

The Daily Enterprise.

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LIVINGSTON, M. T., MAY 19, 1884.

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The Trail Creek Coal Mines.

The bluffs along Trail creek and its small tributaries seem one great coal field. Locations have been made at intervals for miles along the course and prospecting is still going on. Yesterday we visited two newly discovered veins in that locality. One belonging to J. J. McLaughlin, John McAusland and Joe Long, of Livingston, presents a ledge of coal fully sixteen feet wide. It has been followed by a tunnel to a distance of from 30 to 40 feet with the most encouraging prospects. The coal constantly improves from the surface, and at the end of the tunnel the solid black mass appears to be of excellent quality. Work has just been begun to run a cross-cut tunnel which is intended to tap the vein at a distance of 100 feet below the surface. If the vein is struck according to calculations it should develop a very large body of coal of as good quality as can be found in this country. Not very far from this location the Hedges brothers are developing a vein of coal of the same character about twelve feet wide. They have gone far enough on the vein to determine the angle of its pitch, and have also begun a cross-cut tunnel to tap it far below the surface. The owners think they have a good property and we agree with them. Two miles up the creek from these prospects, is the McIntyre coal mine owned by Bozeman men, for which a very large sum has been offered by the Union Pacific company; and a few miles farther over the divide, but still in the same coal belt, are the Maxey, Chestnut, and other famous mines forming one group. About four miles down Trail creek valley below these new locations is the mine owned by Capt. Wilber and Herman Kahle, the product of which was sold in Livingston last winter and gave the greatest satisfaction. The owners of the mine have struck another prospect near by which they hope will develop into a good vein of coal. The whole basin of the Trail creek pass from the Gallatin valley to that of the Yellowstone, is from present developments very rich in coal, and we doubt not that diligent prospecting will reveal veins other than those already discovered; we look to see that region noted as the most extensive coal field between Iowa and the Puget Sound mines. It will be but a comparatively little time before Trail creek pass will be followed by a railroad built to tap these same mines and carry their product of coal and coke to the furnaces of the whole western country.

A Sensible Scheme.

"A citizen" tells a reporter of the Benton River Press that the best thing that the citizens of that town can do with the \$150,000, offered as a bonus to the Helena & Benton railroad, is to devote the money to building a railroad to Neilhart with an extension to White Sulphur Springs and Livingston as an ultimate object. He says this is the shortest and most available route to the main line and would be a paying road from the start because it would tap a country of great resources. Replying to a question as to whether the Neilhart range could be crossed "the citizen" said: "Certainly it can and without any great difficulty. I believe an engineer would consider it an easier task to cross the Belt mountains, via Neilhart, than to build through the Prickly Pear canyon. Then think of the resources of the country—coal, iron, timber, and the richest precious mineral district in Montana." Commenting upon the plan the Press says: "Our informant is thoroughly familiar with the country, and if, as he says, that route is practicable, there can be no possible question but that it is the route of all routes mentioned. The views presented are worthy of careful consideration."

Donnell, Lawson & Simpson.

Donnell, Lawson & Simpson's suspension has changed to an assignment to R. H. Weems, their confidential clerk. Their liabilities are placed at \$3,000,000 and their assets at \$4,000,000. They hope to be able to settle their liabilities dollar for dollar, and possibly resume. The Montana firm

of Donnell, Clark & Larabee will not be affected by the insolvency of the parent firm except that Donnell will no longer be connected with it. Messrs. Clark and Larabee are both wealthy outside of their banking business, and have already purchased Mr. Donnell's interest in the firm. Mr. Clark was in New York at the time of the failure, and when he saw it coming immediately made arrangements to have the Montana firm's drafts honored by other banks as they arrived. Neither at Butte or Deer Lodge was there any manifestations of lack of confidence in the firm, but on the contrary they were freely offered any sums they might need in emergency, but fortunately did not need to accept the assistance volunteered. Mr. Donnell was personally engaged in business in Helena from 1884 to 1887, before he went to New York, and has many Montana friends who will be sorry to learn of his insolvency.

Begging the Question.

The Yellowstone Journal in its last issue again refers to the statement recently published in this paper regarding Miles City's population and again begs the question in such an evasive way as to amount to a virtual acknowledgement. We have little more to say on the subject, as we have no desire to continue bandying words with a paper that persistently follows the bent of its own policy by imputing to the ENTERPRISE motives entirely foreign to legitimate journalism. We published as a news item the fact that the actual resident population of Miles City about two or three months ago numbered 1,283 souls—a fact it was, as the Journal knows quite as well as does the ENTERPRISE. The Journal has never denied the statement, and as its truth is susceptible of easy proof, it will hardly have the effrontery to do so. Since that census Miles City's population may have doubled for ought we know or ought we care; we spoke of the population at the time of the census, but will still hazard the opinion that it has not increased by 50 residents since that time.

A Merited Testimonial.

BILLINGS, M. T. May 17, 1884.

The undersigned excursionists, hereby certify that the dining car presided over by D. C. Ehrhart is the "boss" car on the road, and the hospitable conductor is making a name for the Northern Pacific that the road may feel proud of.

Signed by Judge John J. Daly, of Portland, Oregon, L. Thankaus, G. W. Spearman, D. K. Howe and eighty others.

This flattering testimonial is really well-deserved, for Mr. Ehrhart, during his service of a year as dining car conductor on this division, has made himself and the car he manages very popular with such of the traveling public as appreciate courteous treatment and a good meal.

A Letter From Belknap.

F. W. Brown, formerly of Brown & Sax of Livingston, writes us from Belknap, where he is now located. He says: "The town is picking up every day. A telegram has just been received from Eagle that this trail is the only one by which to reach the mines, all others being drowned out. Two hundred mules came in to-day from the Jackass trail and more are expected. J. L. Holmes left Murrayville this morning and arrived here a few minutes ago, having made the trip in less than nine hours. I came over a few days ago in eight hours. Freight is shipped into the mines from here at eight cents a pound. I have started a branch house at Murrayville."

A New Theory.

William B. Gaw, of Miles City, in a letter to the Scientific American, advances the opinion that the chinook winds are not the Pacific trade winds breaking through mountain passes, but that they come from the higher atmosphere and consist of an upper current of air of one of the atmospheric currents bearing a regular and defined course. He believes that this aerial current becomes dispersed, and that that portion of the current that strikes Montana is in all its elemental purity.

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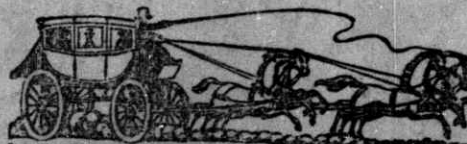
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