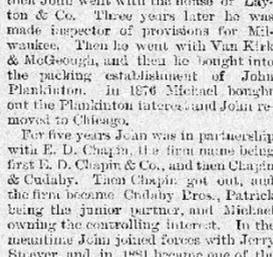
Trains leave Deer Lodge as follows:  
GOREA SOUTH.  
No. 5—Northern Pacific Express ..... 8:50 p. m.  
No. 3—Montana Union ..... 7:30 p. m.  
No. 1—Montana Union ..... 9:15 a. m.

GOREA NORTH.  
No. 2—Montana Union Express ..... 11:25 a. m.  
No. 4—Montana Union ..... 9:45 p. m.  
No. 6—Northern Pacific ..... 10:35 a. m.

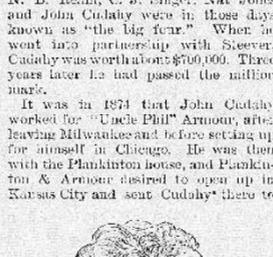
All mails at Deer Lodge postoffice close thirty minutes before train time. LEW COLEMAN, P. M.



LORD MAYOR SHANKS.



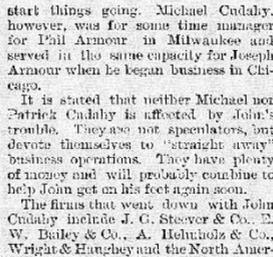
LORD MAYOR SHANKS.



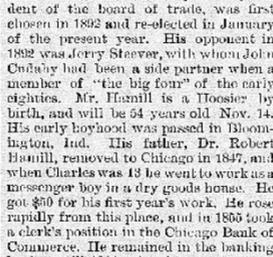
LORD MAYOR SHANKS.



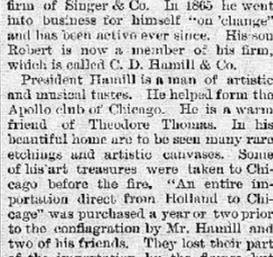
LORD MAYOR SHANKS.



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LORD MAYOR SHANKS.

torney of Ross county, and in 1875 was sent to congress from the Seventh district, being re-elected in 1874. He was a candidate for the Democratic nomination for governor in 1880, and again in 1891, but was each time defeated by Governor Campbell. He was also before the Democratic caucus for the United States senatorship when Price was selected. He is a native of Parkersburg, W. Va., 50 years of age and a bachelor.

Of Governor McKinley, who has been re-nominated by the Republicans, little need be said, beyond the statement that he is 50 years of age and served seven terms as a member of congress, where he became famous because of his prominence in tariff matters. He was elected governor in 1891 by a plurality of 21,511 votes. The particulars of the financial disaster which overtook him last winter are still fresh in the public mind.

Mrs. Langtry in Wax.

Mrs. Langtry has sent to Chicago a doll 3 feet high especially modeled to resemble her in face and dressed exactly as she was in "Cleopatra."